OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR PCIP COMMISSION MEETING
8:00 a.m., Tuesday, January 6, 2026
Port Commission Chambers, 125 Central Avenue, Suite 230, Coos Bay, Oregon 97420

This is not an exact transcript. To watch a live stream of this meeting, go to www.portofcoosbay.com.

ATTENDANCE

Commission:
Kyle Stevens, President; Nick Edwards, Vice President; Kyle ViksneHill, Treasurer; Elise Hamner, Secretary; and Arnie Roblan, Commissioner.

Staff:
Melissa Cribbins, Executive Director of the PCIP Project; Keith Leavitt, Chief Commercial Officer of the PCIP Project; Lanelle Comstock, Chief Executive Officer; Megan Richardson, Director of Finance and Accounting; Rick Adamek, Director of Asset Management; Ray Dwire, Charleston Marina Manager; Krystal Karcher, Administrative Services Manager; and Christina Sanders, Administrative Assistant.

Media & Guests:
David Ferryman; Brian Forquer, NorthPoint; Tallon Trentz, IUOE 701; J.R. Johnson; Richard Miller; Gene Davis, Stantec; Jan Hodder; Mike Graybill; Mike Powter; Aaron Simons, ILWU; Tim Verney, David Evans and Associates; Jamie Fereday; Dave Crane; Steve Miller; Mo Aakre, South Coast Business; Dennis Hitchcock; Paul Poresky; Dean Lundie; Christine Moffitt; Anne Donnelly; Caddy McKeown, PCIP/NorthPoint; and Rick Osborn, PCIP.

1. CALL MEETING TO ORDER
President Stevens called the meeting to order at 8:01 a.m.

2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF

3. PCIP PROJECT UPDATE

A. Melissa Cribbins reported on progress, stating the PCIP team has been drafting and finalizing responses to community questions, including those from the League of Women Voters. Some responses were sent recently. Earlier questions were incorporated into the website FAQs with assistance from JLA.

Ms. Cribbins completed quarterly reports for the Rail Crossing Elimination grant and the CRISI grant. Work continues to place the INFRA grant under contract, supported by the recent appointment of a new MARAD head. Bi-monthly meetings with the Build America Bureau address potential RIF loans and other financing options. The Rebel Group's economic analysis received positive feedback. David Miller and Associates continues to respond to U.S. Army Corps of Engineers questions through the Doctor Check system for the channel modification. Ms. Cribbins stated that a planned Washington, D.C. trip in November was postponed due to a government shutdown and rescheduled for February 2026, and Staff are arranging meetings for that trip.

Keith Leavitt provided further detail on the Rebel Group's comprehensive economic and market analysis, which is updating earlier studies, sharpening outreach language for ocean carriers and Union Pacific, and building the financial case for upgrades to the Port-owned Coos Bay Rail Line. He described the project as resting on three interconnected elements: federal navigation channel modifications, terminal development under a future lease with NorthPoint, and substantial rail infrastructure investment. He also noted ongoing work to finalize a Memorandum of Understanding with the U.S. Army Corps of Engineers, which will serve as the lead agency for the National Environmental Policy Act process. This is expected to involve a roughly two-year Environmental Impact Statement once grant agreements are signed and planning and design efforts reach the necessary level.

B. Brian Forquer, Vice President of Development for NorthPoint, updated the Commission on the public-private partnership driving the PCIP. Infrastructure enhancements encompassing channel modifications, terminal construction, and rail upgrades will generate new revenue through efficient container transfers from the North Spit to Eugene while continuing to serve existing customers. Requests

for Proposals covering design, permitting, and environmental clearance are being prepared, with consultant selection slated to begin in the first quarter of 2026.

David Ferryman introduced himself and outlined his extensive 34-year career in the railroad industry. His background includes senior engineering leadership at Canadian National Railway, where he oversaw 20,000 miles of track and a $1.4 billion annual budget, as well as earlier experience with BNSF. He expressed strong enthusiasm for contributing to the refurbishment of the Coos Bay Rail Line and drew encouraging parallels to the successful transformation of the Port of Prince Rupert. He highlighted favorable industry trends, including growth in intermodal traffic and potential consolidation among Class I railroads, as factors that could benefit the Coos Bay initiative.

4. CONSENT ITEMS

A. Approval of December 2, 2025 Regular PCIP Commission Meeting Minutes

Upon a motion by Commissioner Hamner, (second by Commissioner ViksneHill), the Board of Commissioners voted to approve the December 2, 2025 Regular PCIP Commission Meeting Minutes. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

6. ACTION ITEMS/REPORTS

A. Letter to Confirm Declaration of Intent to Business Oregon

The State of Oregon is preparing for the May 2026 bond sale of $20,000,000 for the PCIP project work. Staff recently submitted a spend plan to the State for the remaining funds. Of the remaining funding, $10,000,000 is pledged as half of the match for the CRISI grant. The other $10,000,000 will be used for the channel modification work.

Given the timing of the upcoming funding, Business Oregon had requested that the Port complete the letter that was included in the packet, on Port letterhead, and submit to Business Oregon the Official Declaration of Intent to Reimburse Capital Costs with Lottery Revenue Bonds. This is to ensure that any expenses that may be incurred for the $20,000,000 project are eligible for reimbursement from the funds if the costs are incurred before the anticipated bond sale in May 2026. Once received by Business Oregon, they will review and submit the document to Department of Administrative Services.

Commissioner Hamner asked for clarification on the language in the letter to the Department of Administrative Services. Commissioner Hamner inquired what “grantee” referred to in this context, asking if it meant the Port of Coos Bay / PCIP, and requested explanation of how the cash flow and reimbursement process would actually work.

Ms. Cribbins responded that this clause was included to cover situations where expenditures might temporarily exceed the currently available bond funds before the next tranche arrives. Ms. Cribbins stated that the Port had sufficient cash flow to pay bills in the interim, explaining that at the current rate of spending, the remaining $5M was not projected to be depleted within the next six months, and that the language was a standard requirement to enable reimbursement eligibility.

Commissioner Hamner inquired about capitalization of costs mentioned in the letter, asking whether all project costs were required to be capitalized as assets. Ms. Cribbins stated confirmation from Business Oregon verified that expenditures could include non-capitalized costs, eliminating the need to revisit the letter at a future meeting.

Upon a motion by Commissioner Roblan (second by Commissioner ViksneHill), the Board of Commissioners motioned to authorize President Kyle Stevens to sign and submit to Business Oregon the letter to confirm the Declaration of Official Intent to Reimburse Capital Costs with Lottery Revenue Bonds. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

7. INFORMATION ITEMS

PCIP Financials were included in the Meeting Packet. Commissioner Hamner stated the current budget was adopted prior to her becoming a Commissioner, and of the $5M in capacity she noticed the line items in the budget were off. Commissioner Hamner asked if a supplemental budget needed to be passed. Ms. Richardson explained that this budget was put together by Business Oregon, and she is unaware of what Business Oregon's process is; however, Ms. Richardson stated she does report those line items to Business Oregon.

8. PUBLIC COMMENT

A. Jan Hodder expressed concerns about the due diligence shown by the Port of Coos Bay Commission and its contractors in advancing the Pacific Coast Intermodal Port (PCIP) project. Ms. Hodder described the information presented to the public as overwhelmingly promotional rather than balanced or evidence-based. Ms. Hodder directed attention to the new "Myth-Busting" page on the project website, particularly the claim that the terminal and railroad will create over 8,000 direct and indirect jobs between Coos Bay and Eugene once operational. Ms. Hodder questioned the evidence supporting this figure, noting that a 2023 five-page report commissioned by the Port relied on the 2021 Port of Prince Rupert Economic Study, which reported 1,740 direct maritime jobs. Applying an industry-standard multiplier yielded roughly 9,400 total jobs, but Ms. Hodder pointed out that Prince Rupert spans more than 1.5 million acres with a 12-mile waterfront and includes multiple terminals beyond containers such as grain, wood pellets, propane, coal, cruise ships, and ferries. Ms. Hodder stated that the report's job numbers therefore encompass far broader operations and are misleading when applied to PCIP. Ms. Hodder called this an example of inadequate due diligence and urged the Commission to provide the community with realistic, well-supported job estimates instead of relying on flawed comparisons. Ms. Hodder also highlighted other website statements needing clarification, including claims of local Oregonian ownership stakes, approval of a low-interest rail loan, and excitement from Asian shipping companies. Ms. Hodder referenced a recent media quote from Executive Director Melissa Cribbins indicating that website language is under review and recommended making this a high priority.

B. Mike Graybill recommended that the Commission solicit public comment on the draft Strategic Business Plan before formal adoption, stating constructive input would enhance its quality and demonstrate a genuine commitment to hearing from Port District residents and others. Mr. Graybill encouraged the creation of a mechanism for the Commission to openly discuss and debate substantive PCIP issues, including opportunities to receive and consider viewpoints from constituents. Mr. Graybill stated that he had previously raised four pages of questions and concerns based on a single 52-page commissioned document, issues he viewed as deserving of answers and public Commission debate. Mr. Graybill expressed disappointment that no such debate has occurred in public view, suggesting the project has not received the thorough attention it requires. Mr. Graybill commented on the Commission's time spent on topics such as RV Park rates, while major decisions, including potential allocation of $83 million for dredging at a yet-unbuilt dock that may lack a customer, receive little open discussion. Mr. Graybill asked the Commission to manage the PCIP project more transparently and expressed willingness to discuss his posed questions further. Mr. Graybill's written testimony is attached to the end of these minutes.

C. Jamie Fereday stated he agreed with Mr. Graybill's suggestion for more open discussion. Mr. Fereday stated he had previously provided information on balancing industry and environmental considerations, and recommended two books: Fen, Bog & Swamp by Annie Proulx, which explores human effects on estuaries worldwide, and The Blue Machine by Helen Czerski, which details Industrial Revolution consequences for the ocean and links them to climate change. Mr. Fereday offered to provide copies of either or both books to any Commissioner that wants them.

D. Dave Crane thanked the Port for its community efforts, describing it as a real asset for the area. Mr. Crane stated his opposition for the PCIP project, stating there is an absence of lined-up shippers and attributed this to higher shipping costs from Coos Bay compared to other West Coast ports. Mr. Crane urged the Commission to place the project on hold until firm commitments are secured and shippers are actively involved. Mr. Crane also expressed support for the unions' efforts to provide employment for their members.

E. Paul Poresky expressed opposition to the Pacific Coast Intermodal Port Project. Mr. Poresky stated it is an unrealistic idea that wastes taxpayer money on out-of-area beneficiaries such as NorthPoint in Kansas City and David Miller and Associates in Pennsylvania. Mr. Poresky recommended redirecting funds to improve existing local infrastructure for Port district residents. Mr. Poresky criticized repeated payments to external consultants including Rebel Group and DMA. Mr. Poresky questioned the Commissioners' accountability since they are appointed by the governor in Salem, and questioned if the Commissioners prioritize environmental protection, sustainability, and the long-term welfare of the South Coast. Mr. Poresky's written testimony is attached to the end of these minutes.

F. **Dean Lundie** described two waterfront properties he owns along the Coos River. One is the old Coos Bay Boat Building Center, and the other is the former Union Oil Terminal Dock with approximately 900 feet of solid pier near Ace Hardware. Mr. Lundie proposed using or donating the Union Oil property to advance the multi-year Connect the Boardwalk walking and bike path between North Bend and Coos Bay. Mr. Lundie stated that a survey by the City of North Bend already includes railroad properties but the route stops at the tribal casino property. Mr. Lundie raised safety concerns about accessing driveways from Tremont and Bayshore Drive and U.S. 101, but stated that recent speed limit reduction to 35 miles per hour will help. Mr. Lundie stated that the world's most beautiful cities are built around rivers, and suggested incorporating a section of railroad track in front of his property into the path design. Me. Lundie's visual aid is provided at the end of these minutes.

G. **Anne Donnelly** responded to earlier comments about the Commissioners' lack of local accountability stating that the Commissioners serve as the governing body of a special district and therefore have a clear legal fiduciary duty to the district's taxpayers. Ms. Donnelly stated that a strong case exists for gross negligence in the handling of the PCIP project and public resources. Ms. Donnelly stated that the Oregon Legislature has issued no mandate or legally significant direction, and criticized the practice of placing legislative intent statements at the top of agendas. Ms. Donnelly described this as misleading and indicative of a misunderstanding of the Commission's role. Ms. Donnelly commented on growing community concern that the Commissioners may not fully recognize their legal obligations to district residents.

H. **J.R. Johnson** thanked the Port and the Commissioners for their efforts and forward-looking vision. Ms. Johnson described the PCIP project as a rare opportunity to bring significant economic development and jobs to the area after a long absence of such prospects. Ms. Johnson acknowledged the negative feedback expressed during the meeting and affirmed that some residents support the Commission's work and believe the Commissioners care about the community.

9. COMMISSION COMMENTS

There were no comments.

10. NEXT MEETING DATES

A. Regular Commission Meeting - Thursday, January 15, 2026, 11:00 a.m.
B. PCIP Commission Meeting - Tuesday, February 3, 2026, 8:00 a.m.

11. ADJOURN

President Stevens adjourned the meeting at 8:47 a.m. and entered into Executive Session, as authorized under ORS 192.660(2), to:

(e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;

(f) consider information or records that are exempt by law from public inspection; and

(g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations.