



125 Central Avenue, Suite 300, Coos Bay, OR 97420

Phone: 541.267.7678 Fax: 541.269.1475

Email: portcoos@portofcoosbay.com

Website: www.portofcoosbay.com

Project website: www.PCIPproject.com

Pacific Coast Intermodal Port (PCIP)

Terminal Planning Project

Qualification-Based Selection (QBS) Request for Proposal (RFP) for Architecture & Engineering and Related Services

September 23, 2026

Please submit to:

By upload: <https://www.portofcoosbay.com/solicitations-public-notice>

Attention: Brian Forquer, Vice President of Development, Oregon EcoTerminals, LLC

RFP Submittal Closing: 4:00 PM Pacific Time,

Wednesday, October 28, 2026

Issued by: Oregon International Port of Coos Bay

(herein after referred to as "Port")

RFP Number: 2026-01TERM

Project Name: Pacific Coast Intermodal Port (PCIP) Project PCIP Terminal Planning Project

Proposer Questions, RFP Protests, and Requests for Change: due via Port website no later than 5:00 pm Pacific Time on October 7, 2026.

A Pre-Proposal conference is not being held.

Single Point of Contact

Brian P. Forquer, Vice President of Development Oregon EcoTerminals, LLC	
Address:	3315 N. Oak Trafficway Kansas City, MO 64116
E-mail:	solicitations@portofcoosbay.com
Website:	https://www.portofcoosbay.com/solicitations-public-notice

Please note:

- This RFP contains **multiple disciplines** which may be **applied for jointly or separately**.
- This RFP is a Qualifications Based Selection (QBS) issued by the Oregon International Port of Coos Bay. Resulting contracts will be executed by NorthPoint Development, LLC and its subsidiaries and affiliates, with Port participation and concurrence, as described in Attachment C.

Proposals and all other submittal requirements specified in [§2.4](#) must be submitted before the Proposal due date and time via the upload link above.

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Definition of Terms:

The following terms have the meaning provided in [OAR 137-046-0110](#): “Addendum” or “Addenda”, “Business Day”, “Closing”, “Contract”, “OAR”, “ORS”, “Proposal”, “Request for Proposal” or “RFP”, “Responsive”, “Writing”. “Business Day” means Monday through Friday, excluding State of Oregon holidays.

“Contract” means the agreement between NorthPoint and the selected Proposer resulting from this RFP, in the form of the applicable Sample Contract in Attachment C, including all exhibits and Task Orders. “NorthPoint” means NorthPoint Development and its subsidiaries and affiliates, the Port’s private development partner and the contracting party for Services procured under this RFP.

1.0 SOLICITATION PURPOSE & CONTRACT OVERVIEW

1.1 SUMMARY OVERVIEW AND PROCUREMENT SCHEDULE

Port is issuing this Request for Proposals and any Addenda thereto (collectively, the “RFP”) to obtain Proposals from qualified consultant(s) for preliminary engineering, design and related services (“Services”) for the project described in §1.2.

Contracts resulting from this RFP will be executed by NorthPoint Development, and its subsidiaries and affiliates ("NorthPoint") as Client, with the Port participating in selection, negotiation, and contract administration as described in Attachment C. Unless the context requires otherwise, references in this RFP to the Port negotiating, executing, or administering a Contract include NorthPoint acting as the contracting party.

- **Proposers may propose for one or more disciplines advertised in this RFP;**
 - **Disciplines are defined in Attachment B.**
- Proposers wishing to respond to multiple disciplines may have an extended page limit (maximum of an additional 5 pages per discipline) and should include the following:
 - An additional 3.2.3 Experience for each discipline
 - An additional 3.2.4 Project Team for each discipline
 - But should **not** repeat:
 - Description of firm
 - Project Strategy (see §3.2.5)
- Each Proposal must include one signed Proposal Cover Sheet (Attachment A) that lists every discipline the Proposer is proposing for and must meet all submittal requirements listed in §2.4.
- For additional information regarding the project and Services needed, see sections 1.2 through 1.7 and RFP Attachment B.
- Proposers responding to this RFP do so solely at their expense, and Port is not responsible for any Proposer expenses associated with the RFP.

Multi-discipline proposal content examples		
1 discipline proposal	2 discipline proposal	X discipline proposal
25 page maximum	30 page maximum	20 + (5*X) page maximum
1 Cover letter	1 Cover letter	1 Cover letter
1 Description of firm	1 Description of firm	1 Description of firm
1 Experience description	2 Experience descriptions	X Experience descriptions
1 Project team	2 Project teams	X Project teams
1 Project Strategy	1 Project Strategy	1 Project Strategy

*Resumes may be included as an Appendix and limited to two pages each. (Resumes will not be included in the 25-page count for the proposal).

Procurement Schedule	Date
Proposal evaluation (clarification and interviews if necessary)	Estimated 10/29/2026 to 11/11/2026
Notice of Intent to Award	Estimated 11/12/2026
Negotiations*	Estimated 11/12/2026 to 11/25/2026
Contract start	Estimated 12/2/2026

*Proposer, by submitting a Proposal, commits to and will be expected to make best efforts to accommodate the negotiation schedule above if selected for intent to award. See §4.1 - Negotiations.

1.2 PROJECT BACKGROUND/SCOPE INFORMATION AND LOCATION

The Pacific Coast Intermodal Port (“PCIP”) project is a public-private partnership that includes the development of an intermodal electrified terminal by NorthPoint Development, LLC (“NorthPoint”) on land owned by the Oregon International Port of Coos Bay (“Port”). The PCIP will create a new freight route between the Asia Pacific and the Heartland of the United States.

The PCIP stands out as an ambitious and crucial initiative, as the U.S. West Coast faces an ever-increasing trajectory of Transpacific trade destined for the inland of the United States. It will offer the U.S. a new port of entry, served exclusively by rail, in a primarily rural region in dire need of economic rejuvenation. The PCIP project is a three-component project which includes the construction of a new container terminal, the dredging of the Coos Bay Federal Navigation Channel, and upgrades to the Coos Bay Rail Line (CBRL).

The centerpiece of the PCIP project is a planned state-of-the-art **intermodal terminal with 2 berths for 13,000-TEU Neopanamax vessels**. Upgrading the CBRL is a critical component to the PCIP project as it will serve as the primary freight transportation corridor between the terminal and the Class I national rail network. The PCIP Project represents a transformative modal shift, relieving congestion from the National Highway Freight Network (“NHFN”) by expanding capacity for ship-to-rail intermodal freight movement to enhance U.S. supply chain resilience. Benefits of the PCIP project include significant infusion of employment opportunities, with the creation of an estimated 8,000 permanent jobs (direct and indirect), combined with a reduction of greenhouse gas emissions, shorter durations delivering goods to market, reduced vehicle operating costs, reduced highway-use externalities, and the creation of a new intermodal hub with both climate and capacity resilience for the national supply chain and logistics systems.

The Port is seeking proposals from qualified individual(s), firm(s), team(s) or consultant(s), hereafter called Proposers, with demonstrated experience in projects of this type, size and complexity. The Port proposes to engage the successful Proposer(s) for the following services, as defined in RFP Attachment B – Statement of Work: survey, geotechnical work, environmental studies, civil engineering, architecture, structural engineering, electrical engineering, coastal engineering, on-dock railyard design and engineering, traffic study, and permitting.

Because of the critical importance of the PCIP to regional and national supply chains, any Proposer intending to join the process must understand that **project management efficiency is a key priority**.

The Statement of Work (SOW) will be developed and negotiated, within the scope advertised in this RFP, with the selected Proposer for inclusion in the Contract.

See [Attachment B](#) for a comprehensive statement of work, project disciplines and deliverables, and preliminary Project design.

1.3 PERIOD OF PERFORMANCE

The schedule for performance of Services needed under the prospective Contract is approximately:

- December 2, 2026 (date of contract start) with no completion no later than January 2028 (end of design phase, defined as completion of the 60% design package; see Attachment B)

1.4 QUANTITY OF CONTRACTS AWARDED AND OFFER PERIOD

If award is made from this RFP –

- Awards will be based on the results of Port's evaluation and scoring of Proposals for each separate discipline.
- Award of more than one discipline may go to the same Proposer, or Award may go to a different Proposer for each discipline.
- Each numbered discipline listed in Attachment B is a separate discipline. Proposals are evaluated, ranked, and awarded independently for each discipline.

1.5 FUNDING SOURCE(S):

Funding for the Work is through the INFRA (MPDG) program Fiscal Year 2025-2026 and is subject to the terms and conditions described in the Grant Agreement between the Port and the United States Department of Transportation (**MARAD FY 2025-26 INFRA Grant No. 693JF72540001**). Proposer shall comply with all relevant provisions of the Grant Agreement, a copy of which is available upon request. Subsequent work may be funded by other public or private sources and may be subject to terms and conditions stipulated in a separate agreement.

1.6 INSURANCE REQUIREMENTS

See Attachment C – Sample Contracts for the insurance requirements and terms and conditions that will apply to the prospective Contract from this RFP. Certificates and endorsements shall name NorthPoint and the Oregon International Port of Coos Bay as

additional insureds.

1.7 CONTRACT TERMS & CONDITIONS

See Attachment C – Sample Contracts (MSA and Task Order, Designer Agreement, and AIA B101, as applicable to the discipline), which are incorporated in the RFP by this reference, for the terms and conditions that will apply to the prospective Contract from this RFP. Unless an official Addendum has modified or reserved the right to negotiate any terms and conditions contained in the applicable Sample Contract or exhibits thereto, NorthPoint and the Port will not negotiate any term or condition after the solicitation protest deadline, except the SOW and pricing with the selected Proposer(s). Changes to standard Contract terms and conditions may be subject to approval by NorthPoint and the Port. The applicable Sample Contract for each discipline is identified in Attachment C.

By Proposal submittal, the selected Proposer agrees to be bound by the terms and conditions as set out in the applicable Sample Contract associated with this RFP, and as they may have been modified or reserved by NorthPoint and the Port for negotiation. **Any Proposal that is received conditioned on NorthPoint's or the Port's acceptance of any other terms and conditions or rights to negotiate will be rejected.**

2.0 INSTRUCTIONS TO PROPOSERS & SUBMITTAL REQUIREMENTS

2.1 PROPOSER QUESTIONS, RFP PROTESTS and REQUESTS FOR CHANGE

All questions, RFP protests or requests for change relating to any aspect of this RFP or the associated project(s) must be submitted by uploading at <https://www.portofcoosbay.com/solicitations-public-notice>. RFP protests and requests for change submitted after the due date on page 2 of this RFP will not be considered.

Any RFP protest or request for change must identify the RFP number, discipline and project name it applies to and must be in conformance with requirements set forth in [OAR 137-048-0240\(1\)](#). The foregoing procedures and deadline shall also apply to protests and requests for change respecting the contents of Addenda to the RFP, unless the Addenda specifies a different deadline. **Failing to follow the foregoing requirements regarding the Single Point of Contact for inquiries may result in Proposal rejection by Port.**

Answers to substantive questions and/or any changes to the RFP will be issued as official Addenda to this RFP, no later than five (5) Business Days prior to the Proposal due date.

2.2 ADDENDA

When appropriate, as determined by Port in its sole discretion, changes to Closing/Proposal due date and time or revisions, additions, substitutions, clarifications of the RFP or attached terms and conditions will be issued as Addenda to this RFP. Modifications to this RFP shall be binding on Port and Proposer only if in the form of written Addenda issued by Port. Any such Addenda are incorporated into this RFP as if fully set forth herein. Except for officially issued Addenda, no person has been authorized to provide any other written or oral representation, clarification, warranty or assurance with respect to this RFP or the project.

Port shall advertise any addenda at the following website:

<https://www.portofcoosbay.com/solicitations-public-notice>.

Anyone who has downloaded or received a copy of this RFP will only be alerted to the existence of any Addenda by monitoring and downloading from the above website. Port is not responsible for sending Addenda to any potential Proposers.

2.3 MINIMUM QUALIFICATIONS

This section discusses minimum qualifications among staff for submission consideration. For evaluation of personnel on merits, see §3.2.4

2.3.1 Registered Professional Engineer. In the space provided on the Proposal Cover Sheet (RFP Attachment A), list the name and registration number of at least one Oregon Registered Civil Engineer in active status (or that will be prior to Contract execution) employed by Proposer and proposed to be in responsible charge of engineering Services under the prospective Contract.

2.3.2 Registered Professional Land Surveyor (PLS). In the space provided on the Proposal Cover Sheet (RFP Attachment A), list the name and registration number of at least one PLS intending to perform Services under the Contract.

2.3.3 Firms responding to this solicitation should demonstrate:

- Experience on large infrastructure, transportation, or marine projects
- Experience supporting legally defensible NEPA documents and administrative records
- Experience supporting complex, multi-agency infrastructure projects with parallel planning, engineering, design and permitting efforts
- Experience developing mitigation, monitoring and adaptive management plans
- Experience with projects involving modifications to large tidal estuarine environments, and the effect of these actions, both physical and environmental
- Experience with projects located in Oregon or the Pacific Northwest is preferred.

The Registered Professional Engineer requirement applies to Proposals for the engineering disciplines in Attachment B (Disciplines 1.4 Civil Engineering, 1.6 Structural Engineering, 1.7 Electrical Engineering, 1.8 Coastal Engineering, and 1.9 On-dock Railyard Design & Engineering). The Registered Professional Land Surveyor requirement applies only to Proposals for Discipline 1.1 Survey. Proposers for other disciplines are not required to list a PE or PLS on the Proposal Cover Sheet.

2.4 PROPOSAL AND SUBMITTAL REQUIREMENTS

2.4.1 Time, Date and Place for Submission. Proposals and all required submittal items must be submitted and uploaded to the Port's website and received by the deadline specified on page 1 of this RFP (or such other deadline as may be revised by Addenda issued by Port). Port will not accept Proposals submitted after the Proposal submittal deadline.

As submittals shall be sent digitally, in the event of a system failure that interferes with the ability of Proposer to submit Electronic Submittals, to protest or to otherwise participate in the procurement, Port may extend the date and time of receipt of Electronic Submittals by issuing an Addendum immediately after the Electronic Procurement System or electronic mail system becomes available.

2.4.2 Proposal Page Limit. The Proposal is limited to 25 pages, with an additional 5 pages per additional discipline proposed for. Any pages exceeding this limit will not be considered in the evaluation. Items excluded and not counted as pages toward the page limit include:

- Resumes in an Appendix (limited to 2 pages each)
- Attachment A – Proposal Cover Sheet
- Attachment F – Conflict of Interest Disclosure/Certification
- Attachment G – Acknowledgement of Addenda
- Any additional forms required in §2.4

2.4.3 Proposal Format. One page is defined as: one side of any 8-1/2" x 11" page, partial page, tab, index or table of contents that contains substantive text, tables, graphics, charts, resumes, etc. Any page over this size will be counted as 2 pages. Proposals must use a minimum of 12-point font for substantive text (including text in tables or resumes, if any).

Proposal and other submittal requirements must be submitted in the following electronic format: Adobe Acrobat (pdf) or Microsoft Word (docx).

2.4.4 Required Proposal Contents. Proposals must include:

- A completed and signed Proposal Coversheet – RFP Attachment A (not counted toward page limit);
- Responses to the scored criteria identified in [§3](#) and any other requirements specified in this RFP or the Proposal Coversheet;
- Content which Proposer believes to be a trade secret or exempt from public disclosure must be so indicated in conformance with [§5.4](#) of this RFP.
- (Note: Proposers should review [§2](#) of this RFP to ensure they can comply with submittal requirements for the selected Proposal.)

2.4.5 Electronic File Size. Proposer shall make reasonable efforts to compress or optimize files to not exceed a combined total of 10 megabytes for all submittals. For tips on reducing file size, see information at the following links: [How to reduce PDF file size](#); [How to reduce the size of Word documents that contain images](#).

2.4.6 Proposal Withdrawals or Modifications. A Proposal may be withdrawn or replaced with a modified Proposal by written request from Proposer, provided the request (and any modified Proposal) is signed by Proposer's authorized representative and received by Port prior to the deadline for Proposal submittal.

3.0 EVALUATION PROCESS & CONSULTANT SELECTION

3.1 PROPOSAL EVALUATION

Submissions will be reviewed by Port for responsiveness to all requirements (allowing for minor informalities) set forth in the RFP and RFP Coversheet. Responsive Proposals will be forwarded to an evaluation committee of at least three (3) members that will independently review, score and rank Proposals according to the Scoring Criteria set forth in §3.2. Scoring and ranking of Proposals will be completed separately for each individual discipline. Evaluators will independently judge the merits of the Proposals by comparing the requirements and criteria stated in the RFP with the responsiveness and the relevance of experience/qualifications presented in the Proposal. The outcome of the Evaluation process may, in Port's sole discretion, result in:

- (a) notice to Proposers of selection or rejection for Contract negotiation and possible award; or
- (b) further steps to gather additional information for evaluation (e.g. checking references, notice of placement on an interview list, requesting clarification).

Port may request any clarification it needs to understand the Proposer's Proposal. **Clarifications may not be used to rehabilitate a non-responsive Proposal, nor may changes be made to the Proposal.**

3.2 EVALUATION CRITERIA

As this RFP is structured to award separate contracts for one or more of several disciplines, scoring will be particular to each discipline, and additional criteria may be present for particular disciplines.

3.2.1. Cover Letter:

By submitting a Statement of Qualifications, the Proposer is accepting all the general instructions and conditions contained in this QBS solicitation.

The Cover Letter must include the following:

- The project title;
- Explain the contractor's understanding of the project and a summary of the contractor's qualifications for this project in one or two pages. Because the project is located in Oregon, qualifications for assessing impacts to the environment of this region of the country should be highlighted.
- Name(s) of person(s) authorized to represent the Proposer in any negotiations;
- Name(s) of person(s) authorized to sign any contract that may result from the selection process;
 - Including the contact person's name, mailing or street addresses, phone and fax numbers, and email address and a statement that no redactions are requested, if applicable;

- Signature by a legal representative of the Proposer authorized to bind the firm in contract.

3.2.2 Description of Firm:

- Note: Proposals submitting for multiple disciplines need not repeat the description of their firm.

Describe, for the firm of the Proposer and any sub-consultants:

- Legal structure (sole practice, partnership, LLP, corporation, etc.);
- Address and contact information of the office relevant to the project;
- Particular expertise, length of time in business, number of employees, and any information germane to characterizing the firm;
- Internal procedures and policies ensuring work quality and cost control;
- The successful Proposer(s) must be in compliance with all laws regarding conducting business in the State of Oregon, Lane, Douglas and Coos Counties before an award may be made. The Proposer shall be responsible for obtaining any required business licenses, if applicable.

3.2.3 Experience:

- Proposals targeting multiple disciplines should include an additional 3.2.3 Experience response for each discipline;
 - The same project may be cited for multiple discipline proposals, so long as the description pertains to a particular relevant element of that project to the targeted discipline and is not a generic repetition of such project.
- General Qualifications that Should Be Described:
 - Demonstrate relevant experience with large-scale infrastructure, including marine terminals, intermodal railyards, freight systems and similar;
 - Best characterize the firm's capabilities, quality of work, and cost control, strong collaboration, and innovative thinking, along with its capacity to manage complex, federally-funded planning projects with state law components;
 - If your firm worked in an auxiliary capacity or in a joint venture or partnership, include the name of the lead firm and delineate your specific technical contribution.
- List relevant public and private sector clients for whom your firm has performed similar work in the past five (5) years;
 - For each project mentioned, include the name, address and phone number of a person who can be contacted regarding your firm's performance on the project.
 - Only choose projects which are pertinent to the planning work required for the discipline you have chosen to propose for.

- Avoid extensive descriptions of vaguely related projects; these can negatively impact the overall outcome of the evaluation.
- Where applicable, please also describe:
 - Experience of key staff persons in providing similar architectural, engineering, photogrammetric mapping, environmental field surveys and reports, permitting services, community engagement services, transportation planning, land surveying services, or related services on comparable projects;
 - The amount and type of resources, and number of experienced staff persons Proposers have committed to perform the architectural, engineering, photogrammetric mapping, environmental field surveys and reports, permitting services, transportation planning, land surveying services or related services described in the RFP;
 - The recent, current and projected workloads of such staff;
 - The proportion of time Proposers estimate that such staff would spend on the architectural, engineering, photogrammetric mapping, environmental field surveys and reports, permitting services, transportation planning, land surveying services or related services described in the RFP;

For more technical information, refer to Attachment B (Statement of Work)

Time and performance are of the utmost importance in the execution of this contract for the PCIP project.

3.2.4 Project Team and Management Approach:

- Proposals targeting multiple disciplines should include an additional 3.2.4 Team response for each discipline;
 - The same team members may be cited for multiple discipline proposals, so long as:
 - Their skills and qualifications pertain to a relevant element of that discipline;
 - The team member has the capacity to work on both disciplines.
- Describe the proposed project organization, with an organization chart including positions, responsibilities and reporting relationships. The project manager, deputy project manager, (for Proposals including the Environmental Studies discipline) environmental resource specialists with responsibility for each resource area, administrative support personnel, and any subcontractor(s) must be identified and their location specified. These key personnel shall not be reassigned within the project or to other projects without prior consultation with the Port.
- The project manager will be responsible for the day-to-day management of project tasks and will be the primary point of contact with your firm.
 - Describe the project manager's experience with similar projects and with managing and leading interdisciplinary teams.
 - List other projects the proposed project manager is currently assigned to.

- Identify who the Deputy Project Manager will be and provide a description of their unique qualifications and experience as it relates to the project at hand.
- For each discipline proposed, identify the discipline lead who will serve as the single point of contact for that discipline and be accountable for its schedule, quality control, permitting support, and coordination obligations under Attachment B. Where a Proposer proposes for more than one discipline, one project manager may serve all of them, but a discipline lead must be named for each.
- The objective of the project team description is to assemble and identify a narrowly focused group of experts poised to execute the project to a high standard of technical achievement.
- Describe the proposed management scheme for the project, with a discussion of where the work will be done and where each key person and subcontractor presently resides. Provide the proposed mechanisms for communication, reporting, technical direction and control, cost control, schedule control, quality control, quality assurance and control of subcontractors.
- Proposals should present a team:
 - With sufficient size and experience;
 - Whose members are all directly relevant to the project discipline;
 - The goal of which is to prevent overstaffing and redundancy.
- Provide a professional resume for the key personnel, including:
 - Key personnel of any major sub-consultants proposed;
 - Describe unique qualifications and relevant experience on similar or related projects.
 - Describe each individual's role;
 - Relevant technical expertise;
 - Experience on projects of similar scale and complexity (e.g., port terminals, intermodal rail, coastal engineering, NEPA-driven design).

3.2.5 Project Strategy:

This is a Qualifications Based Selection (QBS). **Cost information shall not be submitted** with Proposals (see §4.0). This section focuses on the applicant's approach to and understanding of the project in the broader context of the PCIP.

- Proposals targeting multiple disciplines need not repeat their project strategy;
 - Instead, they should demonstrate how their integrated strategy addresses each of the disciplines for which they have applied.
- Describe the sequence of technical tasks that must be accomplished in order to complete the project:
 - Execution Plan: provide a phase-by-phase breakdown (e.g., site investigations, modeling, design and permitting) outlining specific methods, standards, and tools.
 - Deliverables by Phase: identify key technical products (e.g., 30%-60% design, drafts).

- Describe your firm's expertise and experience with similar projects to demonstrate how it will effectively complete its portion of the terminal design.
- Demonstrate time and resource availability to perform relevant work for the duration of the project.
 - Include a milestone-level schedule with major technical deadlines and resource allocation.
 - Clearly indicate their time commitment by project phase to help evaluate team capacity against delivery schedule.
 - Highlight availability of key staff and how workload will be managed across disciplines.
- Exercise independent judgment:
 - Discuss any unique aspects of the project, alternative approaches the Port may wish to consider, or special considerations related to programmatic or funding requirements.
 - Describe any challenging, novel, or innovative ideas your team may have to improve the operational efficiency of the intermodal terminal component of the PCIP.
 - Identify any obstacles your team may be uniquely equipped to overcome.
- Project coordination is a key element to a successful project. The project team will need to coordinate with the NEPA consultants and other consultants on the project.

3.2.6. Conflicts of Interest

Identify possible conflicts of interest that may require investigation by the Port, the US Army Corps of Engineers, the Federal Railroad Administration, or the Maritime Administration. Include a discussion of all work completed by the contractor for similar work on port terminal and railroad-related projects within the last 3 years. Contractor selection is based on ability and absence of conflicts of interest. The contractor must complete the conflict of interest disclosure attached hereto as Attachment F.

3.3 PROPOSAL REVIEW AND EVALUATION

3.3.1. Proposal Evaluation Criteria Scoring:

Each proposal shall be evaluated on the following evaluation criteria, weighting and maximum points, as follows:

SCORING CATEGORIES AND POINT DISTRIBUTION

a. Cover letter	0
b. Description of Firm	10
c. Experience	30
d. Project Team	15
e. Project Strategy	45
SUBMITTED PROPOSAL POINTS AVAILABLE:	100
Interviews	10
TOTAL PROPOSAL POINTS AVAILABLE:	110

Note: The deliverables for this project are identified in Attachment B, Statement of Work, attached to this Request for Proposal (RFP) and incorporated herein by this reference.

MERIT CRITERIA GUIDELINES

	<i>Unsatisfactory Response</i>	<i>Target Response</i>
Description of Firm	Description does not provide adequate means of contact, clarity on organizational structure, or answer desired fields, etc.	Proposer responds to all requested criteria, makes all information conspicuous, and is compliant with relevant state and federal law.
Experience	Experience limited to nominally or superficially similar projects. Experience listed is overly broad and exhaustive and not tailored to Proposal discipline.	Experience cited is concise, direct, and obviously relevant. Applicant has worked extensively on nearly identical projects. Project similarity may be determined by: • Scope in terms of technical, financial, and regional impact. • Geography - proximity to Coos Bay, or similar geographic and climatic conditions (e.g.: PNW)
Project Team	Team is generic and unspecific to the proposal discipline. Lack of clarity as to individual contributions of particular members. Staff organization is rote and unconsidered instead of discipline-oriented.	Team is focused and limited to the roles necessary for the completion of the project. Team members contribute in an obvious, observable manner to the project. Members' qualifications, experience, and skills directly apply to the Proposal discipline.
Project Strategy	Proposer does not seek to innovate or push the limits of marine terminal and intermodal design. Proposer intends to use outdated or one-size-fits-all work. Proposer is not willing or able to pursue aggressive deadlines. Unclear whether team	Proposer has carefully considered the limits and possibilities of the project and intends to present a modern, operationally efficient and resilient intermodal terminal design. Proposer understands the aggressive pace and imposing scope of the project. Team

has capacity to prioritize a large yet focused undertaking.

has capacity, availability, and intention to prioritize Project.

3.3.2. EVALUATION PROCESS:

An evaluation review committee will be used by the Port to evaluate the proposals received. For the purpose of scoring proposals, each committee member will evaluate each proposal in accordance with the criteria and point factors listed above. The evaluation committee may seek outside expertise including, but not limited to, input from technical advisors to assist in the evaluation process.

The Committee will require a minimum of 10 working days to evaluate and score the proposals received.

Questions and Requests: All questions and requests for clarification regarding this QBS solicitation shall be directed via the Port's website to the contact listed on page 1 of this document.

At the Port's sole discretion, communications with members of the evaluation committee, other Port staff, or elected Port officials for the purpose of unfairly influencing the outcome of this QBS solicitation may be cause for the Proposer's proposal to be rejected and disqualified from further consideration.

Any Contract resulting from the Committee's recommendation will be executed by NorthPoint following Port concurrence in the selection, Statement of Work, and fee. Where Port Commission approval is required under the Port's Local Contracting Rules or the terms of the CRISI or INFRA grant agreements, execution is subject to that approval. The Port and NorthPoint each reserve the right to decline to proceed with any Contract if deemed necessary in the public interest or the interest of the project.

NOTE: The Port shall reject any Proposal it finds Non-Responsive or submitted by a Proposer it finds not Responsible. At the Port's discretion, litigation or previous unacceptable performance of a contract between the Port and a Proposer may be cause for the Port to find the Proposer not Responsible or the Proposal Non-Responsive, resulting in proposal rejection, regardless of when that litigation, threatened litigation or previous unacceptable performance of a contract comes to the Port's attention and regardless of how the Proposer's proposal may have been scored. Proposals may also be rejected if they use subcontractors or sub-consultants who are involved in litigation with the Port. Proposers who are concerned about possible rejection on this basis should contact the Port before submission of a proposal for a preliminary determination of whether its proposal will be rejected.

3.4 INTERVIEWS

Port may, at its sole discretion, conduct and score interviews with whatever number of top ranked Proposers it deems fit following initial evaluation. For interviews:

- Evaluation and scoring will be based on the criteria presented in §3.3;
 - The interview's objective is to determine fitness to such criteria and clarify any questions regarding the Proposer's qualifications.

- No additions, deletions, or substitutions to the initial submission will be permitted.
- A maximum score of 10 points may be awarded;
- A minimum of 3 evaluators shall score the interviews;
- Practical details of interview processes (including date and time and whether physical presence will be required) will be included with notification of selection for interviews.
- In the case of a tie, Port will refer to tiebreaker provisions contained in §5.3.6 of Chapter 6 of Port's Local Contracting Rules.

3.5 REFERENCES

Port reserves the right to investigate references, including customers other than those provided in the Proposal or Proposal Coversheet (Attachment A). Investigation may include past performance of any Proposer with respect to its successful performance of similar projects, compliance with specifications and contractual obligations, its completion or delivery of a project on schedule, and its lawful payment to employees and workers or any other criteria as determined by Port.

3.6 METHOD OF AWARD

The scores for Proposer ranking and tentative award will be determined as follows:

- Total Proposal Score = Total of all evaluator scores for a given Proposal, divided by the number of evaluators.
- Total Interview or Clarifications score if necessary = Total of all evaluator scores for a given Proposer, divided by the number of evaluators.
- Final Score = Total Proposal Score plus Total Interview or Follow-up Questions Score (if conducted).

3.7 FINAL SELECTION

CONTRACT NEGOTIATION: NorthPoint and the Port will jointly attempt to reach a final agreement, including a detailed scope of work, project schedule, and fee schedule, with the highest scoring Proposer for each discipline. However, NorthPoint and the Port may, in their sole discretion, terminate negotiations and reject the proposal if it appears agreement cannot be reached.

NorthPoint and the Port may then attempt to reach a final agreement with the second highest scoring Proposer and may continue on, in the same manner, with remaining Proposers until an agreement is reached. The proposal and all responses provided by the successful Proposer may become a part of the final Contract. Any information included as part of the Contract shall be a public record and not exempt from disclosure, including items redacted from the proposal. The forms of contract are provided in Attachment C; the applicable form for each discipline is identified there.

3.8 RESPONSIBILITY AND RESPONSIVE DETERMINATION

At any time prior to Contract execution, Port may rescind the intent to award notice, if

applicable, and reject any Proposer found to be not responsible or the Proposal Non-Responsive.

3.9 INTENT TO AWARD NOTICE

If an apparent successful Proposer is selected, Port will issue an intent to award notice. Award to the apparent successful Proposer is subject to successful negotiation of the Contract with NorthPoint and Port concurrence.

3.10 PROTEST of CONSULTANT SELECTION

A Proposer who claims to have been adversely affected or aggrieved by the selection of the highest ranked Proposer may submit a written protest of the selection to the Single Point of Contact, identified on page 1 of this RFP, no later than five (5) business days after the date of the selection notice. Selection protests submitted after this deadline will not be considered. Selection protests must identify the RFP number, discipline and project name it applies to, and must be in conformance with requirements set forth in [OAR 137-048-0240\(2\)](#). All costs of a protest shall be the responsibility of the protestor and undertaken at the protestor's expense.

3.11 PUBLICITY

Any publicity giving reference to this project, whether in the form of press releases, brochures, photographic coverage, or verbal announcement, shall be done only after prior written approval of the Port.

4.0 CONTRACT AWARD REQUIREMENTS & NEGOTIATIONS

The submittal requirements in this §4 apply only to a Proposer that receives intent to award notice following Port's evaluation and scoring of Proposals (and interviews, if conducted).

Cost information shall not be submitted as part of the Proposal package and shall be submitted only when requested by Port.

Failure to submit required submittal items in a timely manner may result in Port rescinding the intent to award notice and issuing notice of intent to award to the next ranked Proposer.

4.1 NEGOTIATIONS

NorthPoint and the Port will negotiate the scope of work, costs, and any provisions expressly indicated as negotiable in the RFP or any Addenda, in the best interest of the project. If NorthPoint and the Port and the highest-ranked Proposer are unable to reach agreement within a reasonable period, NorthPoint and the Port may, either orally or in writing, formally terminate negotiations. NorthPoint and the Port may then enter into negotiations with the next highest-ranked Proposer and continue in order of ranking until a Contract is executed by NorthPoint or the Port elects to end the solicitation. The determination of what constitutes a reasonable time for negotiation is at the sole discretion of NorthPoint and the Port.

4.2 CERTIFICATES OF INSURANCE

Prior to Contract execution, the selected Proposer shall provide certificates of insurance and endorsements to NorthPoint and the Port via e-mail for the coverage required in the insurance exhibit of the applicable Sample Contract (RFP Attachment C), naming NorthPoint and the Oregon International Port of Coos Bay as additional insureds.

4.3 TAX ID NUMBER

The selected Proposer shall provide their Taxpayer Identification Number (TIN) and backup withholding status on a completed [W-9 form](#) if either of the following apply:

- When requested by Port prior to Contract execution, or;
- When the backup withholding status or any other information of Proposer has changed since the last submitted W-9 form, if any.

4.4 BUSINESS REGISTRY NUMBER/REGISTERED AGENT

If selected for Contract award, Proposer must be duly authorized by the State to transact business in the State before executing the Contract. The selected Proposer shall submit a current Oregon Secretary of State business registry number (unless operating as your [real and true name](#)). See [process for obtaining a business registry number](#). All Corporations and other business entities (domestic and foreign) must have a Registered Agent in Oregon. See requirements and exceptions regarding [Registered Agents](#). For more information, see [Oregon Business Guide, How to Start a Business in Oregon](#) and [Laws and Rules](#). The titles in

this subsection are available at the following Internet site:
<https://sos.oregon.gov/business/Pages/default.aspx>.

NorthPoint may also require completion of its vendor set-up documentation (Form W-9, ACH authorization, and the contract information listed in Attachment C) prior to Contract execution.

5.0 GENERAL TERMS & CONDITIONS FOR THIS RFP

5.1 NON-DISCRIMINATION

Port, in accordance with the Title VI of the Civil Rights Act of 1964, 78 Stat. 252. 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all Proposers that it will affirmatively ensure that all business enterprises will be afforded full opportunity to submit Proposals in response to this solicitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award.

5.2 FUTURE WORK LIMITATIONS

(For these purposes, “Affiliate” or “Affiliates” of a consultant means any Person or entity that controls, is controlled by or is under common ownership or control with that consultant.)

- If a consultant or any Affiliate of consultant enters into personal services Contract(s) with the Port or NorthPoint for the purpose of advising or assisting in developing specifications, a scope or statement of work, an invitation to bid, an RFP or other solicitation documents and materials related to a given procurement, the consultant may not be eligible to propose/bid on the prospective procurement (based on a case-by-case assessment by the Port and NorthPoint). Limitations in this section on future design or construction work by the selected consultant or its affiliates apply to contracts with either the Port or NorthPoint.

5.3 ELECTRONIC FILES LINKED OR ATTACHED TO RFP

This RFP document must be viewed electronically to access files, attachments, forms, provisions or other documents that are attached electronically (shown as icons) or provided via hyperlinks from the Internet in this RFP. All files, attachments forms, provisions or other documents attached electronically or linked from the Internet are incorporated in this RFP with the same force and effect as though fully set forth in this RFP.

5.4 PUBLIC RECORDS

Proposals shall be open to public inspection in accordance with [ORS 279C.107](#). If a Proposal contains any information that may be considered exempt from disclosure as a trade secret under either ORS 192.311(2) or ORS 646.461(4), or under other grounds specified in Oregon Public Records Law, ORS 192.311 through 192.478, the Proposer must clearly designate on or with the Proposal the portions of its Proposal which Proposer claims are exempt from disclosure, along with a justification and citation to the authority relied upon. **Identifying the Proposal in whole as trade secret, confidential or otherwise exempt from disclosure is not acceptable. In such circumstances, Port will require Proposer to submit a memorandum citing the statutory justification for each specific area of the Proposal that Proposer claims to be exempt.** If Proposer fails to identify, on or with the Proposal, the portions of the

Proposal Proposer claims are exempt from disclosure and the authority used to substantiate that claim, Proposer is deemed to have waived any later claim of an exemption or request for nondisclosure of that information. Port will not be held liable for any disclosure of information which Proposer considers to be exempt from disclosure if required by a Public Records Order. Notwithstanding any rights under 17 USC 101 et seq., (the United States Copyright Act), when Port is required to provide copies of the non-exempt portion of the Proposal pursuant to a Public Records Order, Proposer hereby grants a license to Port to copy those portions of the Proposal that are subject to disclosure.

Contracts executed by NorthPoint for grant-funded Services are subject to the records retention, audit, and disclosure requirements of the INFRA grant agreement, and the Port may be required to disclose Contract documents under Oregon public records law.

5.5 USE OF RECYCLED PRODUCTS

Consultants/contractors shall use recyclable products to the maximum extent economically feasible in the performance of the Contract work set forth in this document.

5.6 RFP CANCELLATION

Port may reject any or all Proposals and may cancel this RFP at any time if doing either would be in the public interest as determined by Port. In no event shall Port have any liability for the cancellation of this solicitation.

ATTACHMENT A - PROPOSAL COVER SHEET

Part I – Proposer Information and References

RFP#: 2026-01TERM; Project Name: PCIP Terminal Planning Project Discipline:

Legal Name of Firm as provided to IRS: _____

DBA Name (if different than legal name): _____

DUNS Number: _____	Is Proposer registered as a foreign corporation in Oregon? ☐ Yes ☐ No
☐ Corporation ☐ Professional Corporation ☐ Ltd. Liability Company ☐ Partnership ☐ Limited Partnership ☐ Ltd. Liability Partnership ☐ Sole Proprietorship ☐ Other:	
State of Incorporation/Organization: _____	
Mailing Address: _____	

Type name of authorized contact for this RFP: _____
Email address: _____
Telephone: _____ Fax: _____
Type name of person(s) authorized to sign Contract: _____

MINIMUM QUALIFICATIONS

- **Registered Professional Engineer per requirements of RFP §2.3.1:**

Name	Registration Number

- **Registered Professional Land Surveyor (PLS) per requirements of RFP §2.3.2:**

Name	Registration Number

REFERENCES

Provide references for 3 clients for which Proposer has provided, in the last 3 years, similar services to those described in this RFP (please verify contact information):

1) Name of Firm: _____ Reference Contact Person _____

Telephone: _____ email _____

Project Title: _____

Scheduled Contract Completion Date: _____ Actual Contract Completion Date: _____

Contract Est. Cost: _____ Contract Actual Cost: _____

Project Delivery Method: ☐DBB; ☐CMGC; ☐DB; ☐ _____

2) Name of Firm: _____ Reference Contact Person _____

Telephone: _____ email _____

Project Title: _____

Scheduled Contract Completion Date: _____ Actual Contract Completion Date: _____

Contract Est. Cost: _____ Contract Actual Cost: _____

Project Delivery Method: ☐DBB; ☐CMGC; ☐DB; ☐ _____

3) Name of Firm: _____ Reference Contact Person _____

Telephone: _____ email _____

Project Title: _____

Scheduled Contract Completion Date: _____ Actual Contract Completion Date: _____

Contract Est. Cost: _____ Contract Actual Cost: _____

Project Delivery Method: ☐DBB; ☐CMGC; ☐DB; ☐ _____

ATTACHMENT A - PROPOSAL COVER SHEET

Part II - Proposer Certifications

By signing below, the authorized representative on behalf of Proposer certifies that:

1. Proposer agrees to and shall comply with the terms and conditions of the applicable Sample Contract(s) in Attachment C for each discipline proposed, acknowledges that the Contract will be executed with NorthPoint as Client, and shall comply with all requirements, specifications and terms and conditions contained within the RFP (and all Addenda, if any).
2. All contents of the Proposal (including any other forms or documentation, if required under this RFP) and this Proposal Cover Sheet, are truthful and accurate and have been prepared independently from all other Proposers, and without collusion, fraud, or other dishonesty. No attempt has been made or will be made by Proposer to induce any other person to submit or not submit a Proposal. Proposer understands that any statement or representation it makes, in response to this solicitation, if determined to be false or fraudulent, a misrepresentation, or inaccurate because of the omission of material information could result in a "claim" {as defined by the **Oregon False Claims Act**, ORS 180.750(1)}, made under the resulting Contract being a "false claim" {ORS 180.750(2)} subject to the Oregon False Claims Act, ORS 180.750 to 180.785, and to any liabilities or penalties associated with the making of a false claim under that Act.
3. Proposer has available the appropriate material, equipment, facility and personnel resources and expertise, or ability to obtain the resources and expertise, necessary to demonstrate the capability of the firm to meet all contractual responsibilities.
4. Proposer is not experiencing financial distress or having difficulty securing financing, and has sufficient cash flow to fund day-to-day operations throughout the proposed Contract period.
 - a. Within the last 3-year period, has your firm filed a bankruptcy action, filed for reorganization, made a general assignment of assets for the benefit of creditors, or had an action for insolvency instituted against it? YES ☐ / NO ☐.
 - b. If "YES" above, indicate the filing dates, jurisdictions, type of action, ultimate resolution, and dates of judgment or dismissal, if applicable:
5. Proposer has not been notified within the last 3-year period of any delinquent Federal, State or local taxes in an amount that exceeds \$3,000 for which the liability remains unsatisfied.
6. Proposer, its principals and major subcontractors (major subcontractor is defined as receiving 10% or more of the total Contract amount) have not presently, or within the last 3 years, been convicted of, indicted for, or otherwise criminally or civilly charged by a governmental entity with the commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) Contract or

subcontract; violation of federal or state antitrust statutes relating to the submission of bids or Proposals; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property.

7. Proposer has not and will not discriminate in its employment practices with regard to race, creed, age, religious affiliation, sex, disability, sexual orientation or national origin. And, pursuant to ORS 279A.110, Proposer has not and Proposer will not discriminate against a subcontractor in the awarding of a subcontract because the subcontractor is a disadvantaged business enterprise, a minority-owned business, a woman-owned business, a business that a service-disabled veteran owns or an emerging small business certified under ORS 200.055.
8. Proposer's employees and agents are not included on the list entitled "Specially Designated Nationals and Blocked Persons" maintained by the Office of Foreign Assets Control of the United States Department of the Treasury and currently found at <https://www.treasury.gov/resource-center/sanctions/SDN-List/Pages/default.aspx>
9. Proposer and its Principals, and any of its prospective subcontractors for this award are not presently debarred, suspended, disqualified, proposed for debarment or declared ineligible for the award of contracts by any federal Port or Port of the State of Oregon, and does not have an Active Exclusion on the System for Award Management (SAM) which is available at <https://sam.gov/>.
10. Proposer, acting through its authorized representative, has read and understands the RFP instructions, specifications, and terms and conditions contained within the RFP (including the sample Contract) and all Addenda, if any. The Proposal submitted is in response to the specific language contained in the RFP, and Proposer has made no assumptions based upon either (a) verbal or written statements not contained in the RFP, or (b) a previously-issued RFP, if any.

Signature: _____ Date: _____

(President or Authorized Representative of Proposer)

Print Name: _____ Title: _____

ATTACHMENT B – STATEMENT of WORK

Disciplines

The following table details the disciplines required to accomplish the project's objectives.

For purposes of §1.4 (award) and §3.1 (scoring), each numbered discipline listed in the table below (Disciplines 1.1 through 1.10) is a separate discipline. Proposals will be evaluated, ranked, and awarded independently for each discipline, and a Proposer may propose for any one discipline or any combination of disciplines. Proposers who propose for more than one discipline must be prepared to deliver each proposed discipline whether or not they are awarded the others.

In addition to the technical services listed in the Scope column, the standard scope of every discipline includes the Permitting & Other (Standard Scope for All Disciplines) requirements in Section 2 of the table below (permitting for the discipline's own work, and coordination with the NEPA Lead Services consultant and the other PCIP consultant teams), a discipline-level schedule and quality control under a designated discipline lead, and other related services reasonably required to complete the discipline's scope to the deliverables stated in the Objectives and Deliverables section. Proposers shall address these requirements in their Project Strategy and shall not treat them as a separate discipline or an optional service.

Where the scope of one discipline depends on inputs from another (for example, Civil Engineering depends on Survey and Geotechnical deliverables), the Port will establish the sequence and interface requirements in the negotiated Statements of Work, and each consultant shall provide its deliverables in a form usable by the other disciplines.

Architectural, Engineering, Survey, Environment and Geotech	
Discipline	Scope
1.1 Survey	ALTA Boundary, Topographic Survey of uplands, Bathymetric survey of channel improvement area, ROW/Utility Coordination, Easements, FAA Part 77 surfaces object coordinates and elevation, legal descriptions and exhibits, Tentative Plan Map, Final/Partition Plat, Right of Entry (ROE) and rail crossing agreements
1.2 Geotechnical Work	Recommend boring locations on exhibit (upland and overwater), field borings, samples, geologic siting constraints, report and recommendations
1.3 Environmental Studies	Baseline environmental studies for the terminal site and adjacent Coos Bay estuary sufficient to support the EIS, including: Air Quality (Baseline/Emissions/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); HTRW Characterization (Phase I ESA and lead

	remediation plan and sampling); Historical, Archaeological, Paleontological, and Tribal cultural resource studies; Land Use/Ownership; Recreational Use; Socioeconomics and Environmental Justice; Scenic/Aesthetic Baseline (including light source analysis); Transportation Baseline (worker vehicle, truck, and trains on North Spit); and support for Land Use Plan Changes consultation. Studies of the CBRL corridor outside the terminal site are not included in this RFP and will be performed under RFP 2026-03CBRL. *Field survey of Eelgrass in the Coos Bay channel is not included in this RFP.
1.4 Civil Engineering	Grading & Yard Design, Earthwork calculations, Fire Design, Compressed Air Design, Stormwater Management Design and report, FEMA/Floodplain management and design, Water UT Design, Sewer Design, Lift Station Design, Analysis / Design Dune Risk, Land Use Plan Changes, Planning Goal exception, ROW/Utility coordination. easements, detailed cost estimates, FAA Part 77 surfaces clearances, Tentative Plan Map, Final/Partition Plat, Development Plan, Right of Entry (ROE), rail crossing agreements and Project Management Plan (PMP)
1.5 Architectural	Preliminary site planning and design, building design, code analysis, project programming and pre-design, space planning and utilization, interior design, creative design solutions, accessibility and existing conditions review, illustration rendering and 3D design modeling
1.6 Structural Engineering	Wharf Design, Building Design, Bridge Design, Trestle Design, vertical clearances (tunnel and structures on rail)
1.7 Electrical Engineering	Electrical design, On-site and coordination with transmission main/sub-station, terminal power supply and right of way, photometrics, lighting plans and redundancy energy planning
1.8 Coastal Engineering	Dredging, Slope Protection, etc. Coordination with Land Use Plan Changes (estuary management units) Consultation and Coastal Erosion Hazard Memo.
1.9 On-dock Railyard Design & Engineering	Rail Yard Design / Modeling
1.10 Traffic Study	Site visit to collect information, obtain traffic volumes, estimate trip generations, perform peak hour operational analysis and identify necessary improvements for the proposed site plan, prepare Traffic Impact Study (TIS) to summarize in a report.

Permitting & Other

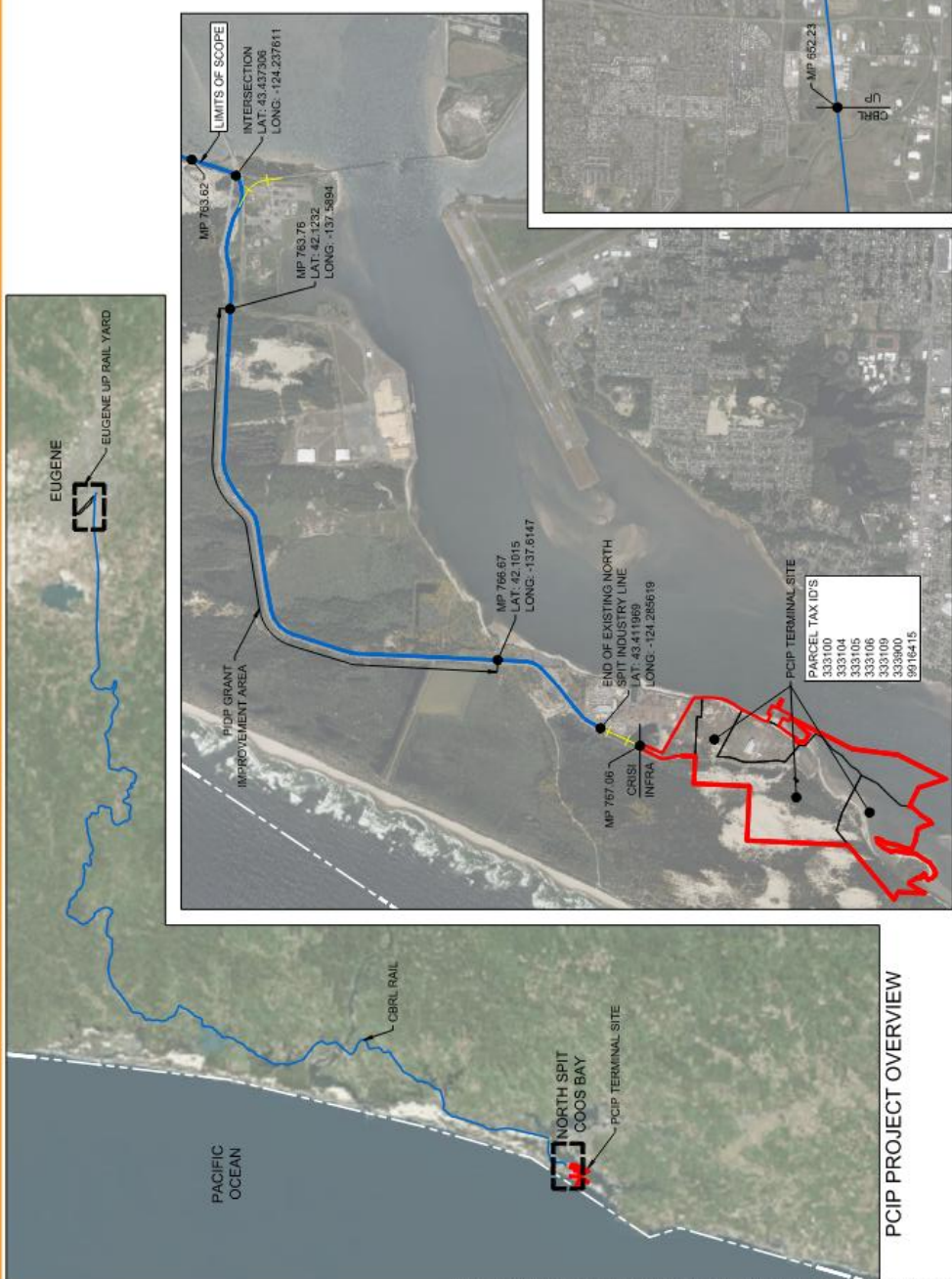
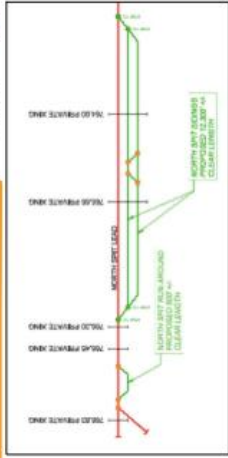
2.1 Permitting	Preparation of component-specific permit applications and supporting documentation for the terminal under the Permitting Strategy Report developed by the NEPA Lead Services consultant, including: CWA Section 404 / Rivers and Harbors Act Section 10 application materials for wharf, berth, and upland fill; Oregon Removal-Fill permit; Section 401 Water Quality Certification; CZMA federal consistency; support for the Section 106 Programmatic Agreement; biological assessment inputs for ESA consultation (NMFS/USFWS) and MMPA incidental harassment authorization; USFWS Coordination Act Report inputs; ODFW habitat mitigation plans; local land use approvals (Coos Bay Estuary Management Plan amendments, estuary management unit changes, statewide planning goal exceptions, and conditional uses as applicable); soil erosion control, land disturbance, and early grading permits; site civil permits; FAA Part 77 notices; and all other applicable local, state, ODOT and federal permits. Lead-agency coordination, Tribal consultation, and the overall permitting strategy are the responsibility of USACE, the Port, and the NEPA Lead Services consultant; the Permitting consultant supports these activities and does not conduct them independently.
2.2 Coordination	Coordination with the NEPA Lead Services consultant (RFP 2026-02NEPA), which is responsible for the Environmental Impact Statement, the Permitting Strategy Report, the Agency Coordination Plan, support to USACE and the Port for Tribal consultation, and public involvement; with the consultants awarded the other disciplines under this RFP; and with the consultants retained for the other PCIP components (terminal, navigation channel, and rail). Includes participation in the coordination protocols established by the NEPA Lead Services consultant (approvals map, change-impact crosswalk, and decision and commitments log), delivery of discipline outputs in the format and on the schedule required to support the single integrated EIS and the Notice of Intent readiness review, and support for, rather than leadership of, agency and Tribal consultation, which is conducted by USACE and the Port.

Geographic Scope

The geographic scope of this RFP is the proposed PCIP terminal site on the North Spit of Coos Bay, including the wharf and berth areas, on-dock rail yard, upland development parcels, utility and transmission corridors serving the terminal, and the terminal's connection to the Coos Bay Rail Line. Modification of the Coos Bay Federal Navigation Channel (other than berth dredging and slope protection at the terminal) and upgrades to the CBRL are excluded from this RFP and are procured separately.

PACIFIC COAST INTERMODAL PORT (COOS COUNTY, OR) CBRL RAILROAD EXHIBIT

2026.08.04
SCALE
1:50000'



EUGENE UP RAIL YARD

NORTH SPIT COOS BAY

Objectives and Deliverables

The following table demonstrates the project planning objectives and deliverables.

Deliverables by Discipline

The following deliverables are anticipated and will be confirmed in the negotiated Statement of Work. Architecture and Engineering: Basis of Design Report; Geotechnical Data Report; Alternatives Analysis and 30% design package (plans, design criteria, and cost estimate); 60% design package with detailed cost estimate and constructability review; design inputs to the EIS in the format specified by the NEPA Lead Services consultant; and Project Management Plan. Environmental Studies: study work plans; baseline technical reports for each resource area listed in Item 1.3, formatted for incorporation into the EIS; and GIS data. Permitting: permit matrix and application schedule; draft and final permit applications listed in Item 2.1; and agency comment response documentation. The "end of design phase" referenced in §1.3 means completion of the 60% design package.

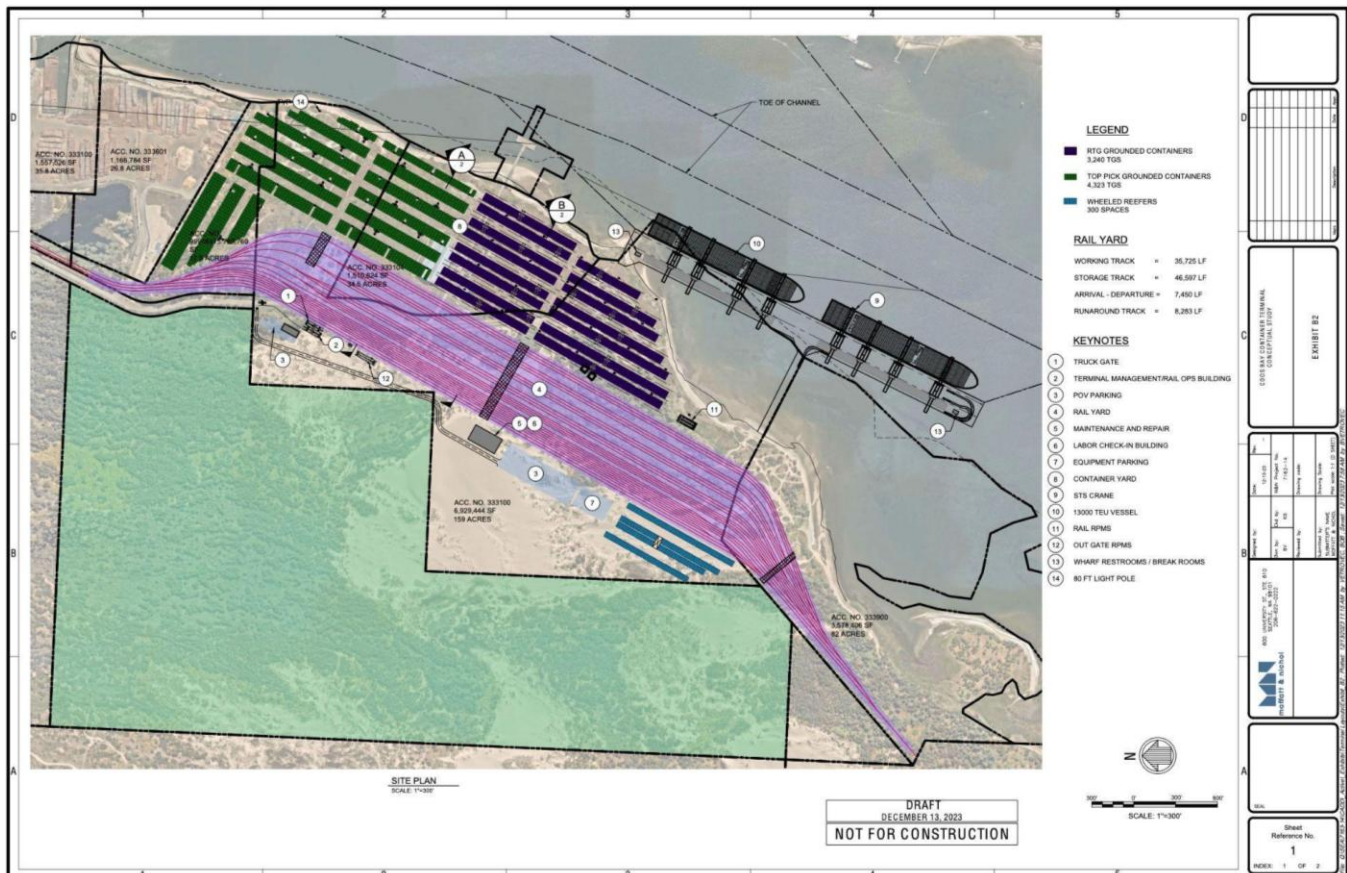
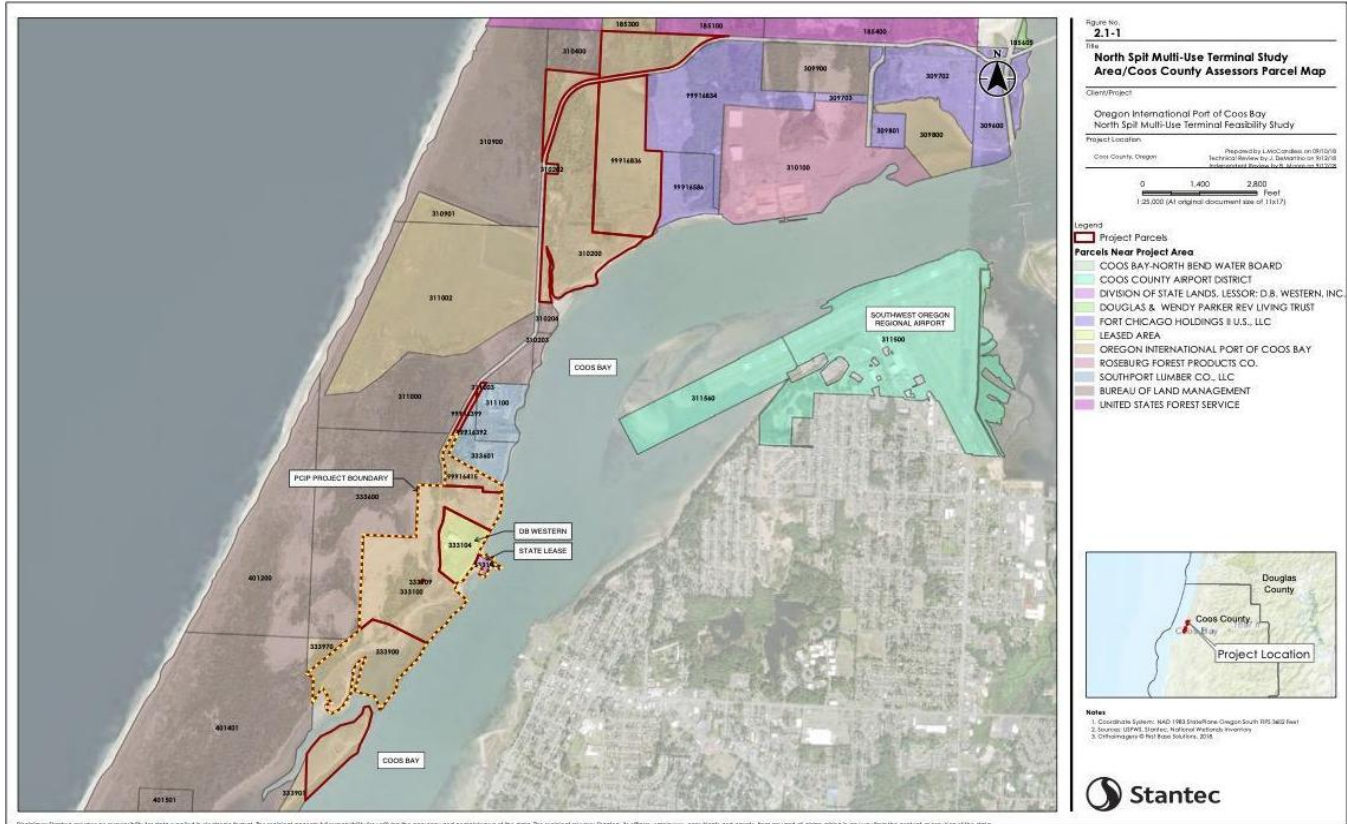
Architecture and Engineering

Geotechnical & Basis of Design

30% Design & Alternatives Analysis

60% Design

Preliminary Parcel Map and Terminal Design



ATTACHMENT C – CONTRACTING PARTY AND SAMPLE CONTRACTS

Contracting Party. The Oregon International Port of Coos Bay (the “Port”) is issuing this RFP as public sponsor of the Pacific Coast Intermodal Port project and as recipient of the federal CRISI and INFRA grants that fund the Services. Contracts resulting from this RFP will be executed by NorthPoint Development, LLC and its subsidiaries and affiliates (“NorthPoint”), the Port’s private development partner, as Client. The Port will participate in the selection, negotiation, and administration of each Contract, will review and concur in each Statement of Work and fee, and remains the applicant to the U.S. Army Corps of Engineers and the responsible party to the federal grantors. References in this RFP to the Port negotiating, executing, or administering the Contract mean the Port acting together with NorthPoint in those roles.

Contract Forms. NorthPoint uses a standard set of contract forms for PCIP work. The form used for a given award depends on the type of service and, for professional services, on whether the work is design under an architect’s or engineer’s seal, study or investigation work, or a purchase of goods. Consultants selected under this RFP should expect to contract under NorthPoint’s Master Services Agreement (MSA) with a discipline-specific Task Order, or under the Designer Agreement or AIA B101/B105 where the discipline produces sealed design documents. Construction contract forms are listed for reference, so Proposers understand the full contracting structure of the project; no construction services are procured under this RFP.

The Contract Worksheet is the form NorthPoint uses to select the contract form and set up each Contract. It identifies the information the selected Consultant will be asked to provide at award: legal entity name and address, point of contact, contract amount, dates of commencement and substantial completion, and the scope of work, drawings, schedule, and schedule of values to be referenced in the Contract. Federal grant flow-down provisions (records retention, reporting, invoicing detail, and any FRA or MARAD requirements) will be included in each Contract as an exhibit.

CONTRACT WORKSHEET

Contract form	Typical use	Applies to disciplines in this RFP
Master Services Agreement (MSA)	Umbrella agreement for consulting, investigation, and testing services; establishes terms, rate schedule, insurance, and grant flow-down provisions. Work is authorized by Task Order.	Survey; Geotechnical; Environmental Studies; Traffic Study; Permitting; any discipline whose scope is study or investigation rather than sealed design
Task Order (TO)	Authorizes a defined scope, fee, and schedule under the MSA.	Each initial award under the MSA
Designer Agreement (Engineering Agreement)	Professional engineering services producing sealed design documents.	Civil; Structural; Electrical; Coastal; On-dock Railyard Design & Engineering
AIA B101 – Standard Form of Agreement Between Owner and Architect	Architectural design services exceeding \$25,000.	Architectural

The Sample Contracts (MSA, Task Order, Designer Agreement, and AIA B101, including their terms, conditions, and exhibits) are not physically attached but are incorporated into this RFP with the same force and effect as though fully set forth herein. They are available as separate files posted with this RFP at the following website:

[Attachment C – Sample Contracts](#)

ATTACHMENT D – FORM 1 – FIRST TIER SUB-PROPOSER DISCLOSURE FORM

OREGON INTERNATIONAL PORT OF COOS BAY PROFESSIONAL TECHNICAL & EXPERT (PTE) SERVICES FIRST TIER SUB-CONSULTANT DISCLOSURE FORM

PORT PTE DISCLOSURE REQUIREMENTS

The Port's disclosure program was adopted to document the use of sub-consultants on Port projects whose total value exceeds \$100,000.

This Qualifications Based Selection requires submission by the Proposer of the First Tier Sub-Consultant Disclosure Form. The Proposer must disclose the following information about each sub-consultant:

1. The sub-consultant's contact information and Employer Identification Number (EIN or FED ID#)
2. The proposed scope or category of work that the sub-consultant will be performing

If the Proposer will not be using any sub-consultants that are subject to the above disclosure requirements, the Proposer is required to indicate "NONE" on the accompanying form.

Attachment D is required to be filled out partially with the written proposal and revised/completed with the cost proposal, when requested.

ATTACHMENTS: Form 1: Port of Coos Bay PTE First Tier Sub-Consultant Disclosure Form

ATTACHMENT D

OREGON INTERNATIONAL PORT OF COOS BAY PTE FIRST TIER SUB-CONSULTANT DISCLOSURE FORM (FORM 1)

Proposers are required to disclose information about first-tier sub-consultants when the proposed cost of the Professional, Technical and Expert (PTE) service(s). The Proposer must disclose the following information about each sub-consultant.

Proposer Name:

QBS Solicitation Project:

Project Name:

SUB-CONSULTANT INFORMATION (PLEASE PRINT)		Scope/type of work
Firm Legal Name: Phone #: Email: Fax #: FED ID or EIN (No SSN#)		
Firm Legal Name: Phone #: Email: Fax #: FED ID or EIN (No SSN#)		
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Firm Legal Name: Phone #: Email: Fax #: FED ID or EIN (No SSN#)		

1) If the Proposer will not be using any sub-consultants that are subject to the above disclosure Requirements, the Proposer is required to indicate "NONE" on this form.

2) Do not enter social security numbers on this form.

ATTACHMENT E – INFRA GRANT SCOPE OF WORK

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.

ATTACHMENT F – CONFLICT OF INTEREST DISCLOSURE/CERTIFICATION

Conflict of Interest Disclosure and Certification (Consulting Firm)

This disclosure is required of each Proposer, and of each sub-consultant whose work will support the Environmental Impact Statement (EIS) for the Pacific Coast Intermodal Port project, so that the U.S. Army Corps of Engineers, as NEPA lead agency, can maintain its independent evaluation of the EIS. A disclosed relationship does not automatically disqualify a Proposer; failure to disclose may result in rejection of the Proposal or termination of the Contract.

1. Declaration of Interests. I certify on behalf of _____ (the “Firm”) that the Firm does not have, and has not had, any financial or other interest in the outcome of the Pacific Coast Intermodal Port project in Coos, Douglas and Lane Counties, Oregon (the “Project”); any vested interest in proposed future development in the Project area; any financial or other interest in related developments undertaken by the Oregon International Port of Coos Bay, Oregon EcoTerminals, LLC, NorthPoint Development, LLC, or any other developer, local government, or public agency; or any financial or other interest in any mitigation that may be developed for the Project. Performance of the Services under this RFP, and the possibility of future work for the Port or NorthPoint, are not by themselves interests in the outcome of the Project.

2. Prior and Current Work. Within the last three (3) years the Firm has performed, or is currently performing, the following work for the Port, Oregon EcoTerminals, LLC, NorthPoint Development, LLC, or their affiliates, or on the PCIP terminal, navigation channel, or rail components (include foreseeable upcoming projects; write “NONE” if none):

Client / Project: _____ Dates: _____

Capacity or role: _____

Client / Project: _____ Dates: _____

Capacity or role: _____

3. Explain why the work listed above would not (or should not) influence the Firm's ability to participate objectively in the studies and documents supporting the EIS (attach additional sheets if necessary):

4. Independent Review. The Firm will provide to the lead agency copies of all original surveys, data, reports, and other documentation prepared or received by the Firm or its sub-consultants that pertain to the Project or immediately surrounding property. All environmental documentation intended for the EIS will, once it reaches a stage suitable for review, be forwarded concurrently to the U.S. Army Corps of Engineers, the NEPA Lead Services consultant, and the Port, unless the lead agency directs otherwise, without editing, interpretation, or other alteration by any other person or entity.

5. Confidentiality. The Firm will use reasonable care to hold in confidence, and will use only to support preparation of the EIS, any proposal, technical, cost, or price information identified as proprietary, trade secret, or confidential that it receives in the course of the environmental review. This obligation does not extend to information that is publicly available through no fault of the Firm, was already in the Firm's possession, was obtained without restriction from a third party, was independently developed, or is required to be disclosed by law or court order.

6. Certification. I have read and understand the above, certify that the statements in this form are true and complete, and agree on behalf of the Firm to comply with these requirements and to notify the Port and NorthPoint in writing within ten (10) business days of any change in the information disclosed.

Firm: _____ Signed: _____

Date: _____

Print Name: _____ Title: _____

ATTACHMENT G – ACKNOWLEDGEMENT OF ADDENDA



125 Central Avenue, Suite 300, Coos Bay, OR 97420

Phone: 541.267.7678 Fax: 541.269.1475

Email: portcoos@portofcoosbay.com

Website: www.portofcoosbay.com

Project website: www.PCIPproject.com

Pacific Coast Intermodal Port (PCIP) Terminal Planning Project

Acknowledgement of Addenda

The undersigned, on behalf of Proposer, acknowledges receipt of each Addendum listed below issued for the above-referenced RFP, and certifies that each has been received, reviewed, and incorporated into this Proposal. (If no Addenda were issued, write "NONE" in the table.)

Addendum No.	Date Issued	Received (Initial)
1		
2		
3		
4		
5		
6		

This Acknowledgment supports the Proposer's certification in Attachment A, Part II that it has read, understands, and will comply with the RFP and all Addenda.

Firm Name: _____

Authorized Representative (Print): _____

Title: _____

Signature: _____ Date: _____