

Pacific Coast Intermodal Port

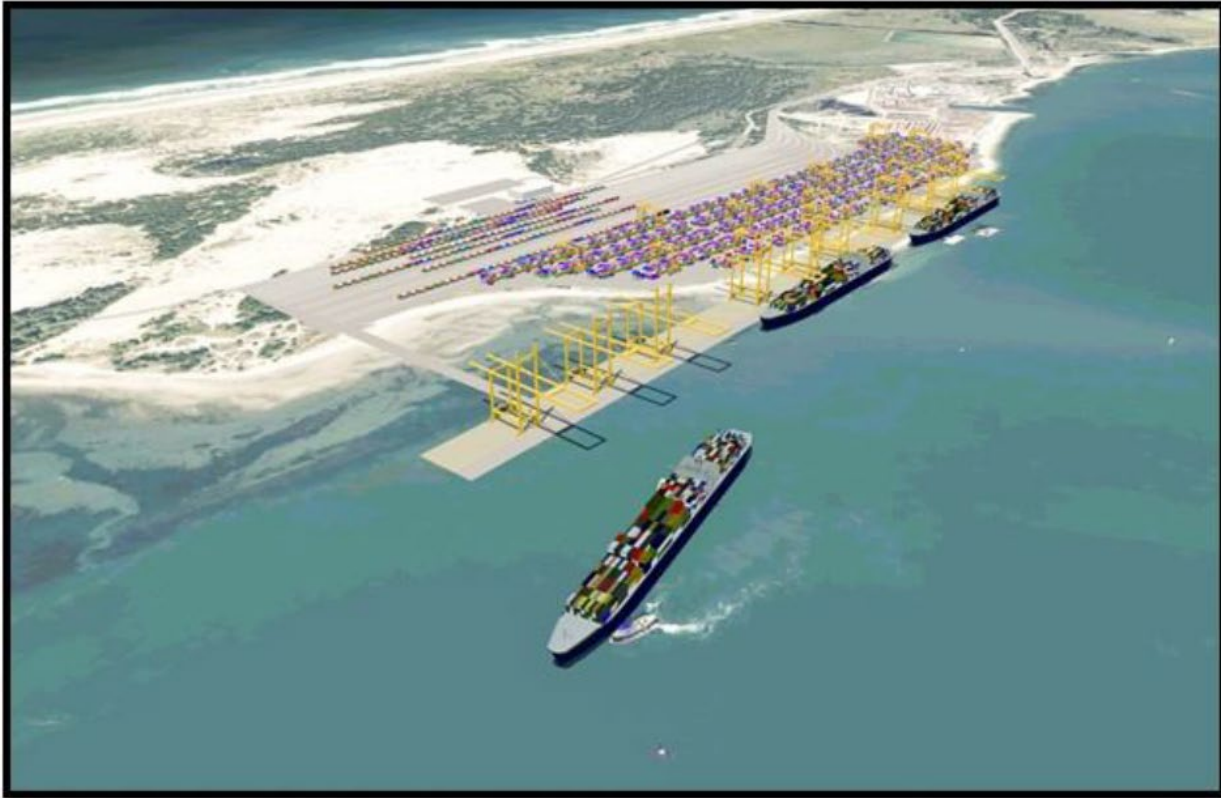
“Building the Port of the Future”

Rogue Valley Area Commission

On Transportation

March 14th, 2023

The Pacific Coast Intermodal Port (PCIP)



- Why Build a New Port?
- Why Coos Bay?
- 3 Components
 - Intermodal Terminal
 - Navigation Channel
 - Rail Line
- Benefits
- Project Costs

Why Coos Bay?

The Port of Coos Bay is the ideal location for a world-class port because it has three critical elements:

- An existing rail line that connects to the Class 1 rail system
- A naturally deep channel maintained on an annual basis by the U.S. Army Corps of Engineers
- Hundreds of acres of undeveloped land zoned as industrial



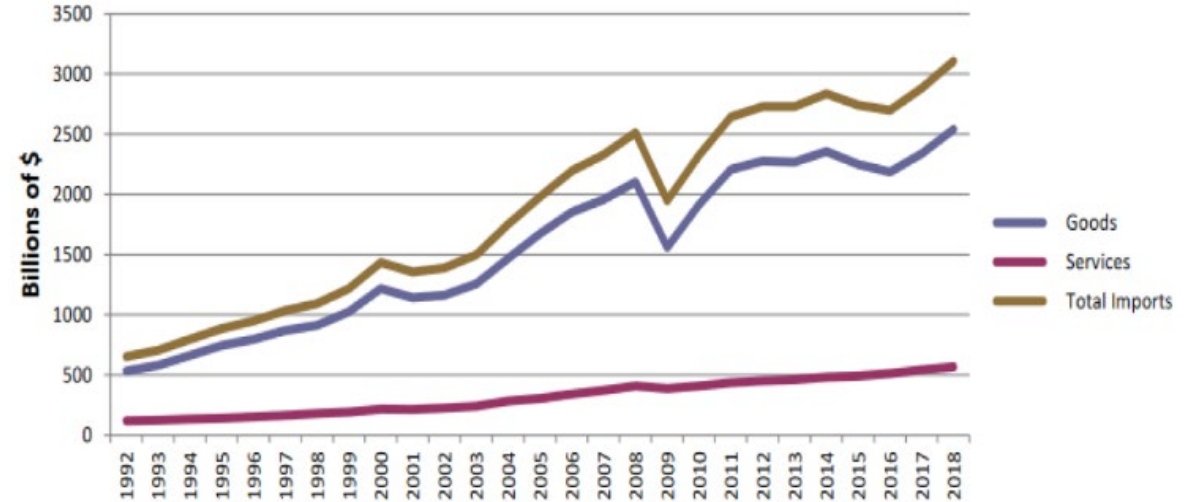
Why Build a New Port?

Container traffic on the U.S. Pacific Coast is projected to grow significantly for the foreseeable future.

Infrastructure at existing U.S. Pacific Coast ports is incapable of handling this future growth in trade

Coos Bay is the one location where significant port capacity can be added.

A Coos Bay intermodal port will serve as a relief valve lessening pressure on current domestic and international freight logistics and boast myriad environmental benefits.



Three Components



Intermodal Terminal



Navigation Channel

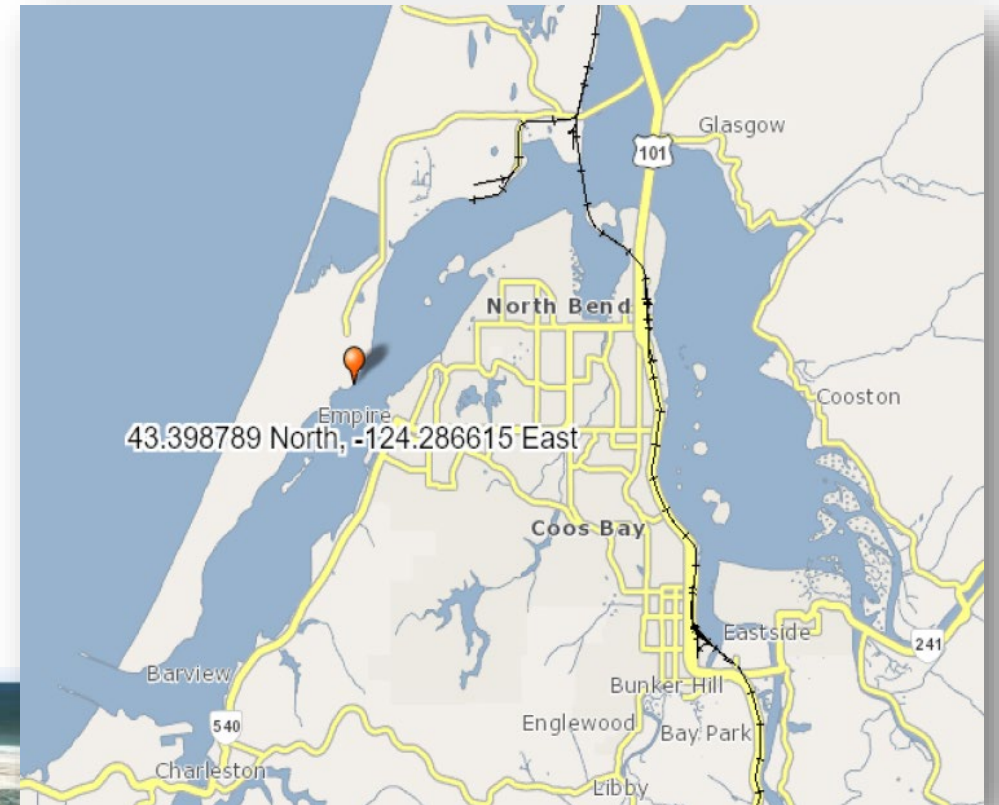


Rail Line



Intermodal Terminal

The new Intermodal Terminal will be built on the North Spit on land owned by OIPC B





Intermodal Terminal

3 berths for container vessels each carrying up to 6,500 – 13,000 TEU of cargo

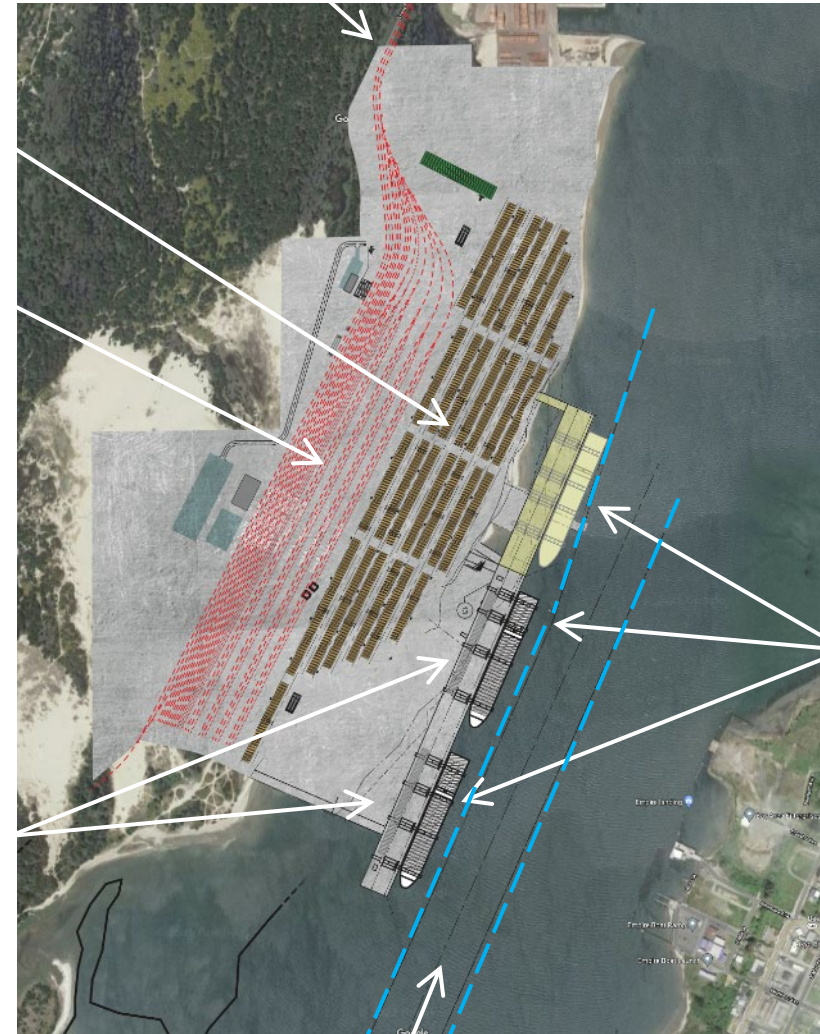
First State-of-the-art direct ship to rail/rail to ship on West Coast:

- The port will be fitted with electric power plug-ins that will power ships at berth (Cold Ironing)
- Should renewable energy sources become available, they will be used for cargo handling equipment, vehicle charging and on-shore power

TEU = Twenty-foot equivalent unit, a unit of volume equivalent to a 20-foot ISO container

Link to the Coos Bay Rail Line (CBRL)

Container Yard
Rail Yard
Cranes



Berths for 3 Vessels

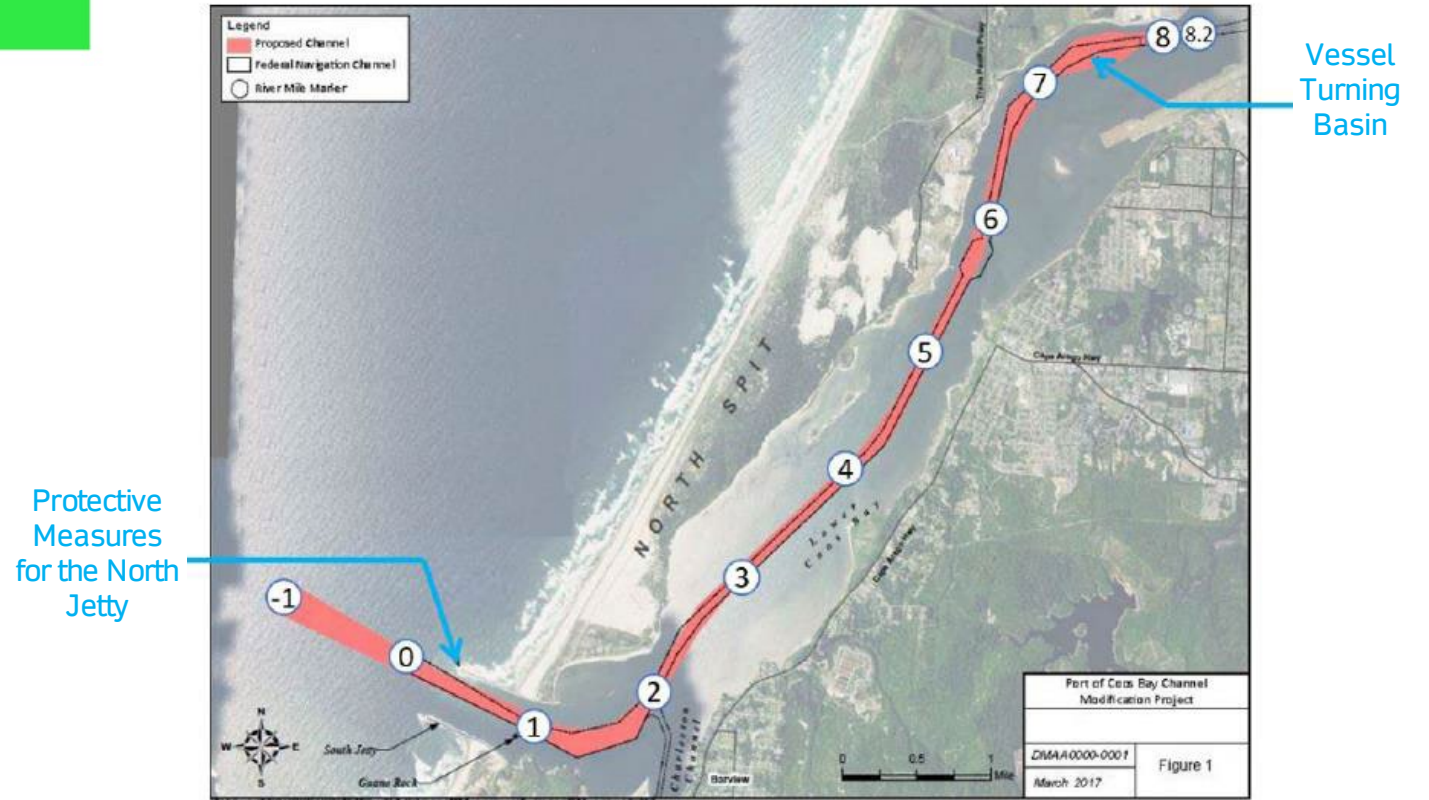
Channel from Ocean



Navigation Channel

Work on the Navigation Channel will include:

- Dredging to accommodate larger cargo ships
- Creation of a vessel-turning basin
- Protective measures for the North Jetty
- Relocation of aids to navigation (ATONs)
- Increased advance maintenance dredging



Existing Channel		Modified Entrance		Modified Channel	
Width	Depth	Width	Depth	Width	Depth
300'	-37'	1,180'	-57'	450'	-45'

Modifications to the Federal Navigation Channel



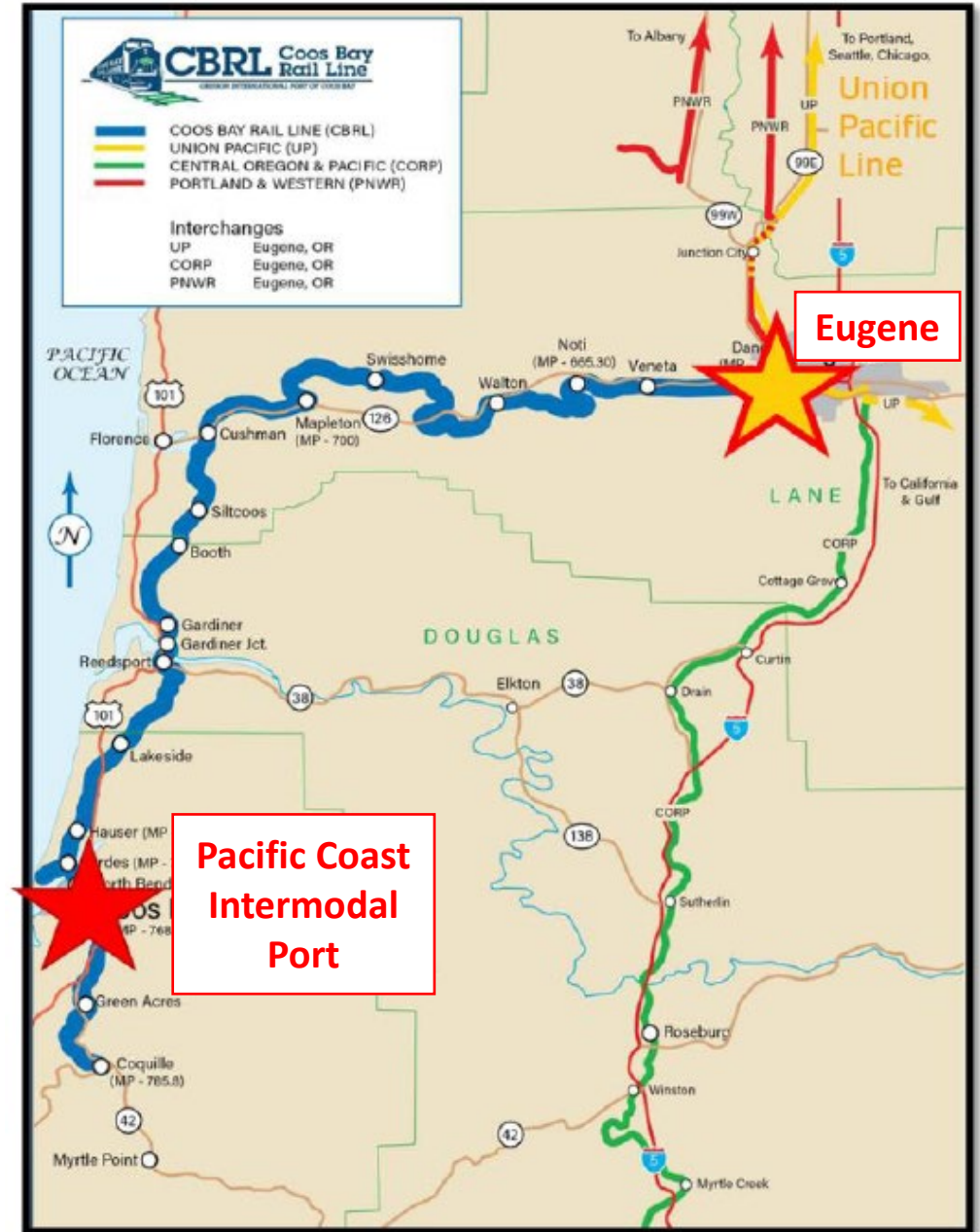
Rail Line

One of this project's greatest strengths is the existing Coos Bay Rail Line (CBRL) which is owned and operated by OIPC B.

The CBRL is a Class 3 134-mile railroad line from Eugene to the Port of Coos Bay and Coquille, Oregon.

In Eugene, the CBRL connects to the Union Pacific Class 1 railroad. Interstate 5 is also very close for cargo that will be distributed locally

The site for the new Intermodal Terminal is <1 mile from a spur of the CBRL on the North Spit





Rail Line

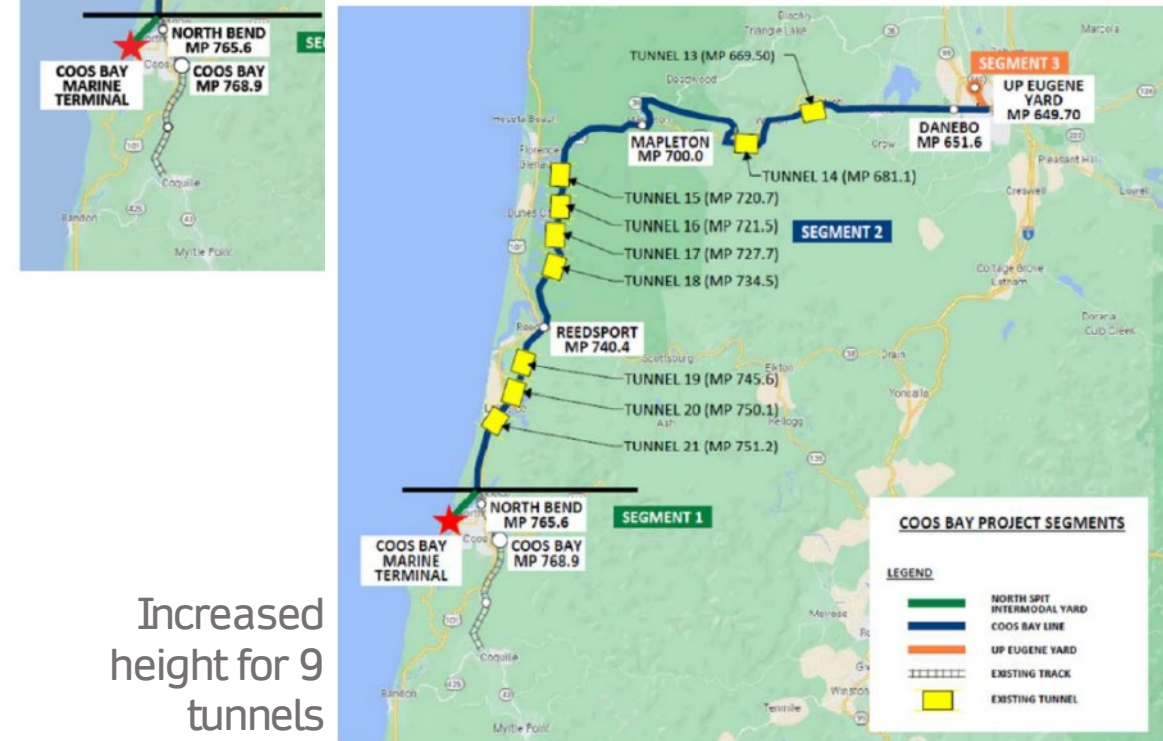
The objective is to increase train speed to 25 mph or more, and to run twelve trains per day (six from PCIP to Eugene, and six from Eugene to PCIP).

Work on the CBRL will include:

- Replacing track and ties so that the track can meet Class 2 (25mph) and Class 3 (40 mph) track standards
- Rehabilitating bridges to meet 25mph or higher speeds
- Increasing height for 9 tunnels along the line to accommodate double-stack container cars
- Adding seven 8,000' sidings to allow trains to pass one another



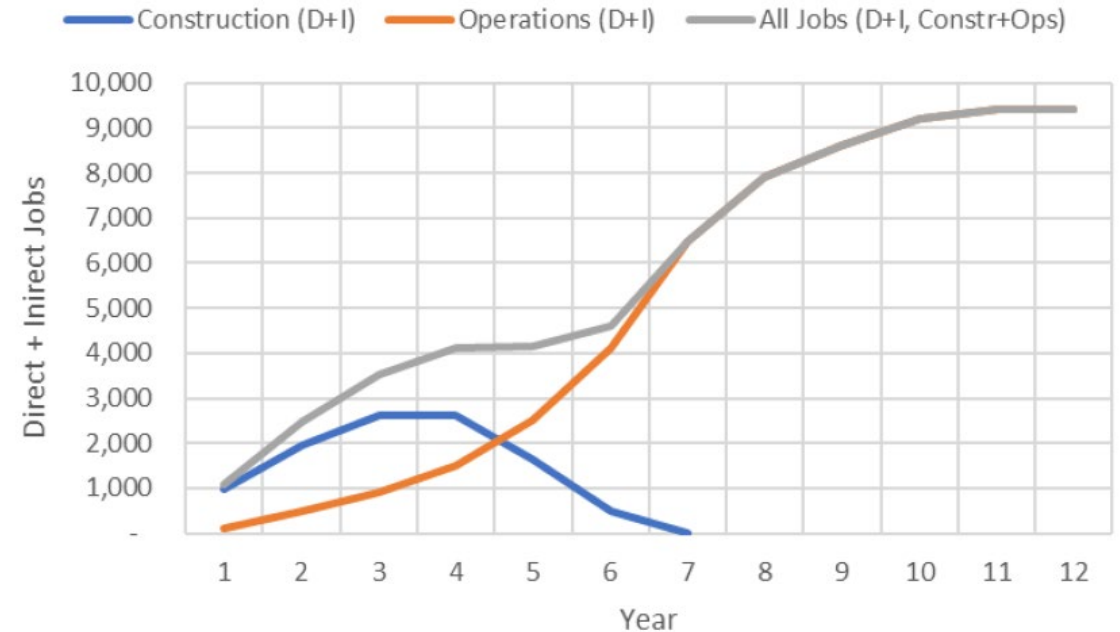
7 new sidings



Increased height for 9 tunnels

Some Benefits of the Project

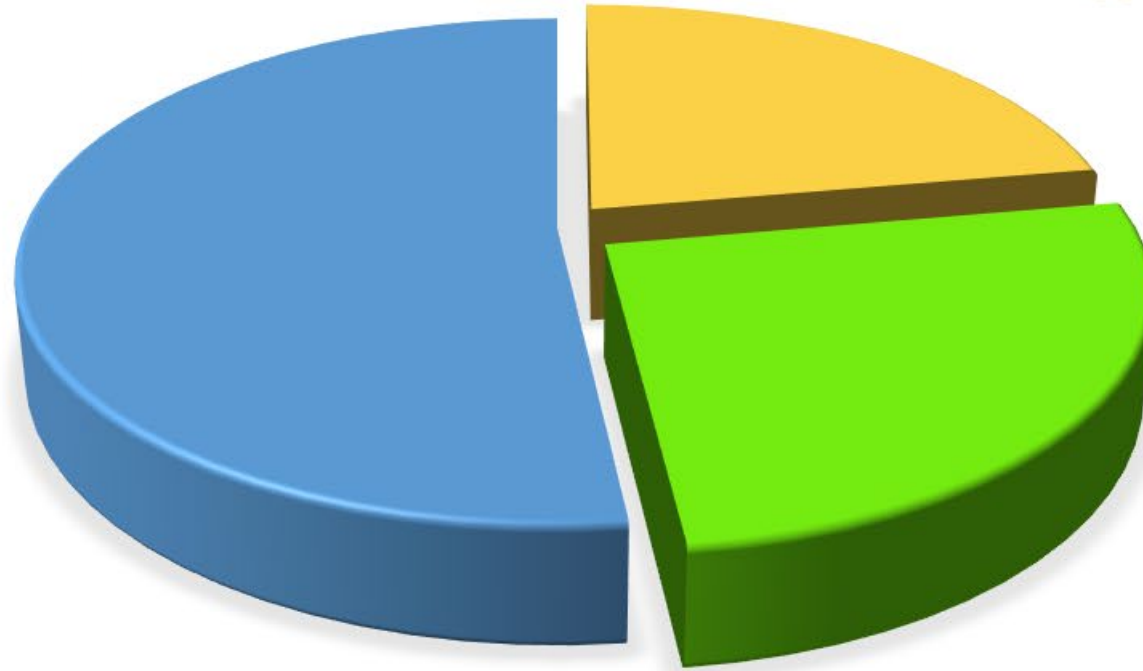
- 1.2 MM TEUs per year
- New gateway for **import** of containers from Asian Markets
- Enhanced opportunity to **export** agricultural and forest products
- Approximately 3,500 construction jobs estimated over five year period
- 6,000+ new long-term jobs in Coos, Douglas and Lane Counties (direct & indirect)



Project Costs

Rail Line.

Intermodal Terminal,



Navigation Channel,

\$1.77 Billion
Total Cost

A Public-Private Partnership



The PCIP project is a public-private partnership between Oregon International Port of Coos Bay (OIPCB) and NorthPoint Development.

NorthPoint has made a \$447M commitment to the project (25.2% of the total project cost)

122.3+
MILLION SF
CURRENT
INDUSTRIAL PORTFOLIO

43.8+
MILLION SF
INDUSTRIAL SPACE
UNDER CONSTRUCTION

29.3+
MILLION SF
INDUSTRIAL SPACE
LEASED IN 2021

\$11.4+
BILLION
TOTAL CAPITAL RAISED
SINCE INCEPTION

78+
THOUSAND
EST. JOBS CREATED
IN OUR DEVELOPMENTS

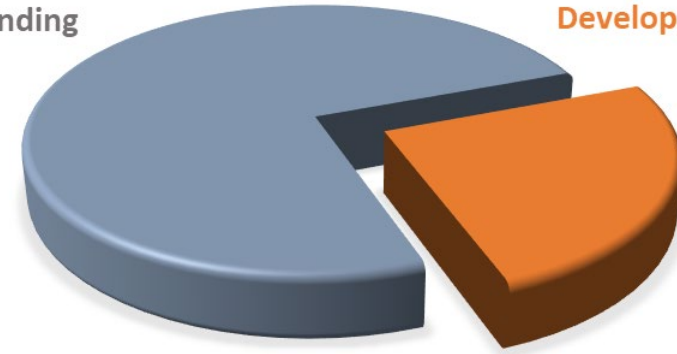
\$1.6+
BILLION
INCENTIVES NEGOTIATED
FOR OUR CLIENTS

*All stats last updated beginning of Q1 2022

465+ INDUSTRIAL CLIENTS |
References available from our clients; a few are represented below

Federal & State
Funding

NorthPoint
Development



Project Status & Questions???

Thank you for your time!

Caddy McKeown

cmckeown@northpointkc.com

541-290-2983