

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 \$400M to \$450M with funds coming from a mix of public and private investments.

FY2025 funding request and North Jetty Rehabilitation

The FY2023 Operations & Maintenance (O&M) budget included \$8.048M for Coos Bay maintenance dredging and an additional \$10.528M for dredging between River Miles 12 to 15. For FY2024, Coos Bay received \$9.076 million for maintenance dredging and \$720K in work plan funding to increase in the daily rate for the Corps of Engineers' dredge, the *Essayons*. For FY2025, PNWA supports \$10.034M for Coos Bay dredging which includes \$630K for increasing the daily rate for dredging. Future infrastructure improvements will also be needed as the Port grows container capacity to address supply chain and congestion issues on the West Coast.



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 experienced significant degradation over the years. The North Jetty in particular, lost up to 20 feet per year and was 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 North Jetty root and trunk were fully funded in the FY2022 disaster relief supplemental appropriations at \$32.72M. In addition, \$6.889M for major rehabilitation was secured in the FY2022 omnibus appropriations.

