

AS-14192

Consent A. 3.

BOCC Agenda

Meeting Date: 06/10/2025

Interlocal agreements to award Rural Public Facilities funds

Submitted For: Kathy Funk-Baxter

Submitted By: Kathy Funk-Baxter

Department: Office of Financial Management

Information

Subject and Summary Statement

Approval of interlocal agreement with Port of Longview for \$1,000,000 grant award from Rural Public Facilities funds

Will Staff Attend - NAME OF STAFF

Kathy Funk-Baxter, Finance Director

Department Recommendation

Staff Recommends approval of the interlocal agreement with Port of Longview for \$1,000,000 grant to be disbursed in 2025 and 2026 from Rural Public Facilities fund

Attachments

Port of Longview interlocal agreement

Form Review

Form Started By: Kathy Funk-Baxter

Started On: 06/03/2025 12:25 PM

Final Approval Date: 06/04/2025

**INTERLOCAL GRANT AGREEMENT FOR
AWARD OF FUNDS FOR PUBLIC FACILITIES FINANCING ASSISTANCE
UNDER CHAPTER 82.14 RCW**

This Interlocal Grant Agreement (the “**Agreement**”) is made and entered into pursuant to Chapter 39.34 RCW, the “Interlocal Cooperation Act,” by and between the Port of Longview, a Port organized under the laws of the State of Washington, acting by and through its Board of Commissioners (the “**Grantee**”), and Cowlitz County, Washington, a political subdivision of the State of Washington, acting by and through its Board of Commissioners (the “**County**”), on the date stated below.

RECITALS

1. The County imposes, in addition to other taxes authorized by law, a nine one-hundredths of one percent (0.09%) tax of the selling price in the case of sales tax or value of the article used in the case of a use tax as allowed by RCW 82.14.370 and Cowlitz County Code 3.21.
2. The moneys collected as described above are deposited into the County treasury in a special revenue fund recognized as the Distressed County Public Facilities Fund for financing public facilities in Cowlitz County.
3. The Grantee submitted an application for grants of up to \$1,000,000 in funds from the Distressed County Public Facilities Fund for year 2025 and 2026 for the North Rail Capacity Addition project, the “**Project.**” The application is attached as Exhibit 1 and incorporated as part of **Attachment A – Scope of Work for Project.**
4. The County reviewed the application, and the Board of County Commissioners decided to award a grant from the Distressed County Public Facilities Fund for the Project.
5. The Grantee represents and certifies that it is qualified to receive funds for a “public facility” under RCW 82.14.370, and that it is qualified and possesses sufficient skills and the necessary capabilities, including technical and professional expertise, where required, to perform the services and/or work set forth in this Agreement.

Now therefore, in consideration of the mutual covenants contained herein, the Grantee and the County agree as follows:

AGREEMENT

1. **Incorporation of Recitals.** The above Recitals are hereby incorporated into the substantive provisions of this Agreement.
2. **Purpose of Interlocal Grant Agreement.** The purpose of this Agreement is to set forth the terms and conditions by which the County will provide the Grantee with a grant award to be used to pay or reimburse necessary expenditures incurred for the Project.

3. **Term.** This Agreement shall take effect on executed date and terminate on December 31, 2026.
 4. **Scope of Eligible Expenditures.** Grant funds may only be used to pay or reimburse eligible expenditures consistent with and as detailed in **Attachment A - Scope of Work for Project.**
 5. **Grant Amount.** The Grantee is awarded a total of \$1,000,000.
 6. **Budget.** The Grant Award shall be expended by the Grantee as set forth in **Attachment B -Budget.**
 7. **Grantee Responsibilities.** The Grantee agrees to administer the grant proceeds consistent with this Agreement. The Grantee shall provide the County with certification using the form of **Attachment C** that grant funds were used for eligible expenditures.
 8. **Reporting Requirements.** In addition to the responsibilities outlined herein and in **Attachment A - Scope of Work for Project**, at least once a quarter, and at the conclusion of either the grant expenditure or the grant contract period, the Grantee shall provide a report on the progress made to date on the Project, using such forms and meeting such requirements as determined by the County. Such reports shall be provided by the Grantee to the County electronically to the County's Project Manager identified herein.
 9. **Access to and Maintenance of Records.** The Grantee shall maintain internal controls, accounts and records, including personnel, property, financial, and programmatic records and other such records as may be deemed necessary by the County, for a period of six (6) years to ensure proper accounting for all grant funds and compliance with this Agreement. The Grantee acknowledges that records may be subject to disclosure under the Public Records Act, Chapter 42.56 RCW.
- The Grantee agrees that the County or any duly authorized representatives shall have at any time and from time to time during normal business hours, access to any work product, books, documents, papers, and records of the Grantee which are related to this Agreement, for the purpose of inspection, audits, examinations, and making excerpts, copies and transcriptions.
10. **Conflict of Interest.** Grantee designees, agents, members, officers, employees, consultants, and any other public official who exercise or who has exercised any functions or responsibilities with respect to the Project during his or her tenure, or who is in a position to participate in a decision-making process or gain inside information with regard to the Project, are barred from any interest, direct or indirect, in any grant or proceeds of the Project, or benefit there from, which is part of this Agreement at any time during or after such person's tenure.

11. **Governing Laws.** This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. The venue for any dispute regarding or arising out of this Agreement shall be Cowlitz County Superior Court.
12. **Personnel.** The Grantee will secure at its own expense all labor and materials required to perform any work in connection with the Project. The Grantee shall be responsible for all applicable payroll, labor and industries premiums, and taxes. All employees and subcontractors of the Grantee shall be covered by Industrial Insurance in full compliance with Title 51 RCW. The Grantee shall defend and indemnify the County, and their officials, officers, employees, and agents from and against all claims arising from any actual or alleged violation of the Grantee's duties under this section or applicable law. Solely for the purposes of this indemnification provision, the Grantee expressly waives its immunity under Title 51 RCW and acknowledges that this waiver was mutually negotiated by the parties. The Grantee's duty to defend and indemnify shall survive the termination of this Agreement.
13. **Contract Representatives.** The parties' designated representatives shall be responsible for the administration of this Agreement and for receiving notices given in connection with this Agreement. The following are designated as the representatives of the parties:

For the County:

Name: Kathy Funk-Baxter
 Title: Finance Manager
 Department: Office of Administrative Services
 Address: 207 4th Ave. N. #308
 Kelso, WA 98626
 Telephone: (360) 577-3065
 E-mail: funkbaxterk@cowlitzwa.gov
 Fax: (360) 425-7531

For the Grantee:

Name: Kara Metzger
 Title: Contracts and Grants Administrator
 Address: 10 International Way
 Longview, WA 98632
 Telephone: (360) 703-0254
 Email: kmetzger@portoflongview.com
 Fax: (360) 636-5188

14. **Notices.** Any notice required or permitted to be made under this Agreement may be given personally, by facsimile, or by first-class, registered or certified mail. A notice personally delivered to the other party is deemed given upon proper delivery. A notice sent by first-class, registered or certified mail is deemed given three days after mailing, if properly addressed and having proper postage. Notices delivered by facsimile shall be deemed to have been given on the date of transmission if received during the recipient's business day or, if not, on the recipient's next business day.

15. **Indemnification.** To the fullest extent permitted by the law, the Grantee shall indemnify, defend, and hold harmless Cowlitz County and the officials, officers, employees, and agents of each of them, from and against all claims in any way resulting from or arising out of the performance of this Agreement, whether such claims arise from the acts, errors or omissions of the Grantee, its subcontractors, third parties, Cowlitz County, or anyone directly or indirectly employed by any of them or anyone for whose acts, errors or omissions any of them may be liable. "Claim" means any loss, claim, suit, action, liability, damage or expense of any kind or nature whatsoever, including but not limited to attorneys' fees and costs, attributable to personal or bodily injury, sickness, disease, or death, or to injury to or destruction of property, including the loss of use resulting therefrom. The Grantee's duty to indemnify, defend, and hold harmless includes but is not limited to claims by the Grantee's or any subcontractor's officers, employees, or agents. The Grantee's duty, however, does not extend to claims arising from the sole negligence or willful misconduct of Cowlitz County, or its officials, officers, employees, and agents. Solely for the purposes of this indemnification provision, the Grantee expressly waives its immunity under Title 51 RCW and acknowledges that this waiver was mutually negotiated by the parties.
16. **Survival of Indemnity Obligations.** The parties agree all indemnity obligations shall survive the completion, expiration or termination of this Agreement.
17. **Compliance with Laws.** The Grantee and its officials, officers, employees, agents, and subcontractors shall comply with all applicable federal, state, and local laws, regulations, rules, and policies. The County shall have no obligation to ensure such compliance.
18. **Permissible Use Warranty.** The Grantee warrants that its planned and actual uses of the grant award herein constitute permissible uses for sales and use tax funds for public facilities in rural counties consistent with RCW 82.14.370. This section shall survive termination of this Agreement.
19. **Relationship of the Parties.** This Agreement, and the Grantee's and the County's activities under it, shall not be construed as creating any kind of partnership or joint venture, nor shall it be construed as creating any kind of independent contractor, agency or employment relationship between the Grantee and the County.
20. **No Third-Party Rights.** This Agreement is entered into by the parties solely for their own benefit and it creates or grants no rights of any kind to any other party.
21. **Assignment.** The Grantee shall not assign any of its rights or delegate any of its duties under this Agreement without the prior express written consent of the County, which may be granted or refused at the County's sole discretion.
22. **Waiver.** No term or condition of this Agreement shall be deemed waived unless such waiver is expressly agreed to in writing by the party granting the waiver. In addition, waiver of any breach of this Agreement shall not be deemed a waiver of any prior or subsequent breach.

23. **Amendment.** This Agreement can only be amended in writing, and only upon execution by both parties.
24. **Entire Agreement.** The parties acknowledge that this Agreement is the complete expression of their agreement regarding the subject matter of this Agreement. Any oral or written representations or understandings not incorporated into this Agreement are specifically excluded.
25. **Headings.** The headings in this Agreement are for convenience only and shall not be deemed to affect the meaning of its provisions.
26. **Severability.** If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, such invalidity shall not affect the validity of the remaining provisions that can be given effect without the invalid provision, provided that the underlying intent of the parties can still be given effect.
27. **Signature Authority.** Each person signing this Agreement on behalf of a party warrants that he or she has full authority to sign this Agreement on that party's behalf.
28. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall be deemed one agreement. Each counterpart may be executed and delivered by facsimile to the other party.
29. **Attachments.** The following attachments are incorporated into this Agreement by reference.
- a. Attachment A – Scope of Work for Project
 - b. Attachment B – Budget
 - c. Attachment C – Certification Form

IN WITNESS WHEREOF, the parties have executed this Agreement on this 10 day of
June, 2025.

RECIPIENT:



Signature

Daniel Stahl

Chief Executive Officer

CONTRACT HAS BEEN APPROVED
AS TO
FORM BY COWLITZ COUNTY
PROSECUTING ATTORNEY

BOARD OF COUNTY COMMISSIONERS
OF COWLITZ COUNTY, WASHINGTON

Signed by:



Richard R. Dahl, Chairman

Signed by:



Steven L. Ferrell, Commissioner

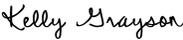
Signed by:



Steve Rader, Commissioner

ATTEST:

Signed by:



Kelly Grayson, Clerk of the Board

Date

06.10.2025

Signed by:



ATTACHMENT A - SCOPE OF WORK FOR PROJECT

The Grantee is to complete a North Rail Capacity Addition project.

1. The Project shall:
 - a. Be completed by December 31, 2026
 - b. Provide additional rail capacity to the Port of Longview as described in the attached application, Exhibit 1.

2. **Performance monitoring.** The County will monitor the Grantee's performance by tracking work progress, reviewing payment requests for applicable costs, and ensuring that all requirements under this Agreement are met. If the County later discovers that the grant award herein was (1) claimed in error, or (2) not allowable costs under the terms of this Agreement, the County shall recover those costs and the Grantee shall fully cooperate with the recovery, as provided below in Attachment B – Budget.

ATTACHMENT B - BUDGET

1. **Budget.** The County shall disburse to the Grantee in an amount not to exceed \$500,000 on August 31, 2025, and \$500,000 on January 31, 2026.
2. **Payment.** Subject to Section 1, the County shall pay in full the grant to the Grantee for costs and expenses necessary to perform activities described in the Scope of Work for Project.
3. **Duplication.** The Grantee assures that work performed does not duplicate work to be charged to the County and State of Washington under any other contract or agreement with the Grantee.
4. **Authorized Services.** The County shall pay the Grantee only for authorized services provided in accordance with this Agreement.
5. **Recovery of Costs Claimed in Error.** If the County later finds the Grantee's application/claim and the County's grant award for expenditures under this Agreement were (1) claimed in error, or (2) not allowable costs under the terms of the Agreement, the County shall recover those costs and the Grantee shall fully cooperate with the recovery.

ATTACHMENT C - CERTIFICATION

I, Name am the Title of the Jurisdiction Name and I certify that:

1. I have authority and approval from the governing body on behalf of the Grantee to accept proceeds from the County per Agreement for the Project by and between the County and Grantee.
2. I certify the use of funds paid under this Agreement were used only to cover those costs that:
 - a. Were necessary expenditures incurred in support of the Project
 - b. Were incurred during the period * through *.
 - c. Complied with Attachment A - Scope of Work for Project.
3. I understand the Grantee shall retain documentation of all uses of the funds, including but not limited to invoices and/or sales receipts and such documentation shall be produced to the County upon request and may be subject to audit by the State Auditor.

I hereby certify that I have read the above certification, and that the information and my statements provided herein by me are true and correct to the best of my knowledge, and by my signature on this document acknowledge my understanding that any intentional or negligent misrepresentation or falsification of any of the information in this document could subject me to punishment under federal, civil liability and/or in criminal penalties, including but not limited to fine or imprisonment or both under Title 18, United States Code Sec. 1001, et seq. And punishment under Federal law.

Printed Name

Signature

Title

Date

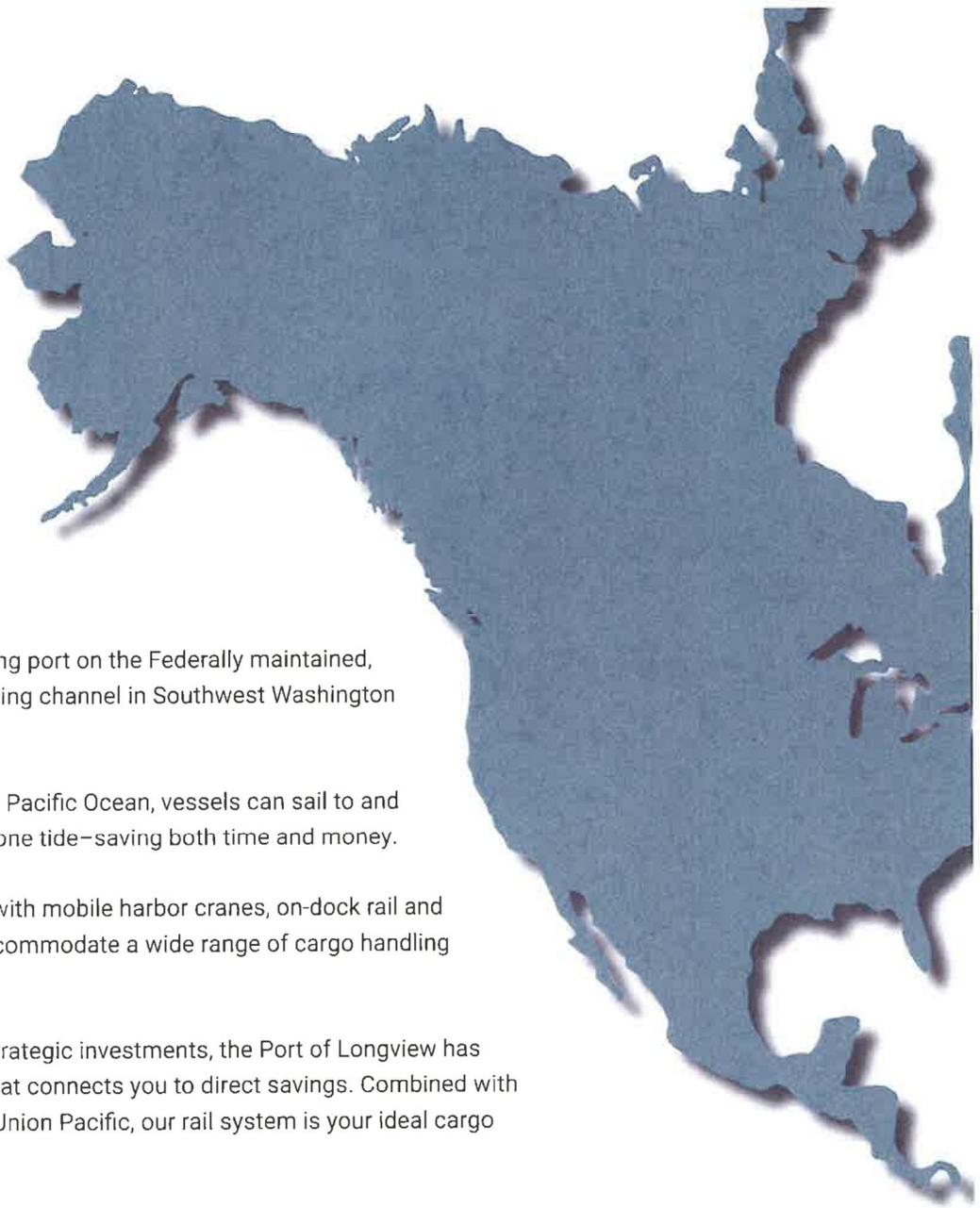
EXHIBIT 1
Application



NORTH RAIL

CAPACITY ADDITION PROJECT

2025 RURAL COUNTY PUBLIC FACILITY FUND APPLICATION



WASHINGTON'S WORKING PORT

Port of Longview is the first operating port on the Federally maintained, 43' deep-draft Columbia River shipping channel in Southwest Washington State, USA.

Located just 66 river miles from the Pacific Ocean, vessels can sail to and from the Port to the Pacific on just one tide—saving both time and money.

Three breakbulk berths, combined with mobile harbor cranes, on-dock rail and ample storage, allow the Port to accommodate a wide range of cargo handling needs

Through long-range planning and strategic investments, the Port of Longview has developed an internal rail system that connects you to direct savings. Combined with dual rail service by both BNSF and Union Pacific, our rail system is your ideal cargo connector.

JOB

13,482

In calendar year 2023, 13,482 jobs in the Longview region and the Pacific Northwest were in some way related to maritime activity at the Port of Longview marine terminals.

TAX REVENUE

\$48.7 MILLION

A total of \$48.7 million of state and local tax revenue was generated by maritime activity at the Port of Longview in calendar year 2023.

LOCAL SPENDING

\$2.6 BILLION

In 2023, marine cargo activity at the Port of Longview generated a total of \$2.6 billion of total economic activity in the region.

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PROJECT APPLICANT

PROJECT TITLE

NORTH RAIL CAPACITY ADDITION PROJECT

APPLICANT

PORT OF LONGVIEW

CONTACT PERSON

JENNIFER BROWN

TITLE

CHIEF ADMIN. & FINANCE OFFICER

MAILING ADDRESS

10 INTERNATIONAL WAY, LONGVIEW, WA 98632

TELEPHONE

360-425-3305

E-MAIL

JBROWN@PORTOFLONGVIEW.COM

FEDERAL TAX I.D.:

91-60020

CAPITAL FACILITIES PLAN WHERE PROJECT IS LISTED

PORT OF LONGVIEW MASTER PLAN &
COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS



SIGNATURE OF AUTHORIZED OFFICIAL

3/17/2025

DATE

PROJECT ELIGIBILITY

Money collected under RCW 82.14.370 shall be used on public facilities and for economic development purposes.

Select the type of public facility that applies to your project:

- | | | |
|--|--|--|
| <input type="checkbox"/> Bridge | <input type="checkbox"/> Natural gas | <input type="checkbox"/> Buildings |
| <input type="checkbox"/> Road | <input type="checkbox"/> Structures | <input type="checkbox"/> Earth stabilization |
| <input checked="" type="checkbox"/> Railroad | <input type="checkbox"/> Electricity | <input checked="" type="checkbox"/> Port facilities |
| <input type="checkbox"/> Sanitary sewer facility | <input type="checkbox"/> Storm sewer facility | <input type="checkbox"/> Telecommunications infrastructure |
| <input type="checkbox"/> Water facility | <input type="checkbox"/> Commercial infrastructure | <input type="checkbox"/> Transportation infrastructure |
| | | <input type="checkbox"/> Economic Development Office |

Is the project currently listed in one or more of the following plans (check all that apply)?

- | |
|--|
| <input type="checkbox"/> Comprehensive Economic Development Strategy Report |
| <input type="checkbox"/> County's Capital Facilities Plan |
| <input checked="" type="checkbox"/> Your agency comprehensive or capital facilities plan |
| <input type="checkbox"/> Other; please specify |

PROJECT BUDGET ESTIMATES

What is the estimated budget for this project?

Indicate whether the budget is based on preliminary estimates, engineers' estimates, feasibility studies or public bids; include administration, design and construction costs.

\$ 4.5 MILLION TOTAL PROJECT COSTS BASED ON ENGINEER'S ESTIMATE

	SOURCE	STATUS	DATE	AMOUNT
FEDERAL	X	X	X	X
STATE	X	X	X	X
LOCAL/ PUBLIC	COUNTY GRANT	REQUESTING	2025	\$ 1 MILLION*
PRIVATE	PORT	COMMITTED	2025	\$ 3.5 M
TOTAL RESOURCES				\$ 4.5 MILLION

* PAYABLE OVER TWO FUNDING CYCLES

FUNDS REQUESTED

AMOUNT REQUESTED: \$1 MILLION GRANT

THE PORT REQUESTS \$500,000 PER YEAR IN BOTH 2025 AND 2026 FOR A TOTAL OF \$ 1 MILLION.

The Board has developed a self-sustaining program to make funds available for economic development even after the County is no longer eligible to receive the sales tax rebate. Therefore, the Board of Commissioners will give favorable attention to projects that propose to treat County funds as a short-term loan.

Amount of request that will be treated as a loan \$ 0

If a loan is proposed, please provide the following details:

State Investment Board interest rate will be applied

- term of loan (in years) _____
- # of payments _____
- date payments would start _____

PROJECT SUMMARY

NORTH RAIL CAPACITY ADDITION PROJECT

Over the next two years, the Port of Longview has \$1.3 billion in rail upgrades planned to attract new business and accommodate current customer growth.

Among the most critical projects is the North Rail Capacity Addition project, the most significant rail project in the region. The North Rail Capacity Addition project will add a 4,800' track parallel to the existing track, allowing multiple trains to move cargo simultaneously and eliminate a 3.5-hour bottleneck.

The project is designed to be completed in September and completion scheduled for May, with construction beginning in September and completion scheduled for the end of 2025.

A. TYPE, SIZE, LOCATION AND USE OF PUBLIC FACILITY

The Project is a rail expansion along the northern Port property line, between International Way and the intersection of Paper Way and North Tie Road. Over approximately three acres, 4,800' of new rail will be added along the existing corridor for increased cargo capacity.

- The project includes:
- construction of 4,800 feet of new rail track,
 - construction of 14-foot-wide rail maintenance access road, and
 - relocation of 1,360 linear feet of existing track for railcar storage and unit train rail service to Bridgeview Terminal.
 - Utility and stormwater realignment

B. INDICATE WHY THE RURAL COUNTY PUBLIC FACILITY FUNDS ARE NECESSARY FOR THE PROJECT TO SUCCEED.

A Rural County Public Facility grant will allow the Port to purchase 4,800 feet of new rail track and approximately 2,500 rail ties to construct the addition. The expedient completion of this project is critical to capitalizing on market opportunities presently before the Port, which will generate both short and long-term economic benefits for the community.

2,498 RAIL TIES
+ 4,800' RAIL LINE
\$1.1 MILLION

With construction of the Port's \$80 million Industrial Rail Corridor Expansion underway, most of the Port's financing options are encumbered for the next several years. The Port will rely on customer revenue to fund the remainder of this and additional rail projects planned for 2025-2026.

C. IS THE PROJECT READY TO PROCEED?

Project is completing design. Materials will be ordered in May, with construction scheduled to begin in September 2025.

F. DOES PROJECT DUPLICATE EXISTING CAPACITY IN THE COMMUNITY?

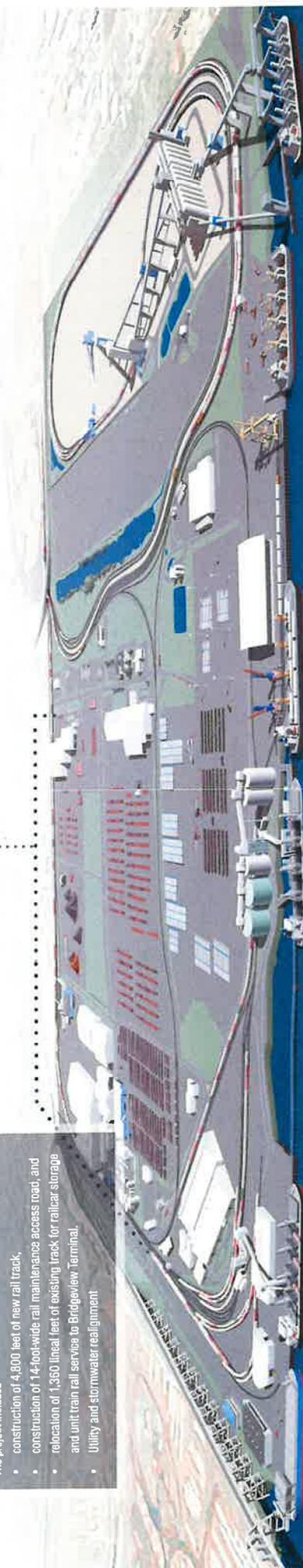
The North Rail Connection project will increase existing capacity both at the Port and improve capacity issues related to Port rail within the Longview Stockpiling Yard, which serves the industrial area of Longview. The Project will not duplicate local public or private capacity.

D. PERMITS AND ENVIRONMENTAL REVIEW STATUS FOR THIS PROJECT.

No permits are required.

E. ESTIMATE THE DATE FOR PROJECT COMPLETION.

Project is scheduled for completion December 2026.

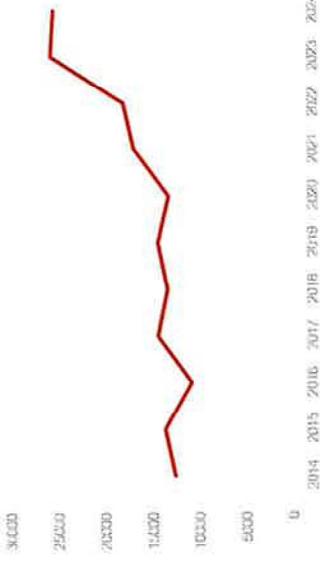


RAIL SUITE PROJECTS PLANNED FOR 2025-2026

PROJECT NAME	DESCRIPTION
DEPRESSED RAIL TRACK	2,103 linear feet of rail track with two (2) turnouts. Includes all asphalt removal, installation of rail, and paving.
STEEL SPUR TRACK	1,250 linear feet of rail track with two (2) turnouts for the Skidder Shed four with ground access.
SCURVE RAIL	2,400 linear feet of rail track with two (2) turnouts. 3,100ft of gravel adjacent access road and drainage ditch and four culvert extensions.
505 TRACK, SOUTH	Extend 505 Track by 1,040 linear feet through Skidder Alley from the Wilcox area to Terminal Way and the Manifest Loader project.
BRIDGEVIEW RAIL LOADER	Construct 6,480 linear feet of rail and (12) turnouts, including four (4) parallel buffer tracks just south of Warehouse 11, each of the buffer tracks would be approximately 2,000 linear feet in length.

INCREASE IN BULK CARGO BY RAIL

OF RAIL CARS USING INTERNAL RAIL NETWORK, NOT INCLUDING EGT GRAIN TERMINAL



MARKETING BERTH 4

TIME FOR REVITALIZATION

The former Continental Grain Terminal pictured below was demolished in 2024, making way for new industry along the waterfront. Having gone out of business in 1989, the facility has sat vacant and not generated economic benefit for more than three decades. In order to attract a tenant and put this property back to work generating economic benefits, the Port must first upgrade the internal rail network to handle additional cargo.

PROJECT AREA
IN YELLOW



LEXINGTON

THREE RIVERS MALL

THREE RIVERS GOLF COURSE

HOME DEPOT

LOWER COLUMBIA COLLEGE

PORT'S INDUSTRIAL RAIL CORRIDOR

PORT'S NORTH RAIL CORRIDOR

SILOS DEMOLISHED 2024

BRIDGEVIEW TERMINAL

BERTH 4: AVAILABLE FOR REDEVELOPMENT

BERTH 5

BERTH 6

BERTH 7

BERTH 8

BERTH 9: EST GRAIN TERMINAL



PROJECT GOALS

Describe how your public facility project meets the goals identified in R.C.W. 82.14.370, as amended, namely financing of public facilities serving economic development purposes in rural counties. "Economic development purposes" is defined in the statute as "those purposes that facilitate the creation or retention of businesses and jobs in a county." Check and discuss any or all that apply, specifically:

- ✓ **PROMOTE THE ONGOING OPERATION OF BUSINESS IN RURAL DISTRESSED AREAS;**
- ✓ **PROMOTE THE EXPANSION OF EXISTING BUSINESS IN RURAL DISTRESSED AREAS;**

IMPROVING ACCESS TO GROWTH AREAS AT BERTHS 1, 2, AND 4

The expanded and realigned track directly enhances rail service access to key growth areas within the Port, particularly the Berth 2 facility. Improved rail service at these berths ensures that both existing customers and future businesses have reliable, efficient rail connections that make the Port of Longview a competitive, appealing gateway for bulk and breakbulk cargo.

ENHANCING PRODUCTIVITY AND EFFICIENCY FOR ALL PORT CUSTOMERS

Increased railcar storage capacity and streamlined access to Berth 2 reduces congestion, enhances scheduling flexibility, and improves overall cargo handling efficiency. This allows the Port to handle larger volumes of freight, meet customer service expectations, and attract additional customers who prioritize efficient rail access in their site selection process.

- ✓ **ATTRACT NEW BUSINESSES TO RURAL DISTRESSED AREAS;**
- ✓ **ASSIST IN THE DEVELOPMENT OF NEW BUSINESSES FROM WITHIN RURAL DISTRESSED AREAS;**

BRINGING NEW JOBS AND TAX REVENUE TO THE COUNTY

By expanding rail capacity and improving direct rail access to Berths 1, 2, and 4, the Port becomes more attractive to new industrial and cargo customers seeking efficient rail connections. This new business activity will create construction jobs during the project itself, as well as permanent jobs related to cargo handling, logistics, rail operations, and associated industries once the new track is operational. Increased trade volumes and new business at the Port will also generate additional tax revenue for local government services, strengthening the county's economic base.

DRIVING OPPORTUNITIES INTO THE REGION

By strengthening Longview's role as a key logistics and transportation hub, the 504 Track Project helps attract new shippers, industries, and supporting businesses such as warehousing, transloading, and value-added processing. These secondary investments multiply the project's economic impact, creating additional job opportunities and spurring economic development beyond the Port itself, benefiting the entire region.

- ✓ **PROVIDE FAMILY WAGE JOBS TO THE CITIZENS OF RURAL DISTRESSED AREAS;**

Specifically, identify the number and type of family wage jobs that will be created or retained as a result of your project.

- ✓ Construction # of jobs: 20
- ✓ Permanent full time # of jobs: 15 new, preservation of additional 78 existing jobs*
- Permanent part time # of jobs: 0
- Seasonal # of jobs: 0

* Types of jobs include administrative, terminal operations, tug/bulk, barge/land and sea. Additionally, this Project will increase marketability of property that will attract new job-creating tenants and cargoes. Estimated based on committed tonnage increase.

- ✓ **PROMOTE THE DEVELOPMENT OF COMMUNITIES OF EXCELLENCE IN RURAL DISTRESSED AREAS;**

Ports in Washington State were established for the economic benefit of their communities. As a municipal corporation, it is the

primary function of the Port to conduct business on behalf of and for the benefit of the citizens of its district.

PROJECT TIMELINE

