



M E M O R A N D U M

TO: Interested Parties
FROM: Kyle Stevens, President
DATE: June 11, 2026
SUBJECT: Port of Coos Bay Special PCIP Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold a Special PCIP Commission Meeting at **11:00 a.m., Thursday, June 18, 2026**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

Members of the public are invited to attend the meeting in person or view the meeting live on the Port’s YouTube Channel at the following link: www.youtube.com/portcoos.

KS/cs

**OREGON INTERNATIONAL PORT OF COOS BAY
SPECIAL PCIP COMMISSION MEETING**

11:00 a.m., Thursday, June 18, 2026

Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420

Watch Live on YouTube: www.youtube.com/portcoos

***Mission:** Promoting sustainable development that enhances southwest Oregon and the State in the international economy.*

***ORS 777.065:** 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.*

T E N T A T I V E A G E N D A

1. CALL MEETING TO ORDER

2. INTRODUCTION OF COMMISSION, GUESTS AND PORT STAFF

3. ACTION ITEMS

Page

A. Approval of INFRA Grant Agreement.....Melissa Cribbins, 4

4. NEXT MEETING DATES

A. Regular PCIP Commission Meeting - Tuesday, July 7, 2026, 8:00 a.m.

B. Regular Commission Meeting - Thursday, July 16, 2026, 11:00 a.m.

5. ADJOURN

Action Items

**OREGON INTERNATIONAL PORT OF COOS BAY
BOARD OF COMMISSIONERS
ACTION/DECISION REQUEST**

DATE: June 11, 2026

PROJECT TITLE: MARAD FY 2025-26 INFRA Grant No. 693JF72540001 (INFRA) Grant

ACTION REQUESTED: Approve Grant Agreement with the United States Department of Transportation (USDOT) for Pacific Coast Intermodal Port (PCIP) Terminal Planning Project

BACKGROUND:

The Port of Coos Bay is the grant applicant for the Pacific Coast Intermodal Port (PCIP) Terminal Planning Project. In October of 2024, we were notified that the MARAD FY 2025-26 INFRA Grant No. 693JF72540001 (INFRA) Grant was awarded to the Port in the amount of \$25,018,750. The INFRA grant requires a match of \$25,018,750, which will be funded using private funds.

This INFRA Grant supports the Pacific Coast Intermodal Port (PCIP) Terminal Planning Project. This entails Preliminary Engineering (PE) & Design, environmental studies (NEPA), and permitting. This work will advance environmental review, permitting, and preliminary engineering and design for the intermodal terminal component of the larger PCIP project, including the railyard, container yard, wharf, and berths.

This is further detailed in the attached Exhibit A, MARAD FY 2025-26 INFRA Grant No. 693JF72540001 Grant Agreement.

RECOMMENDED MOTION:

Approve the INFRA grant agreement with the United States Department of Transportation, and authorize Commission President Kyle Stevens to execute the agreement.

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEARS 2025-2026 INFRA PROGRAM**

MARAD FY 2025-26 INFRA Grant No. 693JF72540001

70692528IG 2026 1PTPP02501 0000150000 41010 61006600 — \$25,018,750

This agreement is between the United States Department of Transportation (the “USDOT”) and the Oregon International Port of Coos Bay (OIPCB) (the “Recipient”).

This agreement reflects the selection of the Recipient to receive an INFRA Grant for the Pacific Coast Intermodal Port (PCIP) Terminal Planning Project.

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS.**

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Years 2025-2026 Infrastructure for Rebuilding America (INFRA) Program: MARAD Projects,” dated November 4, 2025 which is available at <https://www.transportation.gov/grants/infra-grant-implementation>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the INFRA Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the INFRA Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2
SPECIAL TERMS AND CONDITIONS.**

There are no special terms for this award.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: PCIP Terminal Planning Project

Application Date: May 6, 2024

2. Recipient's Unique Entity Identifier.

Recipient's Unique Entity Identifier: N59EVE4Y1RR3

3. Recipient Contact(s).

Melissa Cribbins
Executive Director
Pacific Coast Intermodal Port Project
125 Central Ave.
PO Box 1215
Coos Bay, OR 97420
(541) 217-0272
mcribbins@portofcoosbay.com

and

Megan Richardson
Accounting Director
Port of Coos Bay
125 Central Ave.
PO Box 1215
Coos Bay, OR 97420
(541) 267-7678
mrichardson@portofcoosbay.com

and

Tiffany Bohlin
Project Manager
Northpoint Development
3315 N Oak Trafficway
Kansas City, MO 64116
(732) 616-0542
tiffany@bohlingroup.com

4. Recipient Key Personnel.

None.

5. USDOT Project Contact(s).

Kelly Mitchell-Carroll
Grants and Cooperative Agreement Officer
DOT – Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590
MAR-380
W26-422
Mailstop 5
(202) 876-6453
k.mitchell-carroll@dot.gov

and

David Bohnet
Grant Management Division Chief
DOT – Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590
MAR-510
W21-226
Mailstop 3
(202) 366-0586
david.bohnet@dot.gov

6. Payment System.

USDOT Payment System: Delphi eInvoicing System

7. Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: None

8. Federal Award Identification Number.

Federal Award Identification Number: 693JF72540001

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This planning project will advance environmental review, permitting, and preliminary engineering and design for the intermodal terminal component of the larger PCIP project, including the railyard, container yard, wharf, and berths.

2. Statement of Work.

Component 1: Preliminary Engineering and Design

Objectives:

- Geotechnical & Basis of Design
- 30% Design
- 60% Design

Specific scope items will include:

- Civil Engineering: Grading & Yard Design, Fire Design, Rail Design / Modeling, Compressed Air Design, Stormwater Design and report, Water Design, Sewer Design, Lift Station Design, Analysis / Design Dune Risk
- Coastal Engineering: Dredging, Slope Protection, etc.
- Structural Engineering: Wharf Design, Building Design, Bridge Design, Trestle Design, Electrical Design, Architectural Design
- Field Work - Geotech, Surveying, etc.

Component 2: Environmental and Permitting

Objectives:

- Environmental Studies/NEPA
- Permitting

Specific scope items will include:

- Environmental/NEPA: NEPA Project management, Air Quality (Baseline/Emissions/greenhouse gas (GHG) Evaluation), Ambient Noise (In-Air and In-Water Noise), Surficial Soils and Dunes, Habitat Characterization and Mapping (terrestrial, wetland, tidal, subtidal), Wildlife Surveys (e.g., bald eagle nests, wading bird rookeries, etc.), Hazardous, Toxic and Radioactive Waste Characterization (Phase I and lead remediation plan and sampling), Historical,

Archeological, Planetological, Tribal studies, Land Use/Ownership, Recreational Use, Socioeconomics, Scenic/Aesthetic Baseline (Including Light Source Analysis), Transportation Baseline (worker vehicle, truck, trains on North Spit)

- Permitting: Land Use Plan Changes, 404/10, Removal Fill, Water Quality Certification 401, CZMA, Programmatic Agreement (Section 106), NMFS MMPA, USFWS CAR, Biological Opinion (BO) Incidental Take, Oregon Department of Fish and Wildlife Habitat Mitigation, and Tribal Coordination

Component 3: Project Administration and Management

Contract management, procurement, funding administration and compliance, stakeholder engagement, and day-to-day project management to ensure all scopes are moving forward in a timely and efficient manner.

3. Documents Describing Mitigation Activities.

None.

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: December 31, 2029
Period of Performance End Date: December 31, 2029

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Project Start Date	May 31, 2026
Planned Project Completion Date	March 31, 2029

3. Special Milestone Deadlines.

None.

**SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION**

1. Award Amount.

INFRA Grant Amount: \$25,018,750
Amount Subject to 23 U.S.C. 117(d)(2): \$25,018,750

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs

	Component 1 - Preliminary Engineering and Design	Component 2 - Environmental and Permitting	Component 3 - Project Administration and Management	Total
INFRA Funds:	\$22,063,500	\$1,836,500	\$1,118,750	\$25,018,750
Non-Federal Funds (NorthPoint Development):	\$22,063,500	\$1,836,500	\$1,118,750	\$25,018,750
Total:	\$44,127,000	\$3,673,000	\$2,237,500	\$50,037,500

4. Cost Classification Table.

Cost Classification	Total Costs	Non-INFRA Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$525,000		\$525,000
Architectural and engineering fees	\$44,127,000		\$44,127,000
Other architectural and engineering fees- NEPA	\$3,673,000		\$3,673,000
Project Management	\$1,712,500		\$1,712,500
Project Total	\$50,037,500		\$50,037,500

5. Approved Pre-award Costs.

None. The USDOT has not approved under this award any requests for the use of non-Federal funds under 23 U.S.C. 117(k) or any pre-award costs under 2 CFR 200.458.

Because unapproved costs incurred before the date of this agreement are not allowable costs under this award, the USDOT will neither reimburse those costs under this award nor consider them as a non-Federal cost sharing contribution to this award. Costs incurred before the date of this agreement are allowable costs under this award only if approved in writing by USDOT before being included in the Project costs and documented in this section 5. See section 13.3(b) of the General Terms and Conditions.

SCHEDULE E CHANGES FROM APPLICATION

Scope: None.

Schedule: The original schedule had the Project commencing in December 2024; however, completion of the pre-award activities delayed the execution of the award by 15 months. This delay was primarily driven by an extended period of due diligence confirming the availability of non-Federal matching funds and protracted negotiations concerning the timing for which the non-Federal matching funds would be expended on the Project. These issues were resolved.

Budget: None.

Other: None.

**SCHEDULE F
INFRA PROGRAM DESIGNATIONS**

1. Urban or Rural Designation.

Urban-Rural Designation: Rural

2. Funding Source.

FY 2025	General Funds	\$25,018,750
---------	---------------	--------------

3. Large or Small Designation.

Large-Small Designation: Small

4. State Incentives Pilot.

State Incentives Pilot Designation: Yes

5. Security Risk Designation.

Security Risk Designation: Low

**SCHEDULE G
INFRA PERFORMANCE MEASUREMENT INFORMATION**

Study Area: PCIP Terminal

Baseline Measurement Date: May 31, 2025 to May 30, 2026

Baseline Report Date: August 15, 2026

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Jobs Created within 5 Years of Design/NEPA Completion	<p align="center">Economic Impact</p> <p>Tracks direct, indirect, and induced jobs generated by the Project, including construction jobs, permanent terminal operations jobs, and induced jobs in logistics and supply chain sectors.</p>	Annual
Terminal Construction Completion within 5 Years of Design/NEPA Completion	<p align="center">Project Delivery & Infrastructure Readiness</p> <p>Confirms substantial completion of terminal construction and full operational readiness within 5 years of design/NEPA completion, ensuring timely delivery of Project benefits.</p>	Annual

**SCHEDULE H
LABOR AND WORK**

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
X	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
	The Recipient or a project partner has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient or a project partner has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>

The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.
--

2. Supporting Narrative.

It is estimated that the proposed PCIP Project will generate approximately 9,400 jobs (direct and indirect) when fully operational.

The Recipient will also be working with regional educational institutions, such as Southwestern Oregon Community College, Lane Community College, and Umpqua Community College to establish workforce training programs, including training for apprentices.

**SCHEDULE I
SAFETY**

1. Efforts to employ a thoughtful, data-driven approach to safety.

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient has incorporated elements from the State Highway Safety Plan. Information on State-specific strategic highway safety plans is available at https://safety.fhwa.dot.gov/shsp/other_resources.cfm (Identify the relevant elements and describe how they are incorporated in the project in the supporting narrative below.)
X	The Recipient has incorporated safety-related activities from the FHWA list of “proven safety countermeasures,” available at https://safety.fhwa.dot.gov/provencountermeasures/ . (Identify the relevant activities and describe how they are incorporated in the project in the supporting narrative below.)
	The Recipient has either taken other actions or believes the project is exempt from this requirement, as described below. (Identify the relevant actions or explain why the project is exempt.)

2. Supporting Narrative.

The Project will improve safety by using digital simulation during preliminary design to identify congestion, bottlenecks, and high-risk conflict points within the terminal, including internal vehicle circulation, loading and unloading areas, and entry and exit points. This data-driven approach will allow the Project team to design safer circulation patterns, reduce vehicle and pedestrian conflicts, and incorporate technologies such as ADAS-equipped electric vehicles, sensory controls, and RFID systems to mitigate collisions and cargo-handling risks.

The Project also incorporates safety-related activities consistent with FHWA Proven Safety Countermeasures through planned rail crossing and conflict-point improvements, including upgraded markings, enhanced signalization, active warning systems, and potential grade-separation enhancements. Together with the terminal’s industrial location away from residential areas and the Project’s reduction of truck traffic on regional highways, these measures will reduce crash exposure and support long-term reductions in serious injuries and fatalities across the freight network.

RECIPIENT SIGNATURE PAGE

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party’s signature.

OREGON INTERNATIONAL PORT OF COOS BAY

	By:	
Date		Signature of Recipient’s Authorized Representative
		Kyle Stevens
		Name
		Chair, Oregon International Port of Coos Bay
		Board of Commissioners
		Title

USDOT SIGNATURE PAGE

The USDOT, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF
TRANSPORTATION

_____ By: _____
Date Signature of USDOT's Authorized Representative

Name

Title