



# 2026 BUDGET DIGEST

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Jennifer Brown  
Chief Administrative and  
Financial Officer

## COMMISSION SETS GOALS, ADOPTS BUDGET

Washington State's 1911 Port District Act established ports as independent governments charged with preserving public ownership and managing operations on prime real estate for the economic benefit of communities they represent.

Ports are governed by a board of locally-elected commissioners that establish the overall direction of the Port through plans and policies, like the Strategic/Master Plan and financial policies. Then, via the annual budget adoption, the Commission allocates financial resources to key infrastructure projects and cargo handling investments that move the Port closer to achieving the goals established in the Port's planning documents.

It's the combination of the Board's plans, policies and budget that ensure the Port is headed toward achieving long-term goals, generating economic benefits and jobs for our community and connecting cargo with international markets.



## 2021 STRATEGIC BUSINESS PLAN GOALS

**GOAL 1.** Increase revenues, job opportunities, and facility utilization at the non-leased marine terminals.

**GOAL 2.** Achieve a positive financial return for each asset within the Leased Marine Terminal Portfolio.

**GOAL 3.** Increase productive use of and financial return from Non-Marine Industrial Development / Leased Properties

**GOAL 4.** Consider commercial and industrial investment opportunities outside of the Port's core property holdings that provide a positive financial return and/or complement the Port's mission and community, economic, or environmental objectives.

**GOAL 5.** Actively participate in economic development initiatives that benefit the community.

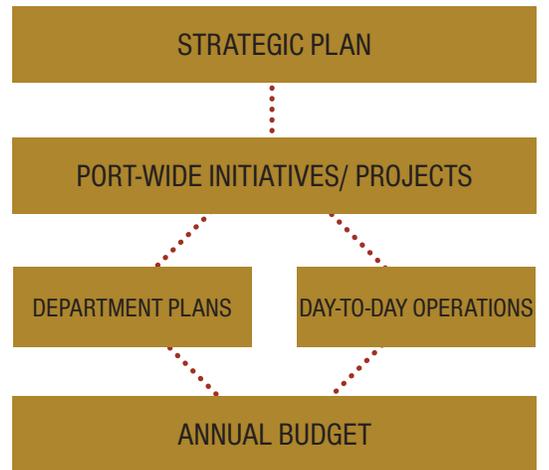
**GOAL 6.** Provide public access and recreation opportunities for the benefit of the Port community.

**GOAL 7.** Raise awareness of the Port's purpose, activities, and benefits to the economy.

**GOAL 8.** Provide a strategic approach to environmental compliance and stewardship, infrastructure investment, and public awareness.

**GOAL 9.** Identify funding to support strategic business plan goals and strategies.

**GOAL 10.** Increase emergency preparedness and continue to expand the Port's safety program.



The full Strategic Business Plan can be found on the Port's website.

# 2026 BUDGET SNAPSHOT

For 2026, the Port of Longview Board of Commissioners adopted a budget that continues to implement the Port's Strategic Business Plan and focuses on the continued operation of a working port that generates economic benefits for the community.

The 2026 budget assumes a slight increase in capital projects with carry over from 2025 and a decrease in export cargo activity.

**Expenditures are budgeted at \$93.9 million consist of:**

- \$39 million in capital investments, which includes 24.8 million for Phase I construction of the Industrial Rail Corridor Expansion
- \$5.8 million for projects started in 2025 that have been carried over into 2026
- \$49.6 million in operating expenses, including \$463,750 for Willow Grove Park
- \$643 thousand in debt service
- \$2.3 million in non-operating expenses

Capital improvements continue to address facility maintenance, operational needs and rail capacity. The plan highlights projects that advance the Strategic Plan, such as:

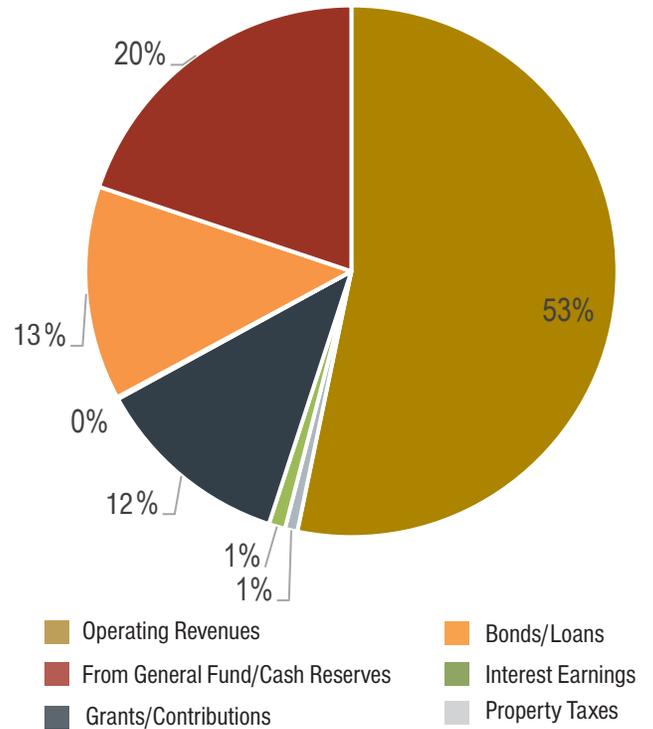
- Industrial Rail Corridor Expansion (IRCE), adds critical rail capacity to support both the Port's current customer base and their long-term growth forecasts, as well as capitalizes on future market opportunities
- An internal suite of rail improvements that add capacity and efficiency
- Advanced wetland mitigation, preserves and improves natural habitat that will allow continued growth in other areas of the Port

**Revenues are budgeted at \$55.8 million, including:**

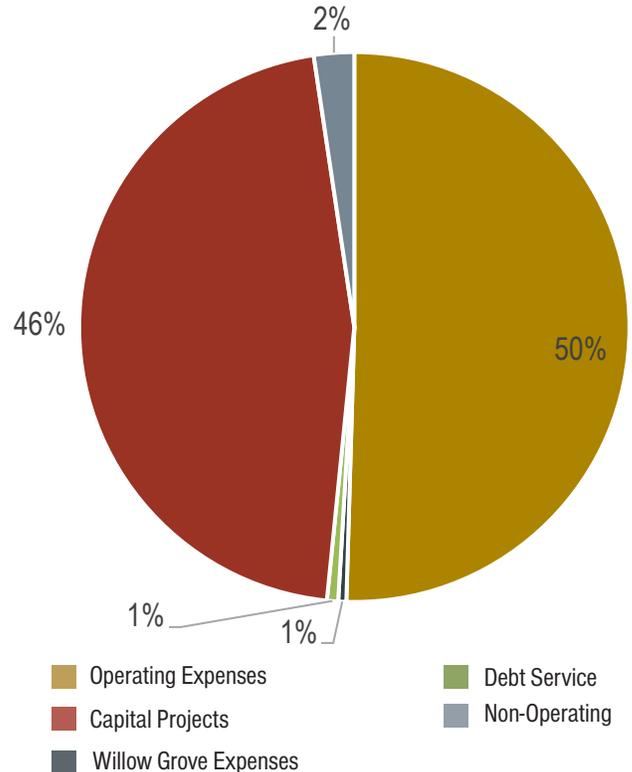
- \$53.2 million in operating revenue from marine terminal activity and industrial properties
- \$1.8 million in non-operating revenue
- \$760 thousand in property tax collection

In the 2026 budget, earned revenue covers all the day to day expenses and the capital budget. The public tax levy is dedicated to the public use of Willow Grove Park and Boat Launch.

**SOURCES OF FUNDS**



**USES OF FUNDS**



# INDUSTRIAL RAIL CORRIDOR **EXPANSION**

## PHASE I FUNDING STRATEGY

The Industrial Rail Corridor Expansion (IRCE) project is the Port's largest financial investment in more than a century, totaling around \$90 million. The magnitude of the project requires the Port to seek funding from multiple outside sources for both phases of the project.

Currently, revenue from operations will fund the Port's direct investment – not the Port's property tax levy collections. By taking out a loan/bond, the Port is pledging full faith and credit of the Port to honor its debt.

## PHASE I FINANCIAL BREAKDOWN

PORT REVENUE

**15%**

BOND/LOANS

**55%**

FEDERAL GRANTS

**25%**

STATE/LOCAL GRANTS

**5%**



## RAIL EXPANSION BEGINS, POISED FOR GROWTH

Constructed in 2004, the Industrial Rail Corridor (IRC) is a 1.25-mile direct rail connection between the mainline to the Port of Longview. Designed to streamline rail operations and reduce delays at at-grade crossings, the IRC has played a key role in the Port's growth. Since its completion, it has exponentially increased cargo tonnage across the Port's docks and attracted one of the Nation's newest grain export terminals.

After two decades of operation, the Port has identified the need to expand the corridor. The Industrial Rail Corridor Expansion (IRCE) will:

- Enhance rail service to marine terminals
- Support growing rail needs of current tenants and customers
- Improve marketability of vacant Port properties
- Increase efficiency and storage within the Port's rail network
- Accommodate full-length unit trains
- Reduce emissions by minimizing train idling
- Improve rail safety through reduced switching operations

To date, the Port has invested \$28.4 million in engineering, permitting, land acquisition and initial construction. For 2026, the Port has budgeted \$26.4 million for the IRCE, including work such as the continued construction of a six-track rail bed, the installation of two 8,500-foot tracks, surveying and geo-technical analysis, permitting work, construction design and landfill demolition. Phase I of the expansion is expected to conclude in 2028.

Phase II of the expansion, which consists of the construction of additional rail lines, is anticipated to begin in 2030.

## ASSISTANCE AWARDED TO DATE

Rebuilding Americas Infrastructure with Sustainability and Equity (RAISE)  
**\$16 million**

Congressionally Directed Spending  
**\$2.5 million**

National Highway Freight Program (NHFP)  
**\$2 million**

Cowlitz County Rural Development Grant  
**\$2 million**

State Freight Rail Assistance Program (FRAP)  
**\$2 million**

Surface Transportation Block Grant (STBG)  
**\$600k**



## PROJECT BUDGET TIMELINE

	2016 - 2024	2025	2026	2027	2028	2030+	PROJECT TOTAL
Phase I - Permitting & Engineering	\$ 5.7	\$ 1.0	\$ 1.5	\$ 0.4	\$ 0.2		\$ 8.7
Phase I - Land Acquisition	\$ 4.8	\$ 0.2	\$ 1.5				\$ 6.5
Phase I - Construction	\$ 0.4	\$ 16.4	\$ 23.4	\$ 12.9	\$ 5.1		\$ 58.2
Phase II - Additional Rail Lines						\$ 17.2	\$ 17.2
<b>TOTAL:</b>	<b>\$ 10.9</b>	<b>\$ 17.6</b>	<b>\$ 26.4</b>	<b>\$ 13.3</b>	<b>\$ 5.3</b>	<b>\$ 17.2</b>	<b>\$ 90.6</b>

# 2026 INVESTMENTS & MAINTENANCE PROJECTS

Just a few of the many planned projects coming in 2026

## RAIL IMPROVEMENTS

In 2026, the Port plans to continue to improve its internal rail system with projects that aim to accommodate leased berth export growth.

**\$5,041,825**

## EQUIPMENT & FLEET MANAGEMENT

For cargo operations and facilities maintenance, planned fleet additions this year include: replacement fleet pick-ups, an extension boom fork lift, fuel truck upgrades and a water truck.

**\$860,000**

## 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.

**\$860,000**

## 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. In 2026, the Port plans to improve undersized storm sewers, wastewater sewers and sanitary sewer facilities.

**\$465,500**

**\$400,000**

**OPERATING BUDGET EXPENDITURE**  
**CAPITAL BUDGET EXPENDITURE**

## FIBER OPTICS & SOFTWARE UPGRADES

In 2026, the Port will continue to install conduit, fiber optic cable and network hardware to improve connectivity throughout the Port. In addition the Port will continue migrating its financial software to the Cloud to further enhance dynamic reporting capabilities.

**\$647,493**

## 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. Improving the systems and increasing their capacity will allow the Port to handle a wider range of cargo.

**\$1,043,500**

## INDUSTRIAL RAIL CORRIDOR EXPANSION

Phase I of the Industrial Rail Corridor Expansion (IRCE) project is currently underway. 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.

**\$26,367,126**

**Expended to Date: \$ 28.4 million**

## 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 and replaces any damaged or missing timber fender piles or other structural elements.

**\$983,000**

## 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.

**\$787,500**

