

PORT OF COOS BAY - CHANNEL DEEPENING & JETTIES



The Oregon International Port of Coos Bay is Oregon's largest coastal port. Their facilities include six deep water cargo terminals, a commercial and recreational marina, a small vessel construction and repair boat yard, and multiple seafood processing facilities. The Port also owns the Coos Bay Rail line, which is the only landside rail connection from the Oregon Coast to the I-5 corridor and Class I rail lines. Highlights of the Port include:

- 2.069 million tons of cargo moved through the Port in 2019
- Over 400 jobs provided by the port's range of marine services including longshore labor & transportation services
- Marine activity totaling \$400-500M annually in mostly bulk and breakbulk forest product exports
- Fish landings resulted in 16 million pounds of fish valued at \$20M in 2020
- Over 400 fishing and recreational vessels based out of the port's Charleston Marina
- Active Coast Guard presence, homeported for critical search & rescue activities in Coos Bay and Bandon. Coast Guard assets include Air Station, Sector Command in North Bend, Motor Life Boat Station, Aids to Navigation Unit and a 110-foot cutter.

Coos Bay Channel Deepening Project

The Port of Coos Bay is working to modernize their infrastructure to increase their competitiveness in the global marketplace. They are currently working on a Section 204(f) channel modification to deepen and widen portions of the navigation channel, from -37' deep by 300' wide to -45' deep by 450' wide. Once the port completes construction under the Corps' Section 204(f) authority, the agency will assume all O&M activities at the project pending approval from the Assistant Secretary of the Army for Civil Works.

The Port is currently working through the permitting process, which includes an Environmental Impact Statement (EIS) and several opportunities for public comment. The cost of the deepening project is estimated to be \$400 to \$450 million with funds coming from a mix of public and private investments. It is hoped construction will begin in FY2025.



FY2022 funding request and North Jetty Rehabilitation

At the entrance to Coos Bay, the North and South Jetties are essential components to maintaining and transiting the federal navigation channel. The structures were completed in 1929, and have seen significant degradation over the years. The North Jetty in particular, loses up to 20 feet per year and is becoming less effective at limiting wave action, protecting the channel entrance and providing for safe passage for vessels to and from the open ocean.

The Administration's FY2022 Operations & Maintenance (O&M) budget request includes \$7.951M for Coos Bay maintenance dredging only. The House and Senate draft FY2022 appropriations bills included funding (\$32.72M) for the North Jetty repairs in addition to the O&M funding. However, The Coos Bay North Jetty repairs were fully funded at \$32.7M through the FY2022 disaster relief supplemental appropriations bill.

