

Oregon International Port of Coos Bay

Pacific Coast Intermodal Port (PCIP)

Project Overview



# **ORS 777.065** **Development of** **port facilities** **at certain ports** **as state** **economic goal**

## **Why is the Port of Coos Bay focused on Economic Development?**

“The Legislative Assembly recognizes that assistance and encouragement of enhanced world trade opportunities are an important function of the state, and that development of new and expanded overseas markets for commodities exported from the ports of this state has great potential for diversifying and improving the economic base of the state.

Therefore, development and improvement of port facilities suitable for use in world maritime trade at the Ports of Umatilla, Morrow, Arlington, The Dalles, Hood River and Cascade Locks and the development of deepwater port facilities at Astoria, **Coos Bay**, Newport, Portland and St. Helens is declared to be a state economic goal of high priority.”

[https://oregon.public.law/statutes/ors\\_777.065](https://oregon.public.law/statutes/ors_777.065)

# What is the Pacific Coast Intermodal Port Project?

## VISION

A state-of-the-art, electrified-by-clean-energy, 100%-served-by-rail intermodal terminal with 2 berths for 13000+ TEU ships.

*The PCIP will serve inland markets, from the Oregon hinterlands to the Midwest.*

## BENEFITS

- Emissions reductions due to shorter ocean voyage, and modal shift (truck to train).
- Creates new gateway for Asian import markets, opens opportunities for local and national Agricultural exporters.

**1.2M TEUs**

ESTIMATED ANNUAL THROUGHPUT



## WHY COOS BAY?

- Designed as the largest coastal deep-draft port between San Francisco and the Puget Sound, **and the only one** designed as an exclusive ship to rail hub.
- **Only 6 miles** from open ocean, situated in a natural deep-draft port.
- Access to the Class I national rail network via short-line link Coos Bay Rail Line (CBRL).



### AVOIDS BOTTLENECKS

- **West Coast:** Optimal location for Transpacific shipping, avoiding bottlenecks at Suez and Panama Canals.
- **Rural:** Avoids landside congestion issues associated with major U.S. West Coast ports located in dense urban areas.

### HISTORICAL PRECEDENCE

- The Port of Coos Bay handled 350 ship calls per year pre-1980s.
- **Hundreds of available acres, industrial zoned for water-dependent development.**

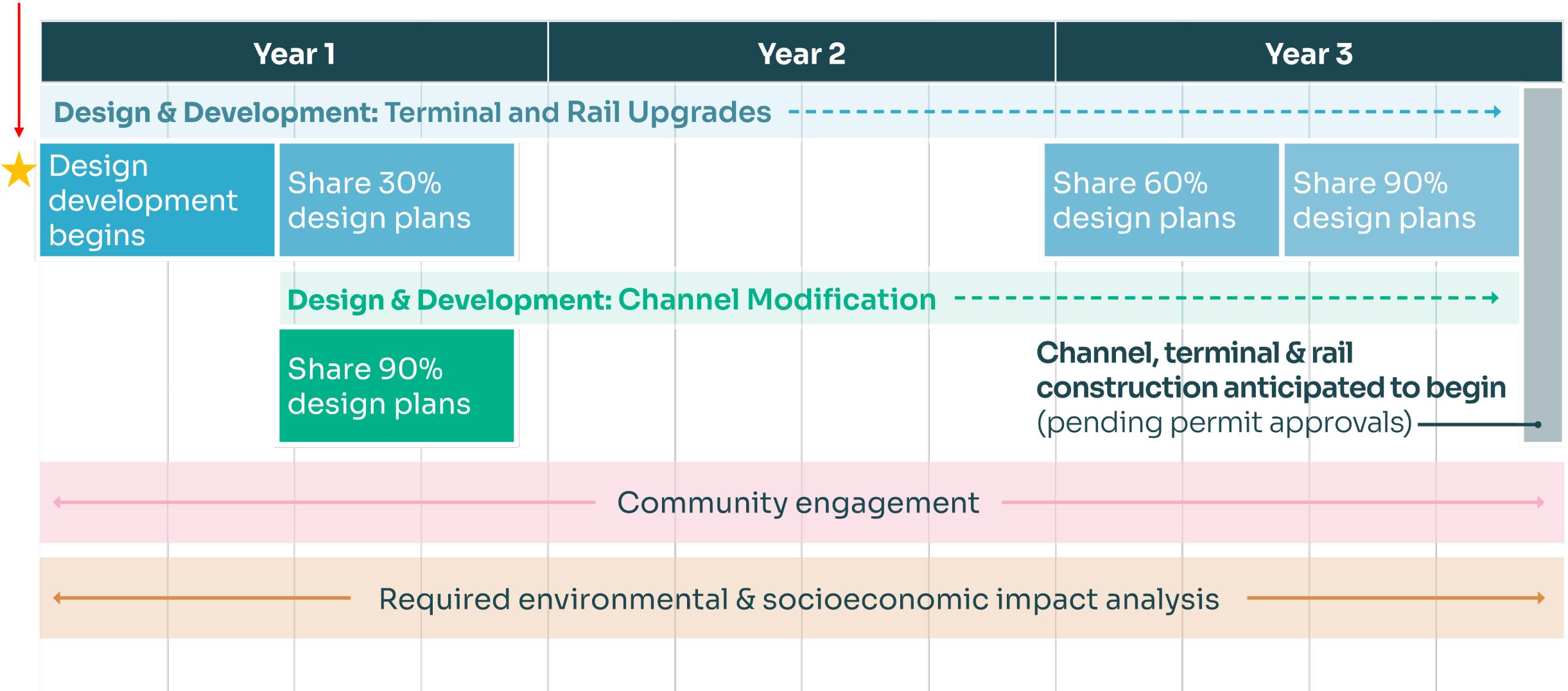
# WHERE ARE WE NOW?

- In 2022, the Oregon International Port of Coos Bay signed a partnership agreement with NorthPoint Development to develop and operate the PCIP.
- In 2024, the Port was awarded significant federal grants for planning, design and permitting which bolsters funding previously supplied to the project from the state.
- As of January 2026, the project is still in its early stages, and **the official design phase has not yet begun**.



# PROJECT TIMELINE

We are here



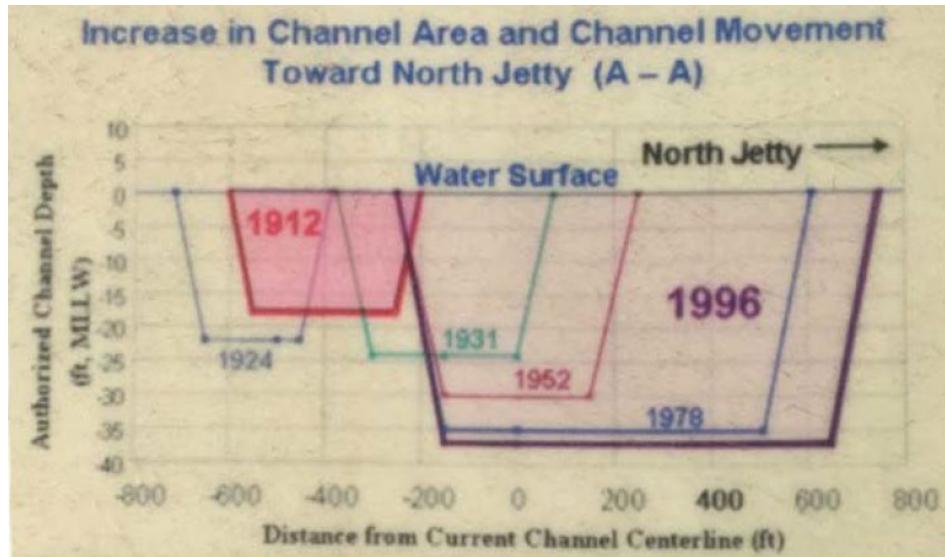


# WHAT WOULD A NEW CONTAINER TERMINAL LOOK LIKE?

- **MORE JOBS:**
  - 2,600 during construction
  - 2,500 long-term
- **NEW OPPORTUNITIES:** 7,000 indirect regional jobs
- **COMMUNITY BENEFIT:** Increased tax revenue for schools and services
- **INCREASED SHIPPING CAPACITY:** About 800,000 containers/year (1.2 mil TEU)
- **SHORTER TRADE ROUTES:** A shorter voyage from East Asian ports

# PORT HISTORY

- The Port of Coos Bay has been operational since the 1800s.
- Modified approximately ten times.
- Last deepening was in 1998 to an entrance depth of -47 ft and a channel depth of -37 ft MLLW from RM 1 to RM 15.
- Historically, dredged materials have been placed within the estuary to create fast lands for development.



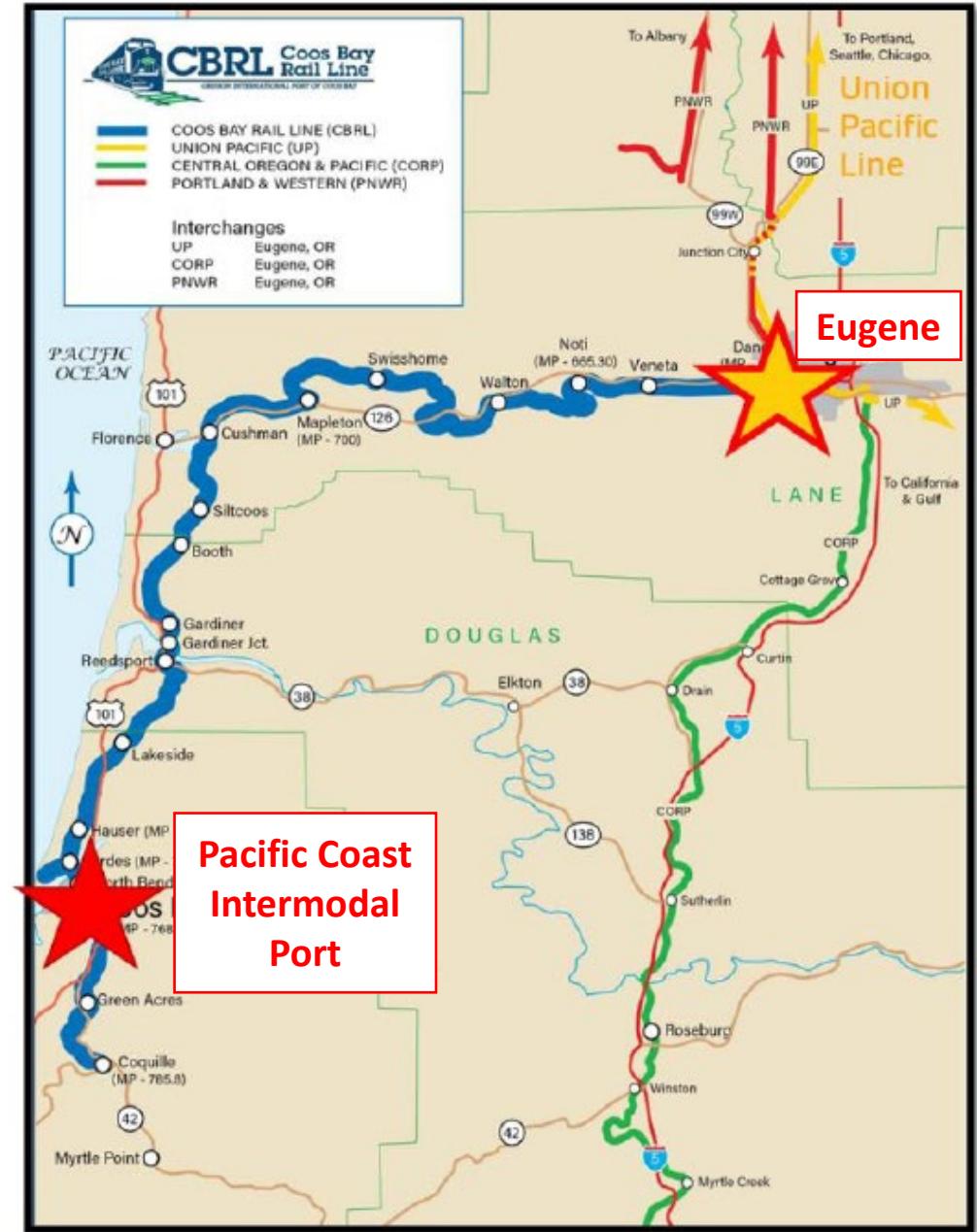


## NEW CONTAINER TERMINAL AND RAIL YARD DESIGN

- State-of-the-art intermodal container terminal on 175 acres of North Spit Port property
- Two-berth facility to serve up to 12,000-14,000 TEU container capacity vessels
- Bathtub berths dredged to -50 MLLW(mean lower low water)
- Stand-alone, pile supported off-shore wharf, to minimize environmental impact
- Terminal design to follow green operating principles
- Railyard consisting of approximately:
  - 7,500 ft of arrival and departure track
  - 8,300 ft of run-around track
  - 46,600 ft of storage track
  - 35,700 ft of working track

# RAIL IMPROVEMENTS

- Existing Coos Bay Rail Line
  - CBRL opened in 1916
  - Wholly owned by OIPCB as of 2009
  - Provides connection to Union Pacific in Eugene North Spit Branch terminates  $\frac{1}{4}$  mile from the proposed terminal



# RAIL IMPROVEMENTS <sup>1</sup>

- Replace 110 miles of track with continuous welded rail
- Improve/replace wood trestle bridges, steel bridges and culverts
- Improve/strengthen steel bridges
- Increase clearance within nine tunnels
- Upgrade seven sidings to 10,000 feet to allow trains to pass
- Construct new track from CBRL main line to the North Spit
- Investigate grade separations (road over railroad) at Green Hill Rd, Veneta, and Reedsport
- Investigate quiet zones and new crossing surfaces at four existing at-grade crossings in West Eugene
- Investigate improving track near Green Hill Road in West Eugene
- Consider quiet zones in Reedsport and Lakeside

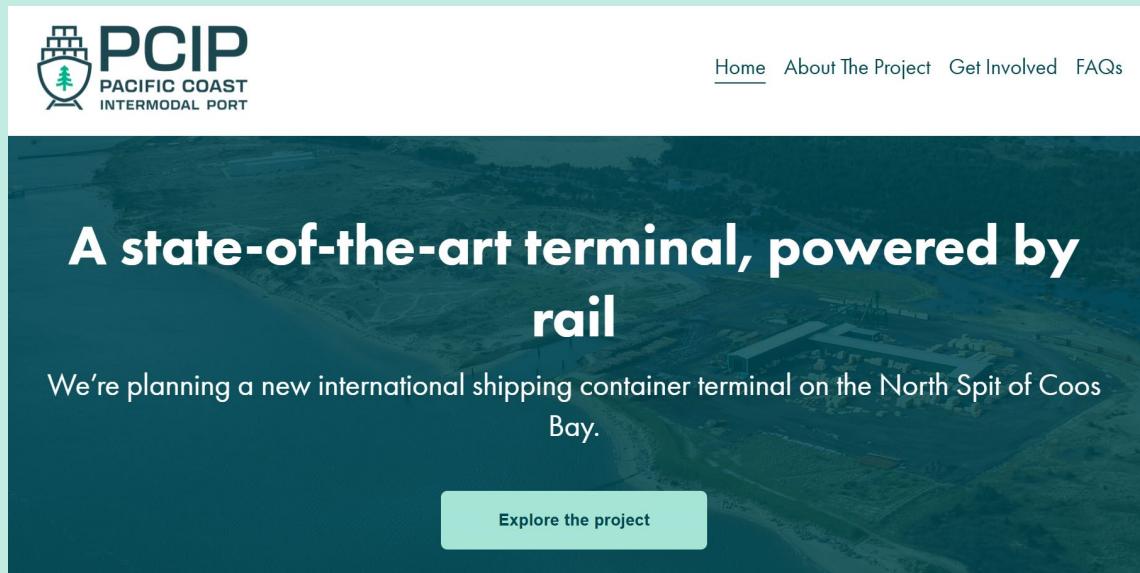
<sup>1</sup> Based on Rail Pros evaluation and site visit



# MORE INFORMATION

- **Visit our website for more information**

[pcipproject.com](http://pcipproject.com)



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