



PCIP

PACIFIC COAST
INTERMODAL PORT

COOS BAY, OREGON



BEYONDTHECONTRACT.COM



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PACIFIC COAST INTERMODAL PORT

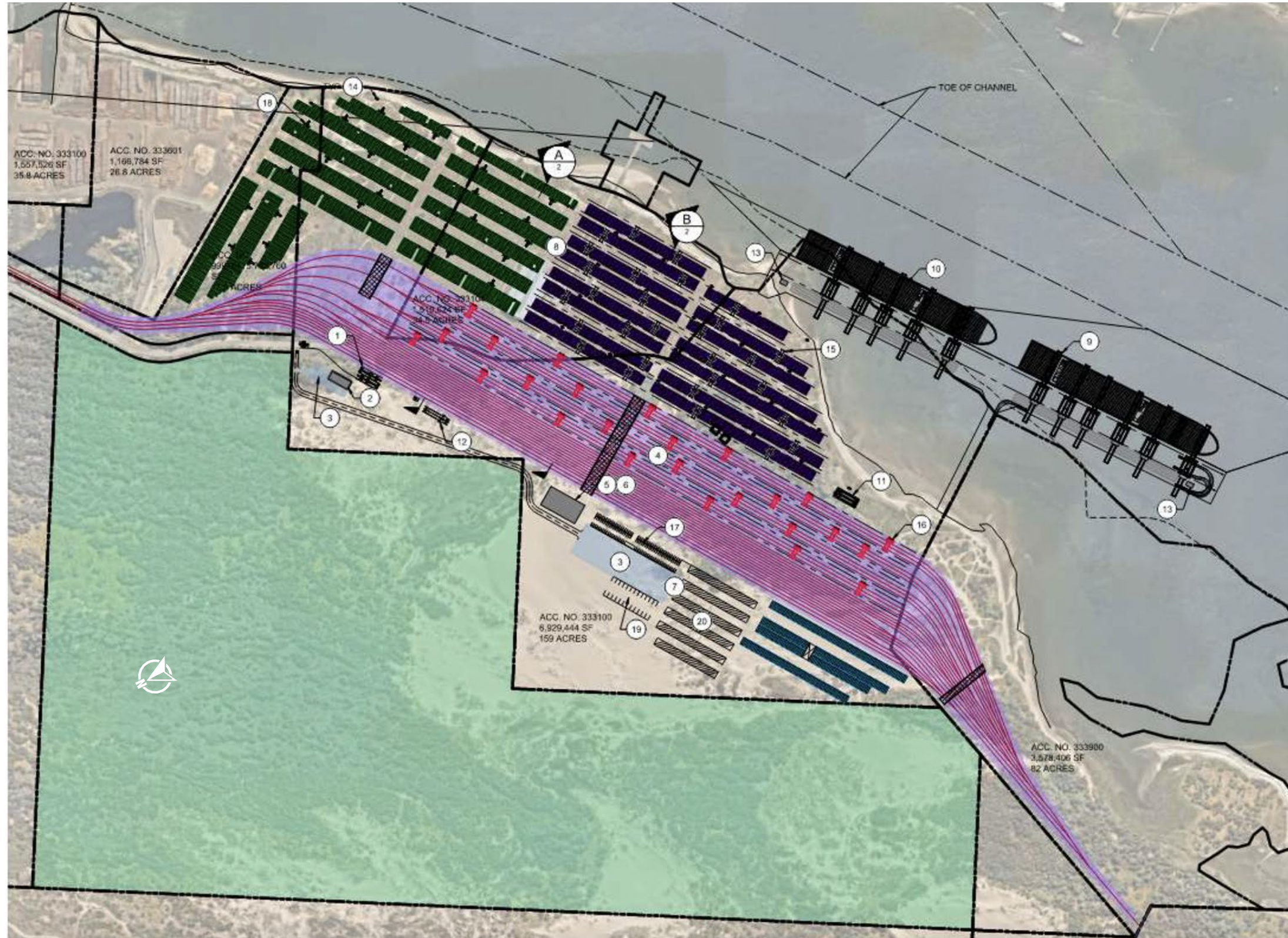
A **NEW** DISCRETIONARY FREIGHT GATEWAY ON THE U.S. WEST COAST

- New state - of - the - art intermodal terminal with **2 berths for 13000 - TEU** vessels.
- **99% Ship - to - rail** intermodal cargo.
- **1-day faster ocean voyage** than San Pedro Bay - Asia routes.
- White House - led Federal Strike Force to prioritize project.
- **Over \$100m** of State/Federal funding already committed.

1.2- 1.5M TEUs
ESTIMATED ANNUAL THROUGHPUT



PACIFIC COAST INTERMODAL PORT INTERMODAL TERMINAL



\$800M

EST. INVESTMENT*

—

2

13,000 TEU VESSEL
BERTHS

1.2M - 1.5M

ANNUAL TEU
CAPACITY**

\$25m

FEDERAL FUNDING
FOR PLANNING

*Prop. funding sources include a Federal loan (RRIF), federal grants, and private capital.

PACIFIC COAST INTERMODAL PORT CBRL RAIL UPGRADES



\$760M*

EST. INVESTMENT

100%

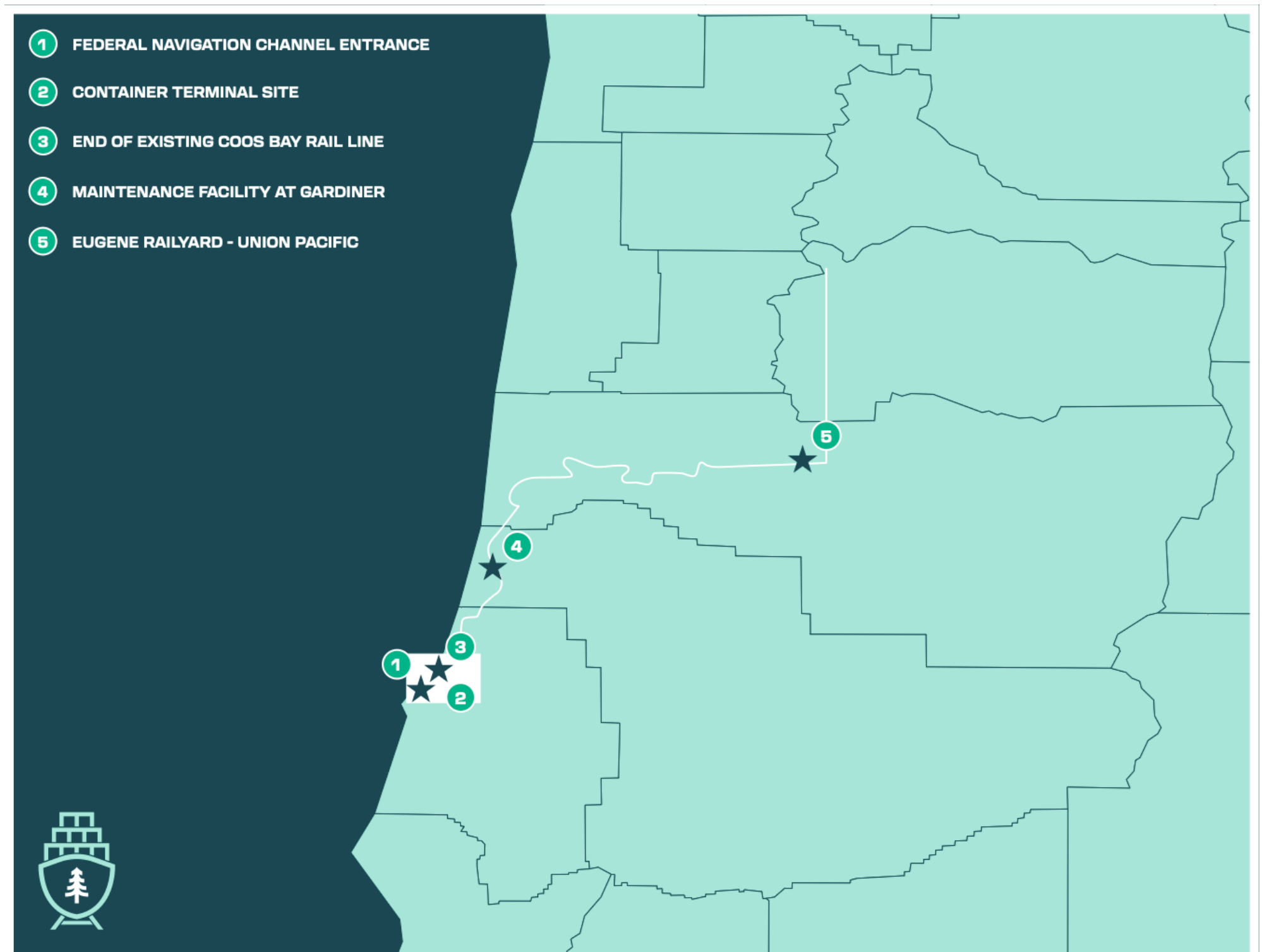
ELIGIBLE FOR LOW-
INTEREST FEDERAL
LOAN

\$34M

FEDERAL FUNDING
FOR PLANNING

\$460M

IN ANNUAL FREIGHT
MOVEMENT
CURRENTLY.



Upgrades include : Tunnel Heightening , Siding Extensions , Bridge Rehab , Grade Separations , and Track Replacement, and the Rehab of the UPRR yard in Eugene.

PACIFIC COAST INTERMODAL PORT CHANNEL MODIFICATION



\$550M

EST. INVESTMENT

—

6 Miles

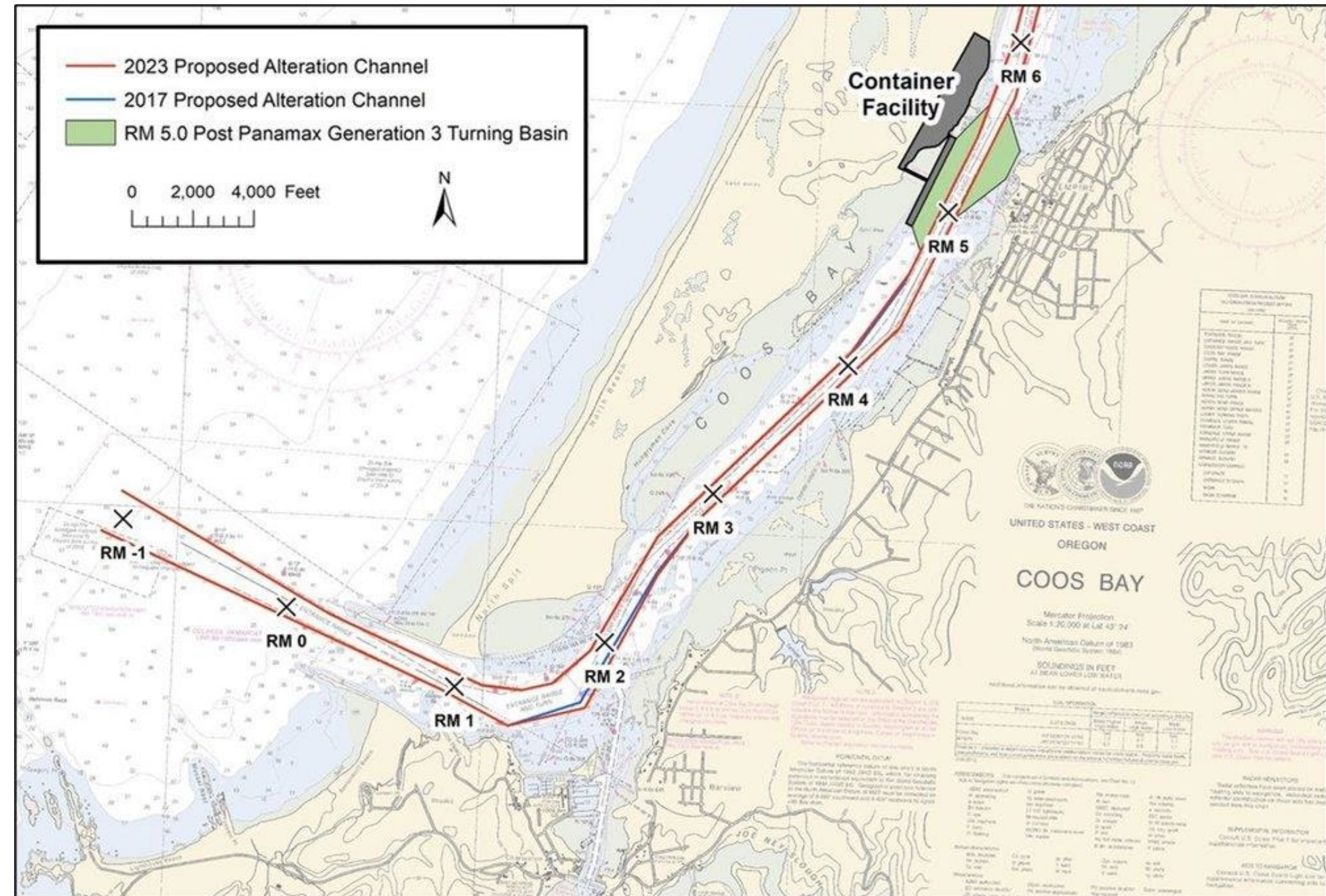
TO OPEN OCEAN

45 ft MLLW

DESIGNED CHANNEL
DEPTH*

13k TEU

VESSEL SIZE CAPACITY



* Current channel depth is 37ft MLLW.

PACIFIC COAST INTERMODAL PORT PROJECT STATUS



FUNDING TABLE

Component	Estimated Funding Required	Proposed Funding Sources	Funding Committed
Planning (Engineering & Design, Permitting)	\$ 10 8 million*	Federal, State , Private	\$110m of federal and state grant funding already committed
Intermodal Terminal	\$800 million	RRIF Loan*, Private , Federal	RRIF Loan project development ongoing.
Rail Upgrades	\$780 million	RRIF Loan, Federal, State	RRIF Loan project development ongoing. Multiple federal grant programs opening FY 2025.
Channel Modification	\$550 million	State, Federal, Revenue Bond	

* RRIF Loan terms are highly favorable: Repayment Term : 35-75 year repayment. Interest rates : Approx. 30 - year treasury yield.

PROJECT SCHEDULE

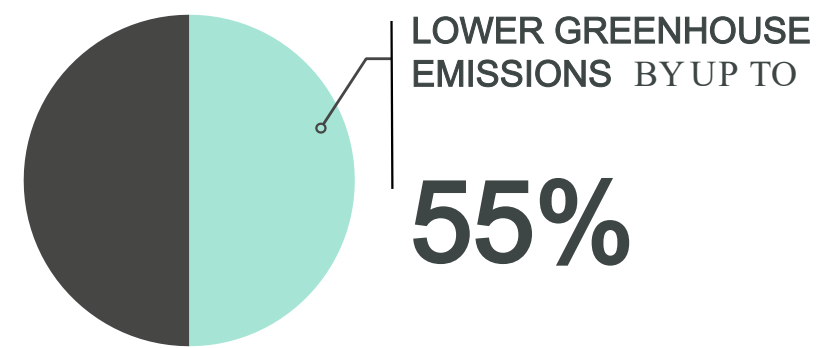
Component	Estimated Timeline
Planning (Engineering & Design, Permitting)	Present - late 2026
Intermodal Terminal Construction	Late 2026 - 2028
Rail Upgrades	Late 2026 - 2028
Channel Modification	Late 2026 - 2028

PACIFIC COAST INTERMODAL PORT ENVIRONMENTAL BENEFITS

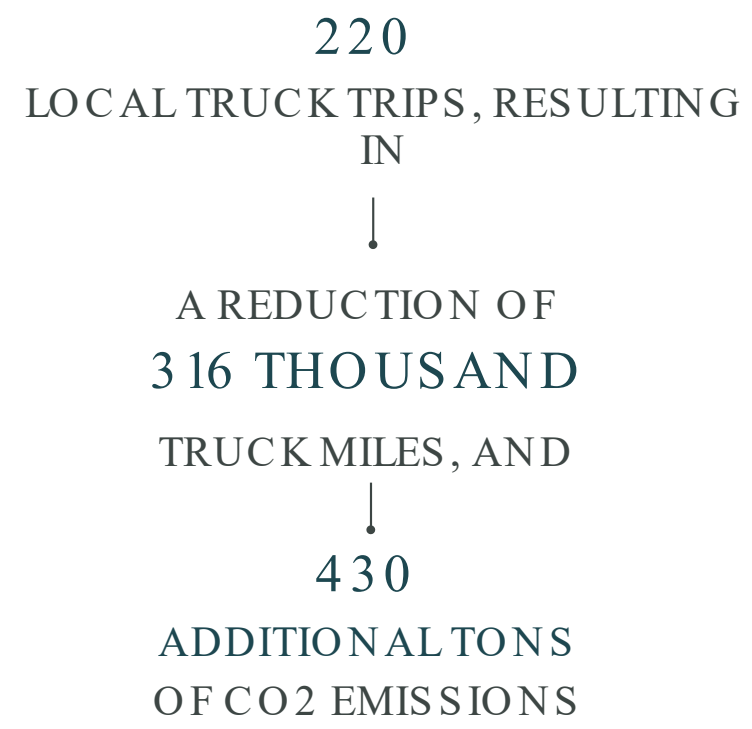


FIRST EXCLUSIVE SHIP-TO-RAIL PORT FACILITY IN THE U.S.

- Ship-to-rail freight distribution prevents emissions from truck traffic.



- One double-stacked intermodal train can eliminate up to:



STATE-OF-THE-ART ECOPORT

- **Electric power plug -ins** to power ships at berth during the process of unloading
- **Cold Ironing** (shore side electrical power at berth)
EcoPort capabilities will eliminate ship engine emissions in port waters

INFRASTRUCTURE RESILIENCY

- **Provides a 7 - 10% increase in West Coast Port capacity**, thereby increasing infrastructure resiliency at a national, regional, and local level
- This will help prevent environmental issues associated with congestion.

NATURAL HABITAT PRESERVATION

- Minimized long-term impacts of the Project to aquatic habitats and organisms; proposed project actions would relocate aquatic habitats to areas outside of the active rail bed

ELECTRIC-POWERED EQUIPMENT

- **Green electricity** produced by renewable energy sources will facilitate the use of electrically powered cargo handling equipment, vehicle charging and on-shore power



PROJECTED ECONOMIC IMPACT

Marine -industrial and transportation-related activity is a significant contributor to local economies:

EMPLOYMENT

8,000

DIRECT AND INDIRECT JOBS
OVERALL

TAXES GENERATED

\$50m+

NEW PERSONAL & CORPORATE
REVENUES TO THE STATE
ANNUALLY

INCREASED EMPLOYMENT OPPORTUNITIES

The Project will generate **2,500 marine terminal/rail direct jobs**. Port and cargo -handling activities will require clerks, longshoremen, hostlers, consolidators, etc. Additionally, new technologies associated with a state -of-the-art terminal will provide additional employment opportunities. Additional construction jobs will be created. The temporary jobs created under the Project may last as long as 10 years.

TRANSPORTATION OPTIONS FOR LOCAL INDUSTRIES

Freight carriers and logistics providers will experience **lower per -unit costs and increased ease of delivery** to important urban markets and population centers. Consumers will benefit from **reduced logistics costs**.