

PACIFIC COAST INTERMODAL PORT (PCIP) PROJECT

COMMUNITY ENGAGEMENT PLAN

Prepared by

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DRAFT

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EXECUTIVE SUMMARY

Project Overview

The Oregon International Port of Coos Bay (the Port) and its private partner, NorthPoint Development, are advancing the Pacific Coast Intermodal Port (PCIP) project, a proposed rail-served intermodal facility on the North Spit of Coos Bay, Oregon. The PCIP is designed to enhance the efficient transportation of goods between international maritime trade routes and inland markets while supporting economic growth and environmental sustainability.

Regulatory Context

Due to the nature of the project and as a federally funded project, the PCIP project must comply with the National Environmental Policy Act (NEPA), requiring an Environmental Impact Statement (EIS) to assess environmental and socioeconomic impacts and identify mitigation strategies. The project is also subject to the National Historic Preservation Act (NHPA), including Section 106, which requires engagement with Tribal governments and other consulting parties to protect cultural and historic resources. All necessary state and federal permits and authorizations must be obtained before any construction begins.

Community Engagement Purpose, Goals and Timeframes

The Port has initiated a robust community engagement effort both to meet regulatory requirements and to achieve a process that's inclusive and considerate of all parties. The public engagement process is being led by the Port with facilitation and communications support from a private consultant, JLA Public Involvement. This Community Engagement Plan serves as a foundational framework for achieving a transparent, collaborative and inclusive approach to the PCIP project development process. The development of this Community Engagement Plan was informed by a stakeholder consultation process conducted by the Port in October – December 2024.

The primary goal of the community engagement effort is to raise awareness and understanding of the PCIP project's purpose, process, and impacts while providing clear opportunities for input. Public engagement will occur throughout the EIS process and inform project decisions, ensuring that the project reflects the needs and priorities of the communities it affects.

The PCIP project is anticipated to be in a design and development phase for approximately two years, with public engagement and EIS development occurring in parallel. Public engagement will be conducted iteratively at critical points in the project's timeline in order to keep the public informed and continue to collect input as the project progresses.

INTRODUCTION

This Community Engagement Plan serves as a roadmap for outreach and communication efforts related to the PCIP project. The community engagement effort is designed to ensure that community members, federal and state agencies, other stakeholders and rights-holders have opportunities to stay informed, ask questions and provide feedback as the project advances through design development and the evaluation of environmental and socioeconomic impacts.

The engagement process outlined in this plan has been informed by a preliminary consultation process with a wide array of community members, organizations and Tribal governments. These early conversations highlighted the importance of transparency, accessibility and inclusivity in addressing the community's priorities and concerns. Feedback from this consultation shaped the structure of this plan, ensuring that it responds to the expressed needs and values of the community.

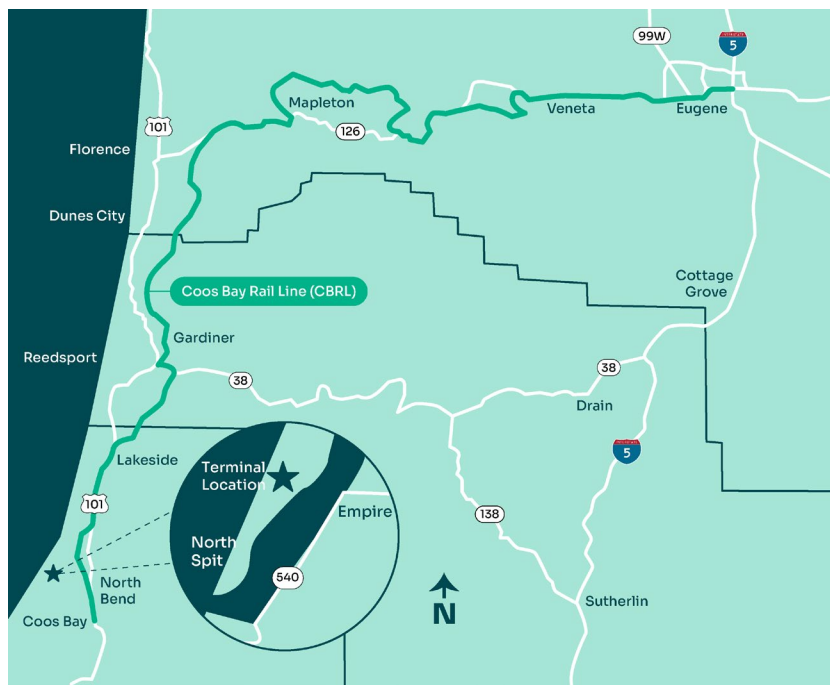
A key objective of the engagement effort is to provide clear, accessible opportunities for the public to learn about the PCIP project, understand its potential impacts, and contribute ideas that can shape project development. Public input will play a critical role in informing how potential environmental and socioeconomic impacts are addressed, including strategies for avoidance and mitigation. Additionally, community engagement will guide the creation of a Community Reinvestment Plan to explore how PCIP revenues could be directed toward addressing identified community needs and priorities.

This plan outlines the tasks, deliverables and timeline associated with engagement activities, as well as tailored strategies to reach and engage diverse audiences. It will be a living document – updated as necessary to reflect new insights, evolving project needs, and ongoing feedback from the public and local, federal and state agencies. This approach allows this document to serve as both a guide for the project team and a reference for stakeholders and rights-holders, enhancing accountability and alignment with the community's expectations throughout the public outreach and education process.

Project Description and Background

The PCIP is a proposed infrastructure project by the Oregon International Port of Coos Bay, aimed at developing a rail-served intermodal facility on the North Spit of Coos Bay, Oregon. The project seeks to enhance the transportation of goods between international maritime trade routes and inland markets across the United States by creating a facility dedicated to efficient, rail-based freight movement.

The PCIP is planned to include a modern terminal designed for the direct transfer of cargo between ships and trains, bypassing the need for trucking in freight operations. Additional components of the project include upgrades to the Coos Bay Rail Line (CBRL) to support increased freight traffic and modifications to the navigation channel to accommodate larger vessels. These modifications are intended to align with regional and national infrastructure goals, facilitating more efficient freight logistics.



Map of project area, including Coos Bay Rail Line (CBRL)

Oregon Revised Statutes (ORS) 777.065 establishes the development and enhancement of port facilities as a state economic priority, recognizing their critical role in promoting international trade and diversifying Oregon’s economy. Specifically, the statute identifies ports, including the Oregon International Port of Coos Bay, as essential contributors to state economic goals through the development of infrastructure that supports maritime commerce. This designation requires the Port to act as an economic engine, fostering trade opportunities, creating jobs, and facilitating investments that benefit both local communities and the broader state economy.

The Oregon International Port of Coos Bay has historically served as a critical hub for Oregon’s maritime industry. In the decades prior to the 1980s, the Port handled significant shipping activity, largely driven by timber exports. However, with the decline of the timber industry, the region experienced economic challenges. The PCIP is part of a broader effort to modernize and diversify the regional economy by leveraging the Port’s geographic and logistical advantages.

Economic impacts of the PCIP include potential job creation during construction and operation, as well as expanded trade opportunities for industries such as agriculture, manufacturing, and natural resources. House Bill 3382 forbids the import/export of fossil fuels from the facility. The project’s location near a natural deep-draft port and its connection to the national rail network are expected to improve access to international and domestic markets. These factors contribute to its anticipated role in regional economic development.

Addressing climate change is a key consideration for the project instead. Rail-based freight transport typically produces lower greenhouse gas emissions compared to trucking, and the facility's design is expected to incorporate measures to reduce its environmental footprint.

As part of the planning process, the project will undergo environmental review and permitting to address potential impacts and ensure compliance with federal and state regulations. As required by NEPA, the PCIP project must include ongoing engagement with a range of stakeholders as well as Tribal governments. These efforts are focused on gathering input and addressing concerns related to the project's design and implementation. As planning progresses, the PCIP will continue to be shaped by considerations of economic, environmental, and logistical factors to align with the needs and priorities of the region.

COMMUNITY ENGAGEMENT PROCESS OVERVIEW

The community engagement process for the PCIP is designed to promote transparency, foster public understanding, and provide meaningful opportunities for input on the project's design and implementation. The primary objectives are to raise awareness about the project; gather feedback on potential socioeconomic and environmental impacts; and inform strategies to avoid, minimize or mitigate these effects. This process also aims to shape contractor specifications during the construction phase to reflect community concerns and priorities.

Through a process that includes ongoing communications and engagement opportunities, the Port seeks to foster constructive dialogue and ensure that input meaningfully informs the design of key project components, including the PCIP terminal, CBRL improvements, and modifications to the Coos Bay navigation channel. The goal is to balance project development with measures that effectively avoid, minimize or mitigate impacts, so that the project reflects the needs and values of the communities and stakeholders it affects.

Due to the nature of the project, potential impacts and as a recipient of federal funding, the PCIP project must comply with public engagement requirements under the NEPA. NEPA mandates that federal agencies assess and consider environmental consequences before approving major projects. For the PCIP, this includes preparing an EIS. The public will have opportunities to review and comment on the Draft EIS, which will analyze potential project impacts and propose mitigation measures. NEPA also emphasizes engagement with communities that may be disproportionately affected, particularly low-income and minority populations, to ensure their concerns are addressed and that mitigation strategies are equitably developed.

The project is also subject to the NHPA, specifically Section 106, which requires identification and assessment of impacts to historic properties. As part of this process, the Port will engage Tribal Historic Preservation Officers (THPOs), State Historic Preservation Officers (SHPOs), Tribes, and other consulting parties to consider potential adverse effects on historic resources

and explore alternatives to avoid or mitigate those effects. Public input will be incorporated into this process to ensure a comprehensive approach.

Public engagement for the PCIP will involve collaboration with residents, business and neighborhood associations, community-based organizations, faith organizations, health care providers, environmental and stewardship groups, Tribal Governments, and local, regional, state and federal agencies as the project progresses through EIS development and design. The lead federal agency will conduct a separate but parallel formal consultation process with Tribal Governments and NHPA Section 106 Consulting Parties. These efforts will be coordinated to ensure thorough consideration of community and cultural resource concerns.

Community Reinvestment Plan

The Community Reinvestment Plan is a foundational element of the PCIP project that will be informed by the community engagement process. The purpose of the Community Reinvestment Plan is to ensure that the surrounding communities benefit directly from the project through specific, tangible investments. These investments, which may be independent of the project's core construction and operational costs, are intended to address community needs and priorities, particularly in areas most affected by the project.

The Community Reinvestment Plan represents a commitment to action, a specific deliverable resulting from the collaborative relationship with the community through shared decision-making and ongoing dialogue. By setting clear expectations and creating a transparent framework for investment, the Community Reinvestment Plan aims to build trust and promote a mutually beneficial partnership between the Port and the communities it serves.

The process for identifying and selecting investments will be inclusive and adaptive. A Project Advisory Group, comprising diverse community representatives and stakeholders, will guide this effort. Community members will participate in proposing and prioritizing potential investments. The outcome of this process will be a publicly shared document detailing the community's priorities and the selected investments. The Project Advisory Group and PCIP project team will consider these priorities alongside budgetary and legal considerations. By anchoring the plan in community input, the Port seeks to foster sustained collaboration and deliver tangible, equitable benefits that enhance the well-being and resilience of the community.

Engagement Goals and Approaches

The community engagement strategy for the PCIP project is designed to foster meaningful, inclusive and transparent interactions with all stakeholders and rights-holders.

Goals

- **Raise Awareness and Understanding:** Clearly communicate the purpose, timeline and process of the PCIP project to build a shared understanding among stakeholders.

- **Ensure Transparent Communication:** Provide open, timely, honest and consistent messaging about project goals, potential impacts, and opportunities for public input. Articulate clearly what is being asked of the public and how their feedback will influence decisions.
- **Build and Maintain Trust:** Establish trust through reliable, consistent interactions that demonstrate respect for community concerns and priorities.
- **Facilitate Meaningful Participation:** Create accessible, proactive communication channels that provide stakeholders with the information they need to engage effectively. Offer multiple, flexible opportunities for involvement to meet the diverse needs of the community.
- **Foster Collaboration:** Strengthen and activate community networks, fostering partnerships where they exist and building them where they do not. Promote cooperative relationships among stakeholders, organizations and governments.
- **Promote Inclusivity:** Ensure that historically underrepresented groups have equitable access to engagement opportunities, with a focus on providing accommodations or removing barriers to participation.

Processes

- **Prioritize Equitable Approaches:** Develop targeted strategies to engage communities that have been historically excluded from public processes and economic opportunities. Understand language, cultural and accessibility needs, and tailor activities to address them.
- **Use a Phased and Iterative Approach:** Identify points of the project when specific audiences are likely to be most interested or influential, and schedule engagement activities accordingly. Over time, show how public engagement has informed decisions and outcomes, and how the project continues to build off of input gathered through engagement activities.
- **Maintain Effective Communication:** Coordinate with local, state, federal, and Tribal governments to develop and share messaging and information resources, to support consistency in communication. Tailor communications to address the unique concerns, interests and needs of each group.
- **Integrate Feedback Mechanisms:** Create clear pathways for people to provide input, including mechanisms that make sure their perspectives are documented, considered and reflected in project decisions.
- **Monitor and Adjust:** Continuously evaluate the effectiveness of engagement efforts and adapt strategies to improve engagement and meet evolving community needs.

Levels of Involvement

The table below details the levels of involvement for the PCIP project, aligning with the widely recognized [International Association of Public Participation](#) (IAP2) [Spectrum of Public Participation](#), which serves as a framework for understanding and implementing effective engagement strategies. The IAP2 Spectrum defines varying levels of public involvement, ranging from simply providing information to forming robust partnerships that empower shared decision-making. As outlined in the Spectrum linked above, each level of engagement is associated with a promise to the public of how they will be kept informed and involved in the project.

Different levels of involvement will be implemented at various stages of the PCIP project to align with specific goals and milestones. Early and throughout the process, efforts will focus on informing and consulting with stakeholders to build awareness and gather feedback. At each design milestone, involvement and collaboration will take place, particularly during the design development, environmental review, mitigation planning and development and vetting of the Community Reinvestment Plan, where deeper engagement will be essential to shaping project outcomes and addressing community priorities.

Table: Levels of involvement for the PCIP based on IAP2 Spectrum of Public Participation

Level of involvement	Description of engagement for PCIP
INFORM <i>Goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</i>	The Port will provide open, timely, honest and consistent information to the public about the PCIP project’s purpose, timeline, progress and potential impacts.
CONSULT <i>Goal: To obtain public feedback on analysis, alternatives and/or decisions.</i>	The Port will seek input from the community at key points as well as through a feedback channel open throughout the project. Public concerns, questions, and suggestions will be documented and considered, helping identify community priorities and guide decision-making. The Port will regularly circle back with people about how their input has been considered.
INVOLVE <i>Goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.</i>	The Port will actively engage with the public and key partners throughout the project to ensure their perspectives are consistently integrated into project development. This includes working with community members and governmental entities to address concerns, refine designs, and develop impact mitigation strategies.

COLLABORATE

Goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

The Port will establish partnerships with community members and agency representatives through the formation of a Project Advisory Group. This group will provide recommendations on project design, environmental and socioeconomic impact mitigation, and the Community Reinvestment Plan. The Project Advisory Group will also play a key role in shaping engagement strategies to ensure ongoing, meaningful collaboration.

Primary Audiences

Community engagement efforts will seek to inform those that will be impacted by the project, those that may be interested in the project and process, and those that may be influential to the process. These activities will focus on reaching and engaging the following audiences, as well as broad audiences within and around the project area, as well as interested parties at regional, state and federal levels.

- Advisory Bodies
- Agriculture
- Arts/Culture
- Aviation
- Business Organizations
- Commercial/Recreational Fishing
- Community Organizations
- Construction
- Culturally Specific/Equity
- Economic Development
- Education
- Elected officials
- Environmental
- Faith Community
- Government/Municipality
- Healthcare
- Housing
- Maritime
- Media sources
- Neighborhood Associations/HOA
- Project Site Neighbors
- Public Safety
- Rail Line Adjacent
- Timber
- Tourism
- Transportation
- Tribal Governments
- Workforce/Union

See Appendix A for a comprehensive list of all organizations identified to date.

See Appendix B for demographics information related to populations around the PCIP project area, which will be referenced to consider whether the community engagement program is successfully reaching and hearing from people who are representative of the whole community.

Key Messages

Key messages are descriptive, clear, concise and factual foundation statements that the Port will use to ensure understandability, consistency and accuracy in describing the PCIP project purpose and process. Key messages summarize the why, what and how of the project and constitute basic talking points the project team will use when communicating about the PCIP and engagement process. They will also form the basis for any more specific messaging

needed for individual groups. Key messages should be reviewed regularly, and may change and expand as the project evolves.

Project Overview

- The Oregon International Port of Coos Bay is planning the Pacific Coast Intermodal Port (PCIP) — a new terminal for large container ships, on the bay’s North Spit.
 - **Trains, not trucks**, would move nearly all containers to and from the new terminal — the first of its kind on the West Coast.
 - **Electric motors, not diesel**, would power cranes, gantries and stackers. Ships would plug into dockside electricity rather than keep their huge diesel engines running.
- After two years of planning and permitting, three years of construction would build the terminal, enlarge the port’s ship navigation channel and improve the Coos Bay Rail Line to Eugene.

Benefits

An economic study will take place in the future as part of the PCIP project to determine economic impact for the region but as of right now, we anticipate the following:

Locally and regionally

- Construction would generate about 2,600 jobs for three years.
- The working port would generate about 2,500 enduring jobs after construction.
- The PCIP could attract new industries and businesses, which would generate about 6,900 indirectly related jobs in Coos, Douglas and Lane counties.
- Added jobs and businesses would increase tax revenues for local governments — leading to benefits for schools and other city and county services throughout the region.

Nationally

- The PCIP would add shipping capacity — about 1.2 million 20-foot cargo container equivalents — which could ease bottlenecks should a national emergency occur, such as happened during the recent Covid pandemic.
- The added capacity could also reduce everyday shipping times and costs for consumer goods.

Globally

- The ocean voyage between the PCIP and East Asian ports would be shorter than with California or East Coast ports, reducing both shipping time and greenhouse gas emissions.

How to Get Involved

- The Port does not yet know all the ways the new terminal would affect the community — but we want the community’s help to design it for the greatest benefits and the lowest impacts. Over the next two years, the Port will:
 - Share what we know, as we learn it — including steps we could take to avoid or reduce impacts — at public forums and through direct outreach.
 - Ask the community to help us make decisions by sharing feedback on project designs, mitigation efforts and community reinvestment opportunities.
- Visit the project website to **sign up for email updates**. You’ll get advance notice of all our public events.

Project Timeline

- The PCIP would open after about five years of work — two for planning, permits and approvals, and three for construction.
- **Planning and permitting will:**
 - Include input from public outreach that starts in 2025.
 - Compare against a baseline of what would likely happen *without* the PCIP. For instance, some land on the North Spit would be developed anyway, and the railroad would still get some improvements.
 - Assess whether the Port could make the PCIP resilient in natural disasters such as an earthquake and resulting tsunamis.
 - Assess how well the PCIP could compete with other ports under different kinds of economic conditions.
 - Determine *whether or not* to move ahead with construction.
- **Permitting and approvals** would be required at local, state and federal levels, including a full National Environmental Policy Act (NEPA) process with one comprehensive Environmental Impact Statement (EIS).
- **Construction** would begin only *after* completion of the NEPA required environmental review process and receipt of all regulatory permit approvals.

Within the EIS

- Preparation of the EIS will be supported by the Port and issued by one or more federal agencies. State agencies and tribal governments will also provide input. It will also be available for public review and comment once officially released as a draft.
- The EIS will include the results of studies about the potential impacts of the PCIP’s construction and typical operation, including the extent and effects of:
 - Air, water and soil pollutants or contaminants.
 - Noise pollution.

- Light pollution.
- Invasive species.
- The EIS will consider effects on:
 - Aquatic life — including eelgrass beds, salmon nurseries and oyster habitat.
 - Public health.
 - Historic, sacred or culturally significant sites.
 - Livelihoods including tourist services and commercial fishing.
 - Aesthetics and natural beauty.
 - Recreational uses.
- The EIS will also include the results of studies about the PCIP's *socioeconomic* benefits and impacts, including environmental justice considerations. It would consider effects on:
 - Housing availability and affordability.
 - Public services — including schools, healthcare, social services and law enforcement.
 - Transportation, including traffic congestion.
 - People with low or fixed incomes, who have the greatest risk of displacement.

Ripple Effects

- PCIP jobs could attract workers and increase the local population, which would also increase tax revenue. This could require further planning outside of the Port's jurisdiction or expertise, such as how to:
 - Accommodate major retail stores, restaurants, and other businesses attracted by a larger consumer base.
 - Add or upgrade infrastructure, community spaces and recreational facilities to improve local quality of life and expand tourism.
 - Help local small businesses take advantage of nearby export paths to reach global markets.

Funding Sources

- Funding awarded so far:
 - **State funding:** \$60 million committed from the Oregon state legislature in 2006 and 2023 in support of the project.
 - **Design and other pre-construction work:** federal Infrastructure for Rebuilding America program, \$25 million awarded in October 2024.
 - **Rail upgrades:** federal Consolidated Rail Infrastructure and Safety Improvements program, \$29 million awarded in October 2024.
- Other funding requests and applications are in planning:
 - **Electric infrastructure and equipment at the terminal:** federal EPA Clean Ports program, amount to be determined in planning.

- **Coos Bay Rail Line (CBRL) improvements:** federal Railroad Rehabilitation & Improvement Financing (RRIF) loan, amount to be determined in planning.
- **Channel modification:** amount and funding source to be determined in planning.

Project Progress

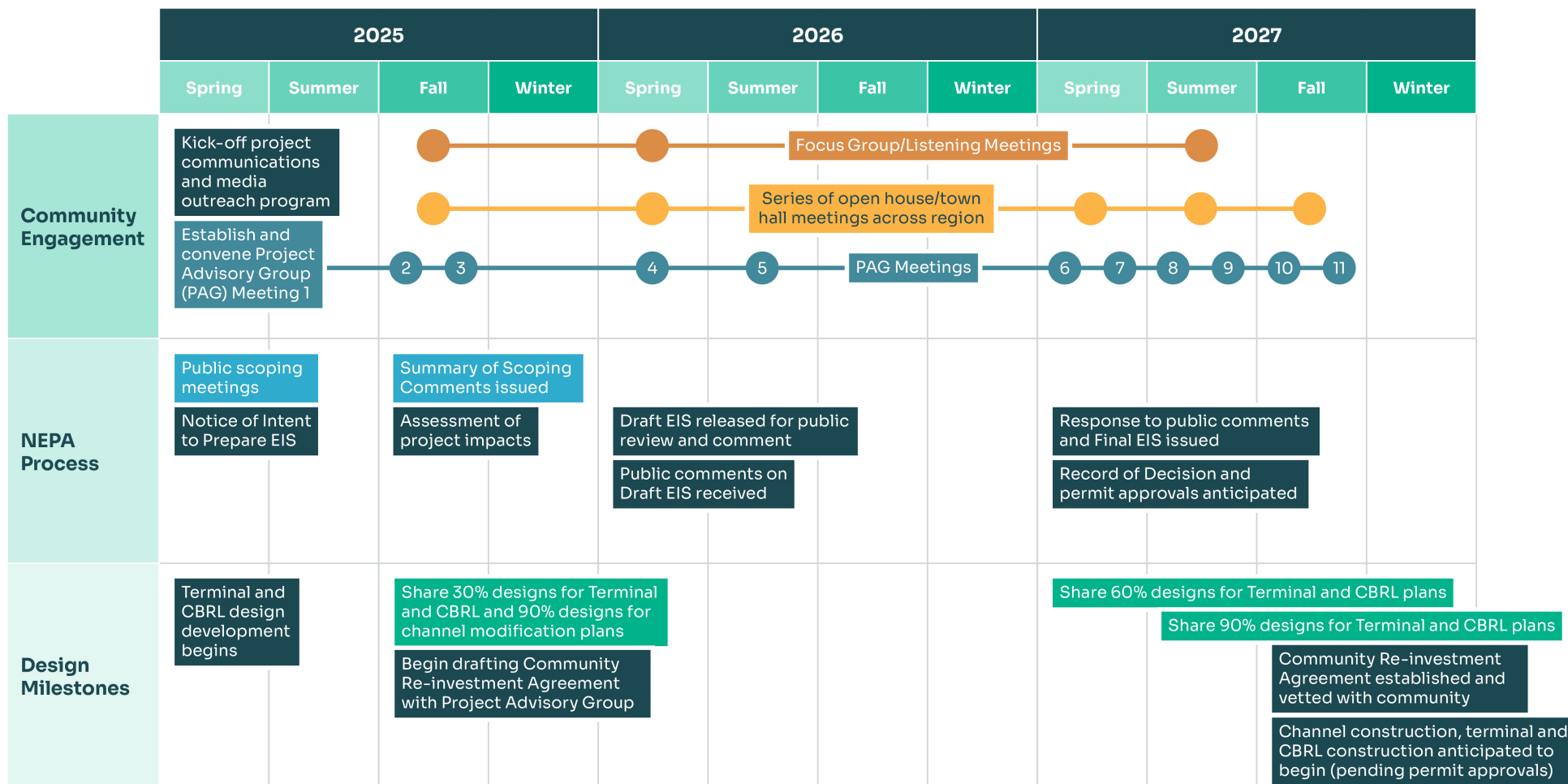
- **May 2022:** The Port of Coos Bay signed a lease agreement with NorthPoint Development, a firm that would develop and operate the PCIP.
- **December 2023:** Senior Advisor to the US President for Infrastructure Coordination toured the project site. Afterward, the Biden administration convened a federal “strike force” to convene all federal, state and local agencies required for a NEPA process and permitting.
- **August 2024:** The Port submitted three draft Joint Permit Applications for modifying the federal navigation channel, constructing a new terminal and railyard on the North Spit and constructing necessary upgrades on the CBRL.
- **October 2024:** The Port was awarded \$54 million from two federal programs (Infrastructure for Rebuilding America and Consolidated Rail Infrastructure and Safety Improvements) for planning and permitting.
- **October – December 2024:** The Port engaged area stakeholders to draft a list of concerns and hopes related to the project. This will inform broader public outreach starting in 2025.

ENGAGEMENT ACTIVITIES

The Port is committed to transparent, accessible and inclusive communication with the public, Tribal governments, and federal and state agencies throughout the development of the PCIP project. Engagement efforts will focus on raising awareness, providing accurate information, and soliciting feedback to inform the project’s design, EIS and Community Reinvestment Plan.

By employing a variety of methods, the Port aims to make participation accessible, gather diverse perspectives, and guide the project through key milestones and permitting processes by considering and addressing community goals, ideas and concerns. Work is generally expected to take place in phases as indicated in the following schedule:

Estimated Timeline



- Communication and media outreach: quarterly newsletter to project email list, advertisement in local newspaper and radio media outlets, website and social media updates and video briefings.
- Ongoing presentations to Tribal Councils, community organizations, neighborhood associations, government agency boards and commissions and business groups.
- Ongoing updates to Port Commission.
- Project Advisory Group meetings will be held in a hybrid format for in-person and virtual participation.
- Open house/town hall meetings will have an online component to allow virtual participation.

The following section summarizes the types of activities planned for the community engagement program and how they will benefit the project and community. During implementation of this plan, a detailed table of activities will be developed indicating deliverables, timelines and responsible parties, as well as points of review and circle-back with the community.

Communications Materials and Media Outreach

The following communications materials and media outreach will be conducted throughout the project to maintain transparency; promote awareness; notify the public about opportunities to engage and provide feedback; and keep people informed about how their input has been considered and incorporated.

- **Website:** A project webpage will be used as the main repository of project information. The webpage will be frequently updated throughout the project so it becomes a trusted central resource for people to stay up to date on new information and opportunities to be involved. The website will include a comment form and email sign-up option.
- **Fact Sheet:** A project overview fact sheet will be developed and will include a description of the project, a timeline and opportunities for engagement. The fact sheet will be translated into Spanish.
- **Quarterly Newsletter:** A quarterly newsletter will be developed and distributed to share project updates and notify interested parties of upcoming engagement opportunities.
 - Project notification list: A contact database of names, organizations and e-mails will include people who express interest during engagement events or via the project website. The database will be used to distribute quarterly project updates and notification of public events.
- **Media Engagement:** To notify the public about upcoming engagement events as well as project updates, the Port will engage through local media outlets, including newspaper and radio. Updates may be distributed via press releases, as well as paid advertisements. Media outlets include, but are not limited to:
 - The World
 - The Shopper
 - Bandon Coffee Break
 - Eugene Weekly
 - Oregon Coast Mailer
 - The News Review
 - Brooke Communications
 - Local access TV
- **Social Media:** The Port will leverage its existing social media platforms, including Facebook, X, Instagram, You Tube and LinkedIn to share information with the public regarding project updates and engagement opportunities.

- **Video Briefings:** The Port will produce project updates via video to post to the project website, social media and local access TV channels to share project status reports, design drawings and other information about the project.
- **Project Mailings:** Targeted project mailings will be sent to notify residents and businesses of upcoming engagement events as needed. Particularly for rural, unincorporated areas, mailers are effective at promoting awareness of the project and encourage participation in public meetings and online open houses/surveys. Pre-paid, mailed surveys may also be used for rural areas.

Project Advisory Group

Convening a Project Advisory Group will help the Port consider a diverse range of perspectives, lived experiences and subject matter expertise throughout the project. The Project Advisory Group will become successively more familiar with the project and able to provide well-informed advice over time, working from a shared foundation of accurate data and information, supported by a clear charter outlining roles and expectations, and organized by a professional third-party facilitator. The group should be of a manageable size to allow for productive discussions.

The Project Advisory Group will serve as the primary body for forming consensus-based recommendations to be submitted to the Port. Meetings will be open to the public for observation, with designated periods for public comment. The Project Advisory Group will review project information, including design plans, socioeconomic and environmental impact analyses, and community engagement strategies, and provide guidance to the project team. Additionally, the Project Advisory Group will play a key role in drafting and refining the Community Reinvestment Plan so that it reflects a wide range of community interests.

To guide decision-making, the Project Advisory Group will establish a vision, goals, and values early in the process, vetted through public engagement. These foundational elements will provide a framework for evaluating proposals and ensuring alignment with community priorities.

Membership Selection

To ensure transparency and inclusivity, the selection process for Project Advisory Group members will involve open recruitment, allowing anyone to apply. Applications will be reviewed by the Port to meet predetermined goals of representation of diverse viewpoints and experiences.

Example evaluation criteria for screening applications might include:

- Representation from diverse geographic areas and neighborhoods directly impacted by the project.
- A community-focused mindset and a problem-solving approach.
- Ability and likelihood to attend meetings, with accommodations provided as needed.

- Representation of a key perspective, stakeholder interest, or lived experience relevant to the project.
- Openness to considering and resolving differing viewpoints, with a willingness to work toward consensus.
- Possession of special skills or knowledge that would add value to the group, such as expertise in project understanding or deliberations.
- Capacity, enthusiasm, and innovative ideas for conducting outreach to engage different constituencies.
- Representation of vulnerable populations and overburdened communities. These populations include those who face systemic barriers to accessing essential services due to socioeconomic disadvantage, racial or ethnic minority status, geographic isolation, disability, or limited English proficiency.
- Inclusion of youth voices to ensure diverse generational perspectives.

A broad community education and outreach campaign will be necessary to promote awareness of this opportunity and demonstrate how participation can influence project outcomes. An invitation to apply will be distributed to the stakeholder list generated through the initial stakeholder consultation process. An application form will be available online in multiple languages and in hard-copy format at community centers, libraries, senior centers, and schools, with prepaid mail options to facilitate participation in rural areas with limited online access.

City, County, and federal and state agencies will participate in Project Advisory Group meetings as non-voting Technical Resource members, providing expertise on existing programs, data development, and socioeconomic or environmental conditions. Their input will support informed deliberations and recommendations.

Focus Groups and Listening Sessions

To further inform NEPA and Environmental Justice guidelines, the Port will partner with a local community-based organization to conduct periodic focus groups and listening sessions with vulnerable and overburdened populations in the project area. These populations include groups who face systemic barriers to accessing essential services due to socioeconomic disadvantage, racial or ethnic minority status, geographic isolation, disability, or limited English proficiency. Such challenges often place these communities at higher risk for adverse health outcomes and limit access to resources necessary for overall well-being.

A partner community-based organization will be engaged as a subconsultant and play a critical role in recruiting participants for these sessions and ensuring accessibility through accommodations such as transportation, meals, and childcare.

These meetings will be held at key project milestones to gather input on potential socioeconomic and environmental impacts of the project, as well as on strategies to avoid or

mitigate these impacts in ways that align with community needs. Additionally, the sessions will provide a platform for reviewing and refining the Community Reinvestment Plan, ensuring that it effectively addresses the priorities of underserved populations.

Presentations to Community Organizations, Tribal Governments, Neighborhood and Business Associations and local Agency Boards, Commissions and Councils

Throughout the project, the Port will provide presentations to a wide range of existing groups, community, business and neighborhood associations and local boards, commissions and councils to inform people in places where they are already gathered. Presentations will share project updates, collect questions and feedback, and promote opportunities for engaging and providing feedback through open houses, town halls and online events.

Tribal Engagement

The Port will engage Tribal Governments to share information and solicit feedback about project design development and potential impacts to cultural resources, natural resources and the environment. Tribal Governments will also be engaged with permitting agencies through the formal consultation process required for NEPA and Section 106 of the NHPA.

Open Houses and Town Halls

Public open houses and town hall meetings will occur at five different project milestones throughout the project and will be similar in content and format but will be hosted in different venues across the region, including but not limited to the following locations:

- Charleston
- Coos Bay
- Empire
- Eugene
- Florence
- Lakeside
- Mapleton
- North Bend
- Reedsport
- Veneta

Meetings will include information and graphics explaining various components of the project at key project milestones, such as:

- Project purpose and timeline

- Terminal, CBRL and Channel Modification design drawings. This may include renderings or other public-friendly maps/plans such as visualizations and will be appropriate for large format printing at public meetings, on the website and in PowerPoint presentations.
- The EIS process, findings and proposed options for avoidance or mitigation.
- Community Reinvestment Plan proposal opportunities.
- Opportunities for addressing questions from the public as well as hearing feedback.

Spanish translation and interpretation will be provided.

Online Open Houses/Surveys

An online platform will replicate the materials presented at in-person events, offering the public an opportunity to review content, submit comments, and ask questions. These online resources will remain accessible for a minimum of two weeks to ensure broad participation.

Documentation

Summary reports will be prepared for all engagement events, detailing the engagement activities, representation of those who participated, comments received, and common themes identified. These reports will be made available on the project website for public access.

BARRIERS TO ENGAGEMENT

Several barriers to people being able to engage with the process were identified during the stakeholder consultation process conducted by the Port in October – December 2024. These barriers include language, internet access, timing, transportation, childcare, and broad regional geography. The following solutions will be implemented to mitigate these barriers and provide accessible, inclusive engagement opportunities:

Language: The most common language barrier is experienced by people who speak Spanish as a first language. To address this, all written materials will be translated into Spanish and community information sessions will provide a Spanish translator. American Sign Language (ASL) interpretation will be made available upon request. Efforts will also be made to identify and accommodate other prevalent language needs within the community, as these needs are identified.

Timing: A common barrier to participation in public processes is inconvenient timing of activities. Community engagement events will be scheduled at various times of the day, including evenings and weekends, to accommodate a variety of work and family schedules.

Geography and Mobility: Events will be hosted at multiple locations across the region to reduce travel burdens, particularly for residents in rural or remote areas. Meeting venues for informational sessions and open houses will be ADA-compliant. Efforts will be made to host events in centralized, transit-accessible locations. In cases where public transportation is

limited, alternative solutions such as providing transportation stipends or arranging shuttles will be explored.

Internet Connectivity: Online asynchronous open houses will be designed to function effectively on slower internet connections and small-screen devices such as smartphones. Recordings of online informational sessions will be made available for on-demand viewing to accommodate those with limited or inconsistent internet access.

Childcare: On-site childcare options will be provided during community events to ensure that parents and guardians can participate without concern for childcare responsibilities.

Incentives for Participation: Incentives such as meals and stipends may be offered for focus group participation to honor participants' time. Other incentives may be offered for survey participation to encourage broader engagement.

DECISION-MAKING PROCESS

The PCIP project design development and support for the federal NEPA process will be led by the Port through a public/private partnership between the Port and NorthPoint Development. The Port will be supported by consultants to develop the project designs and develop the necessary permitting documents. Construction would begin only after the NEPA process is complete and all permitting approvals have been received.

The following federal and state agencies will have responsibilities related to permitting:

- United States Army Corps of Engineers (USACE)
- United States Coast Guard (USCG)
- United States Department of Homeland Security (DHS)
- Oregon Department of State Lands (DSL)
- Oregon Department of Environmental Quality (DEQ)
- Oregon Department of Land Conservation and Development (DLCD)
- Portland Sediment Evaluation Team (PSET)
- Coos, Douglas and Lane Counties
- Cities of North Bend and Coos Bay

The following agencies will also be consulted:

- United States Fish and Wildlife Service (USFS)
- United States Environmental Protection Agency (EPA)
- National Marine Fisheries Service (NMFS)
- Federal Aviation Administration (FAA)
- Bureau of Land Management (BLM)
- State Historic Preservation Office (SHPO)

- Oregon Department of Fish and Wildlife (DFW)
- Tribal Governments

The following agencies are engaged through dedicated grant funds:

- United States Department of Transportation (USDOT)
- Business Oregon

MEASURING AND MONITORING SUCCESS

At key milestones, the Port will convene to review and evaluate the program’s progress toward achieving the public involvement goals outlined in this plan. Although assessing these goals may involve some subjectivity, the Port will consider the following measurable objectives to gauge the program’s effectiveness:

- Number of participants attending meetings or events
- Participant demographics indicating representative sample from the community at information sessions, open houses and via surveys. To support this information, within feedback mechanisms the project team will provide optional demographic questions about income, race, etc. to help us compare with available demographic information
- Number of website hits or downloads
- Number of project comments received (email, online)
- Whether the comments are relevant to the project (as an indicator of project understanding)
- Voice and tone of any media stories about the project, indicating they’re receiving and passing on accurate and up-to-date information
- Number of people who have signed up for the project mailing list
- How project decisions have been modified as a result of public input

TEAM MEMBERS

This community engagement effort will be led by the Port with facilitation and communications support from JLA Public Involvement. The primary project team members include:

Executive Director Pacific Coast Intermodal Port Project	Melissa Cribbins	mcribbins@portofcoosbay.com (541) 217-0272
Chief Port Operations Officer	Mike Dunning	mdunning@portofcoosbay.com (541) 267-7678

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Director of External Affairs Oregon International Port of Coos Bay	Matt Friesen	mfriesen@portofcoosbay.com (541) 267-7678 ext. 2013
JLA Public Involvement	Adrienne DeDona	adrienne@jla.us.com
JLA Public Involvement	Franziska Elliott	franziska.elliott@jla.us.com

DRAFT

APPENDIX A: IDENTIFIED ORGANIZATIONS

This list includes all organizations identified to-date for outreach as part of this project. It is not comprehensive and will be updated throughout the duration of the project.

- 7 Devils Brewery
- Active Bethel Community Neighborhood Association
- Adapt Integrated Health Care
- Advanced Health
- Agricultural Transportation Coalition
- Allweather Wood
- Almond Alliance of California
- Alternative Youth Activities (AYA)
- American Council of Engineering Companies of Oregon (ACEC)
- ARK Project (Coos Bay Public Schools)
- Associated General Contractors (AGC) Oregon-Columbia Chapter
- Association of Oregon Counties (AOC)
- Bandon Dunes Charitable Foundation
- Bandon School District
- Bay Area Chamber of Commerce
- Bay Area Enterprises
- Bay Area Hospital
- Bay Area Kiwanis Club
- Bay Area Senior Activity Center
- Bay Clinic
- Bayshore Paints
- Best Western
- Blanco Lodge #48 - Freemasons
- Blue Ridge Strategies
- BnT Promotional Products
- Bounds Hay Company
- Boxcar Hill Campground
- Boys & Girls Club-Southwestern
- Brookings CORE Response
- Brookings Public Works
- Business Oregon
- Cape Arago Audubon Society
- CARE Connections - Child Care
- CCD Business Development Corporation
- Centro Latino Americano
- Charleston Advisory Committee
- Charleston Fishing Families
- Charleston Marine Life Center
- Charleston Merchants Association
- Charlie Health
- Checkerberries Flowers and Gifts
- Chuck's Seafoods
- Churchill Area Neighbors (CAN)
- Citizens for Renewables (CFR)
- City of Bandon
- City of Coos Bay
- City of Coos Bay Economic Development Dept
- City of Coquille
- City of Florence
- City of Gold Beach
- City of Lakeside
- City of North Bend
- City of Reedsport
- City of Veneta
- Clausen Oyster Company
- Coast Guard
- Coast Range Forest Watch
- Coastal Center
- Coastal Families Relief Nursery
- Columbia Gorge Fruit Growers
- Community Coalition of Empire (CCE)
- Community Health Improvement Plan (CHIP) Steering Committee
- Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI)
- Conrad Forest Products
- Coos Art Museum
- Coos Aviation
- Coos Bay City Council
- Coos Bay Community Development Department
- Coos Bay Downtown Association
- Coos Bay Lions Club
- Coos Bay Manor B&B
- Coos Bay Pilot's Association
- Coos Bay School District
- Coos Bay School District Board of Directors
- Coos Bay Towboat Company
- Coos Bay Visitors Center
- Coos Bay-North Bend Rotary Club
- Coos Bay-North Bend Water Board
- Coos County Area Transportation District (CCATD)
- Coos County Board of Realtors
- Coos County Commission
- Coos County Democratic Party
- Coos County Juvenile Department
- Coos County Planning Commission
- Coos County Probation and Parole

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- Coos County Republican Party
- Coos County Sheriff
- Coos Food Cupboard
- Coos Health & Wellness
- Coos Hispanic Alliance
- Coos History Museum
- Coos Rotary Foundation
- Coos Watershed Association
- Coos/Curry Court
- Coos-Curry County Farm Bureau
- Coquille Tribe
- Curry County Commission
- Curry General Hospital
- Danish Dairy
- Day Ship Supply
- DCM Communities / Dream Development
- Devereaux Center
- Dolphin Players (Dolphin Playhouse)
- Dormy Development, LLC
- Double River Forwarding
- Douglas County Commission
- Douglas Timber Operators (DTO)
- Dungeness Crab Commission
- Ecumenical Ministries of Oregon
- Edward Jones
- Egyptian Theater
- Emmanuel Episcopal Church
- Englund Marine & Industrial Supply
- Eugene Area Chamber of Commerce
- Eugene City Council
- Eugene Small Business Development Center (SBDC)
- Face Rock Creamery/Coos Bay Village
- Far West Neighborhood Association
- Fathoms Fisheries
- Fern Ridge School District
- Ford Family Foundation
- Friends of Shoreacres
- Friends of South Slough (FOSS)
- GMA Garnet
- Greenhill Reload
- Habitat for Humanity
- Harmony United Methodist Church
- Hayden Homes
- Home Builders Association of SW Oregon
- HOPE Center
- Human Rights Advocates of Coos County
- Idaho Agriculture Industry
- International Brotherhood of Electrical Workers (IBEW) Local 932
- International Longshore and Warehouse Union (ILWU) Local 12
- International Union of Operating Engineers Local 701
- iSector
- Jones Stevedoring Company
- Judith Ann Morgan Foundation
- Kairos
- Knife River
- Knutson Towboat Company
- Koppers
- Lane Area Commission on Transportation (ACT)
- Lane Council of Governments (LCOG)
- Lane County Board of Commissioners
- Lane County Economic Development
- Lane County Public Health
- Lane County Sheriff's Office
- Lane County Transportation Planning
- Lane Fire Authority
- League of Women Voters (Coos County Chapter)
- Legacy Construction
- Liberty Theater
- Linn County Board of Commissioners
- Linn Economic Development Group (LEDG)
- Malheur County Development Corporation
- Mapleton School District
- Mapleton Water District
- Marshfield Sun Printing Museum
- Meals on Wheels
- Messerle and Sons
- Midwater Trawlers
- Midwest Shippers Association
- Native Plant Society (Southern Oregon Chapter)
- NeighborWorks Umpqua
- North Bay Fire District
- North Bend City Council
- North Bend Downtown Association
- North Bend Fire Department
- North Bend Lanes
- North Bend Medical Center (NBMC)
- North Bend Oyster Co
- North Bend School District
- North Bend Senior Center
- North Bend/Coos-Curry Housing Authorities
- Northwest Housing Alternatives
- Northwest Steelheaders (Emerald Empire chapter)

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- NW Natural
- Ocean Terminals Co.
- ODOT
- Opportas, LLC
- Oregon AFLCIO
- Oregon Albacore Commission
- Oregon Anglers Alliance
- Oregon Aquaculture Association (OAA)
- Oregon Association of Nurseries (OAN)
- Oregon Bay Area Beautification (OBAB)
- Oregon Business & Industry (OBI)
- Oregon Chip Terminal (OCT)
- Oregon Coast Community Action (ORCCA)
- Oregon Coast Energy Alliance Network (OCEAN)
- Oregon Coast Historical Railway Society
- Oregon Coast Music Association (OCMA)
- Oregon Coast Visitors Association
- Oregon Concrete & Aggregate Producers Association (OCAPA)
- Oregon Department of State Lands
- Oregon Economic Development Association (OEDA)
- Oregon Farm Bureau
- Oregon Forest & Industries Council (OFIC)
- Oregon Hay and Forage Association
- Oregon Home Builders Association
- Oregon Institute of Marine Biology (OIMB)
- Oregon Jobs Through Trade
- Oregon League of Conservation (OLCV)
- Oregon Public Ports Association (OPPA)
- Oregon Rail Users League (ORULE)
- Oregon Realtors Association
- Oregon Regional Solutions Committee
- Oregon Salmon Commission
- Oregon Seafoods
- Oregon Seed Association
- Oregon Shores Conservation Coalition
- Oregon Small Business Development Center
- Oregon State Building and Construction Trades Council (OSBCTC)
- Oregon Wheat Growers League
- Oregon Youth Authority Coos County
- Oregon's Adventure Coast
- OSU Sea Grant Program
- Pacific Coast Shellfish Growers Association
- Pacific Northwest Waterways Association (PNWA)
- Pacific Ocean Energy Trust (POET)
- Pacific Seafood
- Papé Material Handling
- Partnership for Coastal Watersheds (PCW)
- Plumbers Union 290
- Port of Bandon
- Port of Umpqua
- Premier Community Supports
- Prism Development, LLC
- Reedsport Mainstreet Association
- Reese Electric
- Rexius
- River Road Community Organization
- Rogue Climate
- Roseburg Forest Products
- Rural Development Initiatives (RDI)
- Salmon Trout Enhancement Program (STEP)
- Salvation Army of Coos Bay
- Santa Clara Neighbors
- Sause Brothers
- Scott Partney Construction
- SeaCoast Compost
- Sharkey's Charters
- SHN Consulting Engineers & Geologists
- Sierra Club
- Sierra Pacific Industries (SPI)
- Sierra Pacific Mill
- Siletz Tribe
- Siuslaw Family Connection
- Siuslaw Vision
- SNAP Training & Employment Program (STEP)
- Soroptimist International of the Coos Bay Area
- South Coast Business (SCB)
- South Coast Development Council (SCDC)
- South Coast Early Learning
- South Coast Food Share
- South Coast Head Start
- South Coast Health Equity Coalition
- South Coast Horizons
- South Coast Hospice
- South Coast Lumber
- South Coast Regional Early Learning Hub
- South Slough National Estuarine Research Reserve (SSNERR)

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- South West Area Commission on Transportation (ACT)
- Southern Oregon Anglers
- Southern Oregon Coast Regional Housing
- Southern Oregon Ocean Resource Coalition (SOORC)
- Southport Lumber Co.
- Southwest Oregon Regional Airport
- Southwestern Oregon Community College (SWOCC)
- Southwestern Oregon Workforce Investment Board (SOWIB)
- Soy Transportation Coalition
- Special Districts Association of Oregon
- Star of Hope
- Surfrider Foundation
- Swanson Brothers Lumber Co
- Ten Mile Lakes Basin Partnership (TLBP)
- The Mill Casino Hotel & RV Park
- The SAFE Project
- Three Rivers Health Center
- Trainsong Neighbors
- Travel Southern Oregon Coast
- Tyree Oil
- Union Pacific
- United Way of SW Oregon
- Veneta Fern Ridge Chamber of Commerce
- Waste Connections
- Waterfall Community Health Center
- West Coast Contractors
- West Coast Seafood Processors Association (WCSPA)
- Western States Regional Council of Carpenters Local 2949
- Western States Regional Council of Carpenters Local 541
- Whiteaker Community Council
- Wild Coast Running
- Wild Rivers Coast Alliance (WRCA)
- Willamette Valley Specialty Seed Association (WVSSA)
- Willamette Valley Vineyards
- Zonta Club of the Coos Bay Area

APPENDIX B: DEMOGRAPHIC INFORMATION

The following demographic information was sourced from the U.S. Census Bureau, the 2022 American Community Survey 5-Year Estimates, the 2023 American Community Survey 1-Year Estimates, and the Centers for Disease Control and Prevention (CDC) Social Vulnerability Index.

Total Population:

- **Coos County:** 64,929
- **Douglas County:** 111,201
- **Lane County:** 382,971

Median Age:

- **Coos County:** 48.4 years
- **Douglas County:** 46.7 years
- **Lane County:** 40.4 years

Median Age in Oregon: 40.7

Educational Attainment (Bachelor's Degree or Higher):

- **Coos County:** 20.6%
- **Douglas County:** 19.3%
- **Lane County:** 33.2%

Bachelor's Degree or Higher in Oregon: 37.7%

Languages Spoken at Home

- **Coos County:** 5.4% of residents speak a language other than English at home
- **Douglas County:** 3.9% of residents speak a language other than English at home
- **Lane County:** 8.5% of residents speak a language other than English at home

Spanish is the most commonly spoken non-English language in all three counties

Median Household Income:

- **Coos County:** \$57,563
- **Douglas County:** \$60,889
- **Lane County:** \$70,374

Median Household Income in Oregon: \$80,160

Poverty Rate:

- **Coos County:** 16.1%
- **Douglas County:** 16.3%
- **Lane County:** 14.7%

Oregon Poverty Rate (statewide): 12.2%

CDC Social Vulnerability Index (SVI):

- **Coos County:** 0.6286
- **Douglas County:** 0.3429
- **Lane County:** 0.6571

Possible scores range from 0 (lowest vulnerability) to 1 (highest vulnerability)