

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**

**11:00 a.m., Thursday, July 17, 2025**

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](http://www.portofcoosbay.com).*

**ATTENDANCE**

**Commission:**

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

**Staff:**

Lanelle Comstock, Chief Executive Officer; Melissa Cribbins, Executive Director, Pacific Coast Intermodal Port Project; Megan Richardson, Director of Finance and Accounting; Rick Adamek, Director of Asset Management; Brian Early, General Manager, Coos Bay Rail Line; Ray Dwire, Charleston Marina Manager; Krystal Karcher, Administrative Services Manager; Christina Sanders, Administrative Assistant; and Keith Leavitt, Pacific Coast Intermodal Port Project.

**Media & Guests:**

Brian Points, Points Consulting; Carson Valley, Points Consulting; Ken Willsey Jr; John Sweet, Coos County Commissioner; Aaron Simons, ILWU Local 12; Tallon Trentz, IUOE 701; Ray Cox, Giddings Boatworks; Jan Hodder; Mike Graybill; Jamie Fereday; Dean Lundie; Steve Miller; and Mike Vaughan.

**1. CALL MEETING TO ORDER**

President Stevens called the meeting to order at 11:00 a.m.

**2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF**

**3. PORT PROJECT UPDATE**

**A. Strategic Business Plan Project Update**

Points Consulting presented a progress update on the Port's Strategic Business Plan, detailing bi-weekly staff coordination, 627 community survey responses received to date, stakeholder interviews, asset inventory with a SWOT analysis, and actionable goals. A draft plan is expected by November 2025. A public town hall is scheduled on August 20 and a SWOT workshop on August 21, 2025.

**B. Port Financial Update**

Megan Richardson presented the May 2025 financials, providing a comprehensive overview of the Port's fiscal performance.

#### 4. PUBLIC COMMENT

A. **Ray Cox** expressed frustration over the Port's historical failure to deliver promised infrastructure upgrades like a new travel lift and dock widening, urging the Port to partner with a potential buyer to preserve Giddings Boatworks and support Charleston's fishing fleet.

B. **Tallon Trentz** inquired about the contractor for Charleston dredging and whether Points Consulting had engaged local unions for upcoming Port projects seeking involvement for union workers.

C. **Dean Lundie** raised concerns about unaddressed damage to his Cushman marina docks by a Port subcontractor in July 2023 and an excessive \$7,500 fee estimate for a public records request regarding the PCIP project.

D. **Jan Hodder** questioned changes to the PCIP's NEPA process, outdated economic feasibility data, and the reduced target capacity of 800,000 TEUs per year, requesting an updated feasibility study.

E. **Mike Vaughan** proposed a mural on the Tank Farm retaining wall to enhance the waterfront's appearance with tow boat imagery, requesting Port assistance in coordinating with Tyree Oil.

#### 5. CONSENT ITEMS

A. Approval of June 18, 2025 Regular Commission Meeting Minutes

B. Approval of June Invoices

C. Approval of June Contracts Awarded

Upon a motion by Commissioner Roblan (second by Commissioner Edwards), the Board of Commissioners voted to approve the June 18, 2025 Regular Commission Meeting Minutes, June Invoices and June Contracts Awarded. **Motion Passed 3-0-1.** (Ayes: Stevens, Edwards, and Roblan. Nays: None. Abstain: Hamner. Absent: ViksneHill).

#### 6. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

#### 7. ACTION ITEMS/REPORTS

##### A. **2025Res09: Approval of IFA Loan for Pt. Adams Dredging**

Since November 2023, the Port has seen unprecedented shoaling of large quantities of sand into the access channel of the Marina at Pt. Adams. As a result of this shoaling, over 70% of the access in the channel is unusable and poses a safety risk to mariners. This access channel serves the inner basin, the marina launch ramp, a large private fish processing facility, and a fuel dock, making the channel a vital link for the commercial and recreational fishing/boating industry.

The beginning of this access channel is part of the federal navigation channel and is maintained by the USACE. This area was last dredged by the USACE in 2020. Maintenance dredging was not accomplished in 2022 when the Port last dredged their portion of the prism using the State-Owned Dredge, The Laura. It is now estimated that 17,000 CY to 20,000 CY of material currently needs removal from the Port's area of responsibility.

The Port of Coos Bay, along with other Oregon Ports, proposed Senate Bill 361 during the 2025 legislative session, requesting funds to assist with dredging multiple Ports along the Oregon Coast. Unfortunately, the Senate Bill did not pass. In an effort to finance the dredging of Point Adams, the Port is seeking financing

in the amount of \$350,000 from Business Oregon Infrastructure Financing Authority Port Revolving Loan Fund.

The loan application has been submitted to the IFA, and as of July 17, is pending award. The loan must be awarded before the dredging work commences. If the loan is awarded, the Port Commission must approve a resolution authorizing the Oregon International Port of Coos Bay to enter into a loan agreement with Business Oregon Infrastructure Finance Authority (IFA) for a \$350,000 loan.

Upon a motion by Commissioner Roblan (second by Commissioner Edwards), the Board of Commissioners motioned to approve resolution 2025Res09 authorizing the Oregon International Port of Coos Bay to enter into a loan agreement with Business Oregon Infrastructure Finance Authority (IFA) for a \$350,000 loan to support the dredging of Point Adams. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, Hamner, and Roblan. Nays: None. Absent: ViksneHill).

### **B. Approval of USACE Task Assignment Document**

The Port of Coos Bay is the permit applicant for the Pacific Coast Intermodal Port Project. The portion of the project involving the channel is currently under review by the United States Army Corps of Engineers (USACE). The Port is required to pay the costs of this review, which is memorialized in a Task Assignment Document (TAD). The intent of TAD 2025-01 is to request the funding to accommodate the USACE Portland District's effort through December 2025 in support of the Section 204(f)/408 and environmental review processes. This effort includes continuation of review of OIPCB technical deliverables (e.g. updates to information relevant to the draft Joint Permit Application and Section 408 requests) and those prepared by federal partners (e.g. Fish and Wildlife Coordination Act report and equivalent), meetings and coordination with the OIPCB, federal partners and tribes, and associated accounting and project management support. Public Affairs, Planning and scoping efforts in support of a forecasted October 2025 start to the environmental review process for the PCIP are also included. The task breakdowns for USACE resources for these activities were included within the meeting packet. A contingency of 25% is included for potential coordination with, and review of future deliverables to be prepared by, the yet-to-be selected OIPCB contractors that will develop the design and plans for the marine terminal and rail improvement elements of the PCIP.

Upon a motion by Commissioner Hamner (second by Commissioner Roblan), the Board of Commissioners motioned to approve Task Assignment Document 2025-01 (TAD 2025-01) with the United States Army Corps of Engineers and appropriate required funding in the amount of \$178,000. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, Hamner, and Roblan. Nays: None. Absent: ViksneHill).

### **C. Authorization to Execute CRISI Grant Agreement**

The Port of Coos Bay is the grant applicant for the Pacific Coast Intermodal Port Project Coos Bay Rail Line (CBRL) Upgrades Grant through the Federal Railroad Administration/Office of Passenger and Freight Programs. In October of 2024, the Port was notified that the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant was awarded to the Port in the amount of \$29,751,615. The CRISI grant requires a match of \$19,834,410, which will be funded using a combination of state funds and private funding.

This CRISI Grant supports the Coos Bay Rail Line (CBRL) Upgrades Planning Project. This entails Preliminary Engineering (PE) & Design, environmental studies (NEPA), and permitting. This work will provide a clear and reliable project plan for a capital project ("CBRL Upgrades") which includes comprehensive upgrades and infrastructure rehabilitation to enhance safety, speed, and capacity along the

CBRL. The “CBRL Upgrades” capital project is a component of the larger Pacific Coast Intermodal Port (“PCIP”) project. The CBRL upgrades and improvements will support a significant increase in intermodal freight traffic while ensuring the safety of rail crews and residents in Coos, Douglas, and Lane counties. The project includes track replacement, bridge rehabilitation, tunnel rehabilitation and heightening, and the addition of new siding tracks. Enhancements at Union Pacific’s Eugene rail yard, including the installation of an interchange yard, will accommodate increased CBRL traffic and ensure a seamless connection to the Class I national rail network.

Upon a motion by Commissioner Roblan (second by Commissioner Edwards), the Board of Commissioners motioned to approve the CRISI grant agreement and authorize Port Chief Executive Officer Lanelle Comstock to execute the CRISI grant agreement between the Port and the Federal Railroad Administration for the Coos Bay Rail Line Upgrades Planning Project. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, Hamner, and Roblan. Nays: None. Absent: ViksneHill).

#### **D. Authorization to Execute RCE Grant Agreement**

The Port of Coos Bay is the grant applicant for the Rail Crossing Elimination Reedsport Grade Separation Grant through the Federal Railroad Administration/Office of Passenger and Freight Programs. In 2024, the Port was notified that the Rail Crossing Elimination Grant for the Reedsport Grade Separation (RCE) Grant was awarded to the Port in the amount of \$3,993,224. The RCE grant requires a match of \$998,306, which will be funded using state funds.

The Reedsport Grade Separation Project entails Preliminary Engineering (PE), environmental studies (NEPA), and permitting. This work will provide a clear and reliable project plan for a capital project which includes the elimination of an at-grade crossing at OR 38 in Reedsport. This project is a connected action to the larger Pacific Coast Intermodal Port (“PCIP”) project and will be delivered by the PCIP project team, in partnership with the City of Reedsport and in consultation with ODOT and other local stakeholders. This grant will support NEPA/Environmental, major Project planning and engineering and design elements up to 90% for the OR 38 overcrossing, the Winchester Avenue grade crossing upgrades, and all related civil improvements.

Upon a motion by Commissioner Edwards (second by Commissioner Hamner), the Board of Commissioners motioned to approve the RCE grant agreement and authorize Port Chief Executive Officer Lanelle Comstock to execute the RCE grant agreement between the Port and the Federal Railroad Administration for the Reedsport Grade Separation Project. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, Hamner, and Roblan. Nays: None. Absent: ViksneHill).

#### **E. Disposal of Surplus Locomotives via Public Auction**

The locomotive 1909 was obtained during the settlement agreement with ARG Transportation, the previous operator of the line.

This locomotive is currently only being used rarely as a spare unit and to keep it in operational condition by not allowing it to sit unused. In the marketplace, this is one of the locomotive models that are being purchased for conversions.

Per Port Policy 6.6: Disposition of Surplus Personal Property, to dispose of surplus personal property greater than \$50,000, the Chief Executive Officer shall make a recommendation to the Board of Commissioners, acting as the Local Contract Review Board, identifying the property determined to be surplus and the means

of disposal. Section 6.4.2 of the policy states that surplus property greater than \$50,000 shall be sold at public auction.

A draft version of the Notice of Auction to sell the surplus locomotive via a sealed bid process was included within the meeting packet. Staff recommends soliciting the notice immediately, allowing ample time for interested bidders to inspect and view the locomotive and submit sealed bids. A reserve will be placed on the locomotive. The locomotive will be sold as is, without any warranty, either express or implied.

Upon a motion by Commissioner Edwards (second by Commissioner Roblan), the Board of Commissioners motioned to authorize Port Chief Executive Officer Lanelle Comstock to dispose of one surplus locomotive via a sealed bid public auction and award to the highest bidder. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, Hamner, and Roblan. Nays: None. Absent: ViksneHill).

## 8. OTHER

## 9. COMMISSION COMMENTS

Commissioner Roblan expressed optimism about the fruition of long-awaited grants and emphasized the importance of partnering with the potential new owners in the shipyard, viewing it as a valuable asset for generating additional revenue despite the Port's financial challenges.

Commissioner Stevens highlighted the challenges of managing the Port's competing priorities.

Commissioner Edwards stressed the catastrophic revenue losses in Charleston since 2013 due to issues similar to the broken Swing Span Bridge, requesting specific financial data from Mr. Dwire and noting the significant impact it would be to restore Giddings staff up to 45 full-time employees again.

## 10. NEXT MEETING DATE – Thursday, August 21, 2025, 11:00 a.m.

## 11. ADJOURN

President Stevens adjourned the meeting at 12:35 p.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;

(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;

(j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments; and

(n) discuss information about review or approval of programs relating to the security of a number of specified structures, activities and materials relevant to the operation of the state's infrastructure.