

## PORT OF COOS BAY

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 15 million pounds of fish valued at \$30M in 2023
- 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 Lifeboat and Aids to Navigation Unit.

### The Pacific Coast Intermodal Project (PCIP)

When fully operational, the PCIP will have the capacity to handle up to 2 million containers per year, creating a new gateway for the nation's imports and exports. Intermodal operation means that containers would be moved to and from the marine terminal completely by rail without the use of trucking. The combined elements of the PCIP will substantially increase rail intermodal capacity on the West Coast of the U.S., increase the amount of cargo that is transported across the nation by rail, shorten shipping transit time and associated congestion, and reduce global greenhouse gas emissions. The PCIP project includes 3 elements:

- Building a maritime container terminal and railyard on Port property in Coos Bay,
- Improving the existing Coos Bay Rail Line to accommodate container traffic, and
- Modifying the existing Coos Bay Federal Navigation Channel (FNC) to allow sufficiently large vessels to bring containers to and from the PCIP.

### Channel Deepening

The Port is seeking approval to modify portions of the Coos Bay, Oregon Federal Navigation Project under the authority granted by Section 204(f) of the WRDA. The purpose of this Section 204(f)/408 Report proposes a project to deepen and widen a portion of the existing Federal navigation project at the Port of Coos Bay from ocean to River Mile 8.2. The Port is currently working through additional permissions and permits for this modification that will result in two major decision documents: 1) the Coos Channel improvement Project Section 204(f)/408 Report; and (2) the PCIP Environmental Impact Statement (EIS) and Record of Decision. A single PCIP EIS will be completed for the entire PCIP project. This EIS will include the container terminal, rail improvement and channel deepening.



### 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.