

PORT OF LONGVIEW | WINTER 2026

PORT TALK



MEET THE PORT'S NEW CHIEF EXECUTIVE OFFICER

GET TO KNOW KEN ANDERTON AND HOW HE PLANS TO GUIDE THE PORT INTO ITS NEXT PHASE OF GROWTH



THE PORT'S ECONOMIC IMPACT REPORT



KEY PROJECTS PLANNED FOR 2026



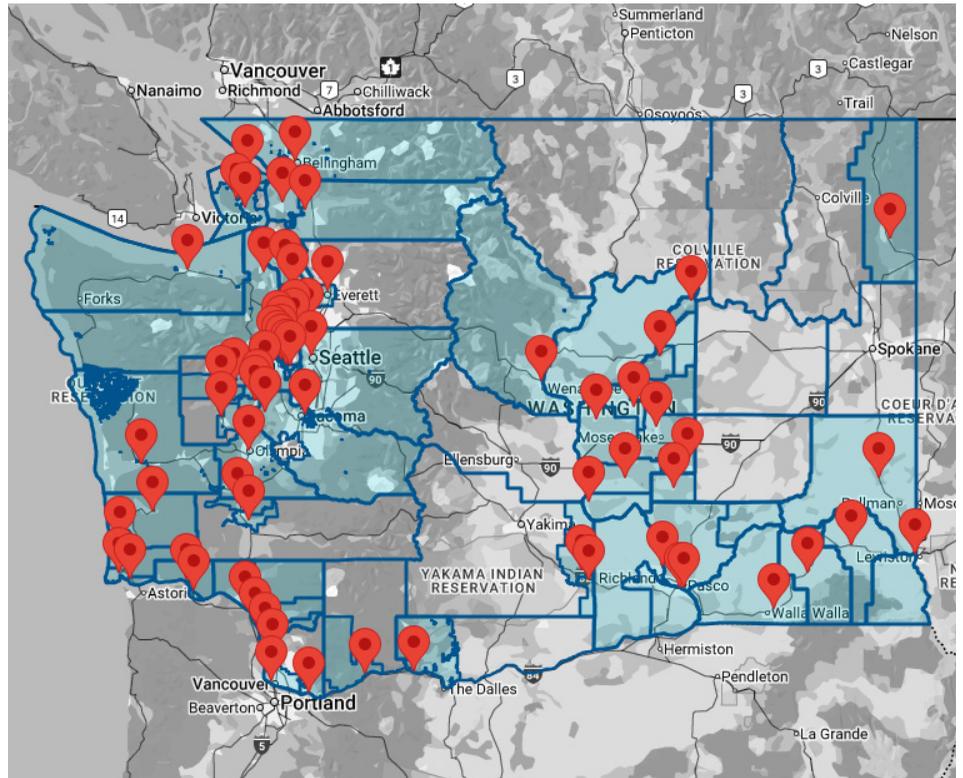
ENVIRONMENTAL STEWARDSHIP PROGRESS

WASHINGTON STATE HOLDS THE LARGEST PUBLIC PORT SYSTEM IN THE WORLD

Did you know there are over 75 port districts in Washington State? In fact, the state of Washington has the largest locally-controlled public port system in the world.

After the Port District Act was passed in 1911, citizens could create port districts that would take back waterfront property from private railroads. The ports of Seattle and Grays Harbor became the state's first public ports to form. Your Port of Longview was established in 1921.

Washington State is the most trade-dependent state in the nation and its ports range in size and economic output. While some ports manage a wide range of facilities—such as shipping terminals, marinas, and airports, many others operate industrial parks and recreational areas. Some oversee many of these operations, while others concentrate on just a few. What they all share is a commitment to creating economic benefits for the communities they serve.



All 75 port districts in Washington State. *Map sourced from Washington Public Ports Association, www.washingtonports.org

INDUSTRIAL RAIL CORRIDOR EXPANSION PHASE I CONSTRUCTION CONTINUES

Constructed in 2004, the Industrial Rail Corridor (IRC) is a 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. Within the last decade, the Port has identified a need for expansion along the corridor to:

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

The Port began Phase I construction of the Industrial Rail Corridor Expansion project (IRCE) in 2025. To date, the Port has invested over \$28

million in engineering and permitting work, land acquisition and initial construction for the project. The IRCE is the Port's largest financial investment in more than a century.

In 2026, the Port will continue to make headway on the IRCE with the 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.



FIVE QUESTIONS WITH THE PORT OF LONGVIEW'S NEW CEO, **KEN ANDERTON**



In October 2025, the Port of Longview Board of Commissioners appointed Ken Anderton as the Port's new Chief Executive Officer.

Since stepping into the role just three months ago, Anderton has prioritized getting to know Port staff and the unique set of opportunities and challenges the Port faces. He says those conversations have already "shaped his understanding of the Port's strengths" and is eager to keep the Port moving forward in a positive direction through its next phase of development.

"Mr. Anderton's professional portfolio and port industry experience will serve the Port well as we embark on a significant period of growth and development," said the Port Commission President Allan Erickson.

Q. WHAT ARE YOU MOST LOOKING FORWARD TO AS PORT OF LONGVIEW'S NEXT CEO?

A: What I am most looking forward to is getting to know the exceptional people who make the Port of Longview successful—our employees, labor partners, local community, tenants, and regional stakeholders. The Port plays a vital role in driving economic opportunity for Cowlitz County, from creating family-wage jobs and expanding the local tax base to supporting long-term community prosperity. With the continued progress at Berth 4, the exciting potential of Barlow Point, and other strategic land holdings, the future of the Port is bright. I am energized by the opportunity to work collaboratively to build on this momentum and further strengthen the Port's positive economic impact for the region.

Q. WHERE HAVE YOU SHOPPED, EATEN AT OR EXPLORED IN COWLITZ COUNTY?

A: I'm still in the early stages of exploring Cowlitz County, but I've already had the chance to enjoy a few local favorites, including Kirby's Seafood, Amaro's Table, Porky's, and Red Leaf Café. My pup has also been spending time at The Dog Zone, which has been a great way for both of us to feel more connected locally. I'm looking forward to continuing to explore local restaurants, shops, and community spaces as I spend more time in the area and get to know the community better.

Q. HOW WILL YOU ENSURE THE PORT'S GROWTH BENEFITS THE GREATER COMMUNITY?

A: Ensuring the Port's growth benefits the greater community starts with strong relationships and practical collaboration. The Port can serve as a connector—bringing together businesses, labor, and community partners to create opportunities that support local jobs and economic activity. As a key economic engine, Port growth helps drive family-wage employment and creates positive ripple effects for small and mid-sized businesses throughout the region.

By encouraging business-to-business connections and supporting workforce training—particularly in the skilled trades—the Port can help build clear career pathways and keep talent in the community. This approach helps ensure growth is balanced, sustainable, and delivers real, lasting benefits for the people who live and work here.

Q. WHAT EXCITES YOU ABOUT THE FUTURE OF THE PORT?

A: What excites me most about the future of the Port of Longview is the strong foundation already in place. The Port has an exceptionally talented and dedicated staff, strategic advantages that have been intentionally developed over the past several years, and a proactive Commission that is clearly focused on fulfilling the Port's economic development mission.

With that foundation, the opportunity ahead is significant. The Port is well positioned to grow family-wage jobs, expand the local tax base, and enhance overall community livability by attracting new investment and large-scale employers that align with the values of the region. Building on this momentum in a thoughtful, disciplined way is what makes the future of the Port so exciting.

Q. WHAT MOTIVATES YOU?

A: What motivates me is the opportunity to make a meaningful difference in the community. I'm energized by work that brings people and businesses together to create opportunities that wouldn't happen without intentional effort and collaboration. I'm especially drawn to projects that improve places—whether that's through real estate and industrial development, building industry partnerships, or taking on complex challenges and seeing them through to completion. Helping move difficult projects forward, turning potential into productive use, and creating long-term economic opportunity is what keeps me motivated.

LEARN MORE ABOUT KEN BY SCANNING THE QR CODE:



FIBER OPTIC INSTALLATION MARKS NEW SUCCESS FOR PORT OF LONGVIEW

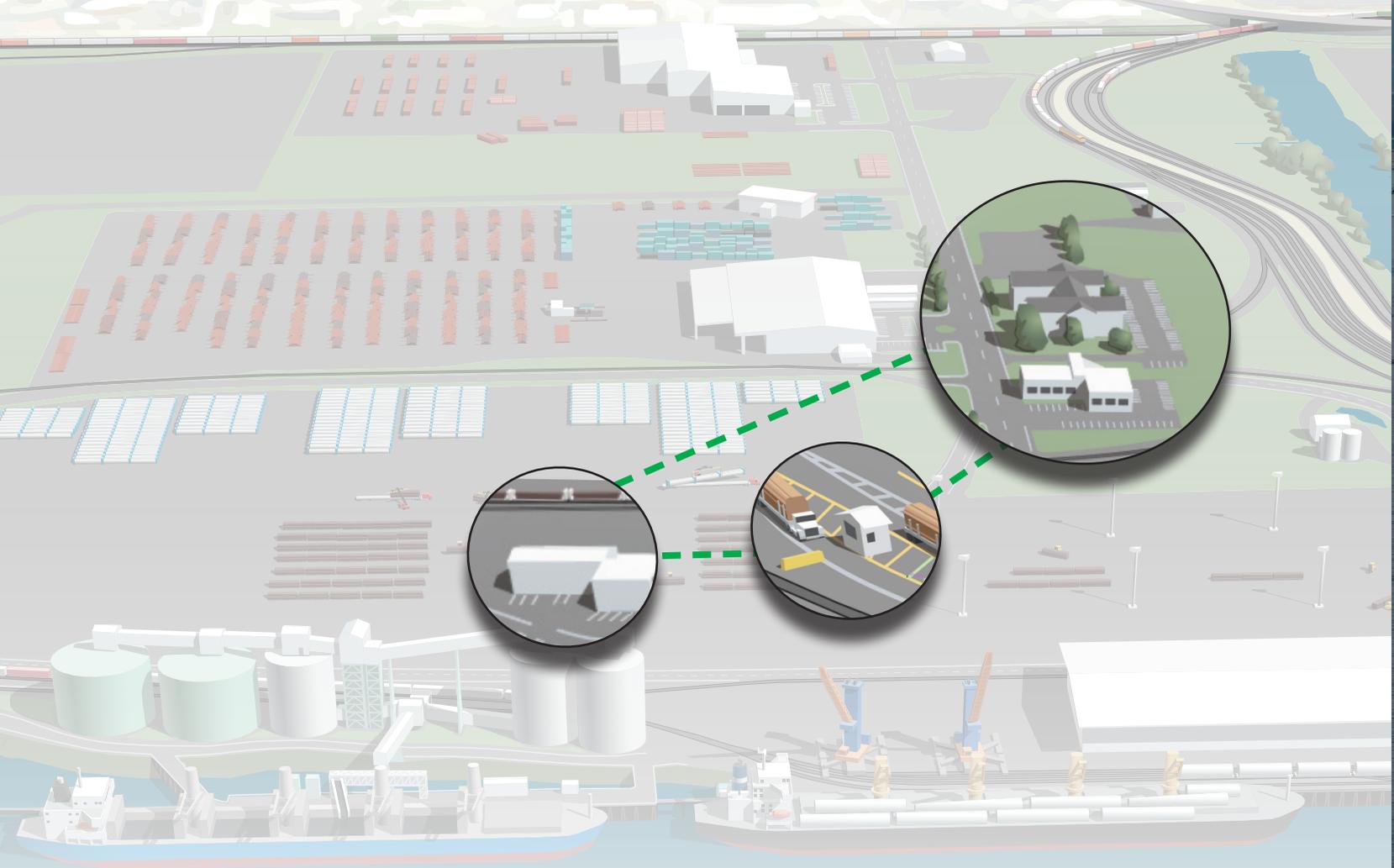
The Port of Longview has successfully completed Phase I of its fiber optic expansion project, extending high-speed fiber from the Port's main office to the main gate and several dockside buildings.

Until 2025, the Port relied heavily on a wireless network for daily operations, a system often challenged by environmental interference and the limitations of long-distance wireless connectivity. With the installation of new fiber infrastructure, the Port is now equipped with a faster, more stable, and a more efficient network.

Phase I of the project required all hands on deck from several Port departments. The Port's finance and procurement teams secured the

contracting support, port engineers confirmed conduit pathways and coordinated construction and the IT Department ensured seamless integration with the Port's existing network. The Port's in-house maintenance crew also played a key role by providing essential electrical support throughout the project.

This investment positions the Port for long-term operational success. In fact, improvements are already visible – both the Port's Main Gate and additional buildings are experiencing network speeds and reliability nearly ten times greater than before. While this marks just the first of several phases planned in the coming years, the early results highlight the significant impact this upgrade will have on future Port operations.



2026 INVESTMENTS & MAINTENANCE PROJECTS

PORT PROPER 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.

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.

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.

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.

BY THE NUMBERS:



1 IN 14
LOCAL JOBS IS
RELATED TO PORT
ACTIVITY

\$2.6B

OF THE REGION'S
TOTAL ECONOMIC
ACTIVITY



\$651M

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



1,247

DIRECT JOBS

2,231

INDUCED JOBS

8,193

SUPPORTED JOBS

1,811

INDIRECT JOBS

\$32.9M

IN STATE AND
LOCAL TAXES FOR
LOCAL SCHOOLS
AND EMERGENCY
SERVICES



PORT OF LONGVIEW'S REGIONAL ECONOMIC IMPACT

There's a good chance that you or someone you know works in a job connected to the Port of Longview. According to a recent economic impact study conducted by Martin & Associates, activity at the Port's marine terminals 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.

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, like tire companies and grocery stores, are on the receiving end of the benefits provided by the Port.

In addition, the study also showed that maritime activity at the Port of Longview generated \$2.6

billion in total economic impact for the region. This includes \$381.1 million in direct business revenue from companies providing maritime and transportation services, \$270.2 million in local consumer spending and \$2 billion in added value from cargo-related production across Washington and Oregon. The Port's operations also supported \$453.9 million in wages and local spending for area residents, with another \$341.3 million earned by businesses connected to Port activity.

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.

TYPES OF JOBS SUPPORTED BY CARGO ACTIVITY AT THE PORT



RAILROAD



TERMINAL OPERATIONS



TRUCKING



LONGSHORE



LOCAL VENDORS



TRADES UNIONS

BUILDING THE PORT'S RESILIENCE THROUGH ENVIRONMENTAL STEWARDSHIP

GREEN MARINE CERTIFICATION

As part of its continuous commitment to environmental stewardship, the Port of Longview joined Green Marine, a voluntary certification program that helps ports and other industries reduce their environmental footprint beyond regulatory requirements.



The Port achieved official Green Marine certification mid-2025, highlighting progress in key areas like community relations, environmental leadership, air emissions and spill prevention. As part of Green Marine, the Port conducts its own assessment annually, in addition to a biannual third party verification to ensure further improvement in each category. In 2026, the Port plans to target improvements in the community impacts category, which focuses on reducing potential exposure and impacts from cargo operations, and in waste management.

“Green Marine is a program that offers the Port a way to demonstrate its environmental responsibility, resiliency and sustainability,” said Lisa Hendriksen, the Port’s Director of Planning and Environmental. “The program helps our team grow strategies for our environment and our community to thrive.”

To learn more about the Green Marine program, visit green-marine.org.

2024 ASSESSMENT

AIR EMISSIONS - GREENHOUSE GASES - 3



AQUATIC ECOSYSTEMS - 3



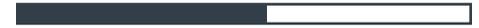
COMMUNITY IMPACTS - 2



COMMUNITY RELATIONS - 4



DRY BULK HANDLING & STORAGE - 3



ENVIRONMENTAL LEADERSHIP - 4



SPILL PREVENTION & STORMWATER MANAGEMENT - 3



WASTE MANAGEMENT - 2



LEVEL 1: Monitoring of regulations
 LEVEL 2: Best practices
 LEVEL 3: Integrated management and quantified impacts
 LEVEL 4: New technologies and reduction targets
 LEVEL 5: Excellence and leadership



PUTTING STORMWATER TREATMENT SYSTEMS TO THE TEST

The Port’s environmental team routinely tests stormwater treatment media. Media can include mulch, compost, aggregate, biochar (carbon) and modifications to aluminium-based minerals and various proprietary blends. Stormwater is passed through media blends to evaluate their ability to filter contaminants like zinc, a common pollutant from tire wear on pavement and galvanized surfaces.

The results showed that certain media were more effective at filtering zinc and other pollutants from the Port’s stormwater, while others worked best as part of a combination approach. These findings will help the Port make informed and cost effective decisions about future stormwater management strategies, supporting cleaner water and a healthier environment.

DID YOU KNOW...

- In 2025, the Port reduced its plastic water bottle usage by over 50% by encouraging the use of reusable water bottles.
- The Port recently switched to renewable diesel. This swap reduced the Port’s greenhouse gas emissions up to 78%.
- The Port received a grant from the Washington Department of Commerce to study the Port’s infrastructure to determine future electric utility needs.
- The Port enhanced its readiness by participating in emergency drills and securing a FEMA grant for backup power.

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.

*****ECRWSS****
POSTAL CUSTOMER

PRSR STD
US POSTAGE
PAID
PORTLAND, OR
PERMIT NO. 5

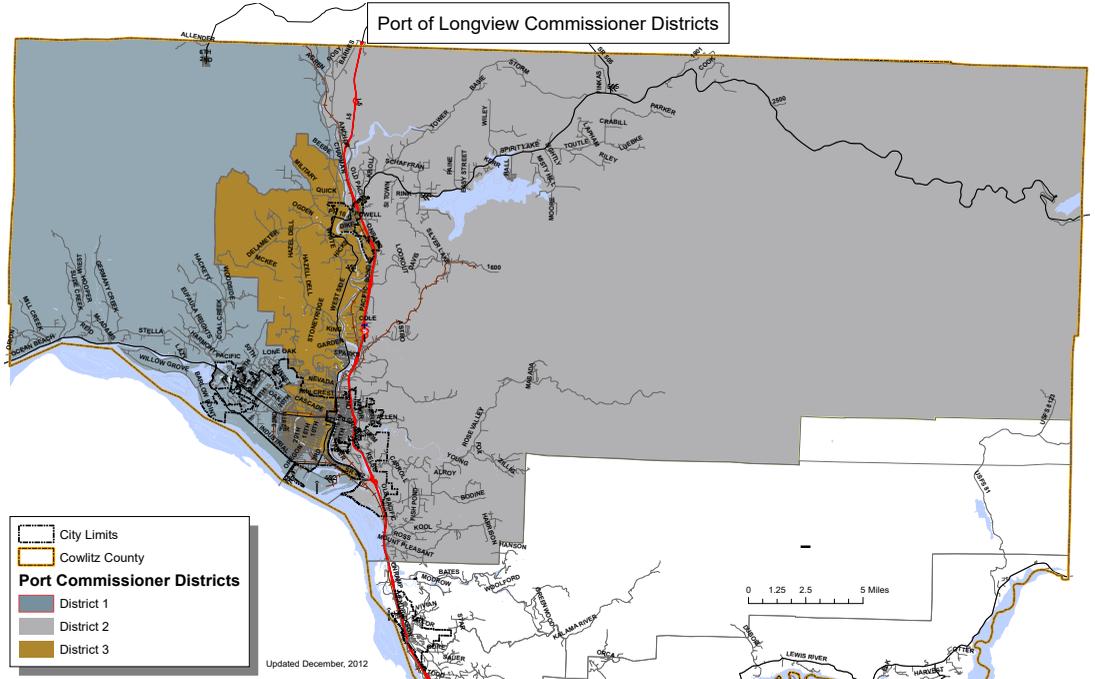
YOUR VOICE GUIDES THE PORT THROUGH AN ELECTED BOARD

The 1911 Port District Act was established to preserve prime real estate for the economic benefit of communities across Washington State. To ensure this control, it established ports as independent governments run by a board of locally-elected commissioners. Citizens could now elect an official as someone to represent them with the power to set port policy, establish annual budgets and designate leadership.

The Port of Longview's port district is separated into three sub-districts, each represented by an elected commissioner. Port commissioners serve six-year terms and implement policies through the development of the annual budget and strategic plan. Both efforts drive the Port toward economic success for the community.

By allocating financial resources to key infrastructure projects, cargo handling investments and other projects, the Commission is moving policy toward goals they identified in their planning documents. These plans, combined with the annual budget, ensure the Port is headed toward achieving long-term goals aimed at generating economic benefits and jobs for the community, while connecting cargo with international markets.

In addition to policy-making, Commissioners are also responsible for the only employee they manage: the Chief Executive Officer. The CEO, in turn, administers Commission policies as part of day-to-day operations through the Port's management team and support staff.



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