

OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
11:00 a.m., Tuesday, June 18, 2024

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

ATTENDANCE

Commission:

Eric Farm, President; Brianna Hanson, Vice President; Kyle ViksneHill, Treasurer; Kyle Stevens, Secretary; and Nick Edwards, Commissioner.

Staff:

Lanelle Comstock, Interim Chief Executive Officer / Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; Rick Adamek, Director of Asset Management; Ray Dwire, Charleston Marina Manager; Brian Early, CBRL General Manager; and Krystal Karcher, Human Resources Generalist.

Media & Guests:

Anne Donnelly; Cammie Madison; Dean Lundie; Kari Silva; Chrisine Moffitt; Steve Miller; Tanya Rasley; and Lexie Woodward.

1. CALL MEETING TO ORDER

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

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

A. Lexie Woodward is the Executive Director of the South Coast Development Council. SCDC is a non-profit economic development organization serving Curry, Coos, and coastal Douglas and Lane Counties. Ms. Woodward stated she has dedicated more than a decade to economic development in diverse worldwide locations, and is here today to express SCDC's support for the Pacific Coast Intermodal Port project. In six months as SCDC's Executive Director, there has not been another project proposed with the potential impact of the PCIP. There have been inquiries in sectors such as clean energy and wood by-products, but none match the PCIP in terms of job creation and economic catalyst effect. The PCIP promises to replenish high-quality jobs lost since the decline of the natural resources industry, aiming to create 2,500 permanent jobs and 6,900 indirect jobs, including 3,000 union construction jobs over multiple years of development.

Funding for infrastructure and services is crucial, though the public is often reluctant to pay more taxes. This often means that private sector growth must be relied upon to fund these needs. This region has more competitive disadvantages than it does advantages, making it essential for major business prospects to find specific reasons to establish themselves here. Their business model must align with the region's strengths, such as the deep-draft channel, rail line connecting to the Class I network, available industrial

land and the only commercial airport on the Oregon coast. PCIP leverages these competitive advantages while being environmentally friendly. SCDC and their partners are already preparing to complement and leverage PCIP for South Coast development. The incubator project is a \$628,000 initiative laying the foundation for a tech-based entrepreneurial ecosystem, led by SCDC with a strong partnership from the Southwestern Oregon Community College and the Cities of Coos Bay and North Bend. Together with the PCIP, the business incubator and other initiatives will work to transform the economy. Supporting and investing in these initiatives will drive sustainable economic growth, create lasting job opportunities and insure a prosperous future for our communities.

B. Christine Moffitt stated today is an opportunity for change, and to make a connection with the community to move forward. Ms. Moffitt stated many in the community have frequently come before the Board to urge the revision of the strategic plan and engagement with the community in a sustainable development process. Ms. Moffitt urged support for the fishing community in Charleston, as they represent generations of residents who are here to make a difference. Ms. Moffitt urged the Board to connect and communicate in an open transparent fashion with the community, and offered an open invitation to engage with the community by participating in a 46-year tradition of the Oregon Coast Music Festival beginning July 13, 2024.

C. Anne Donnelly shared appreciation for staff including the Charleston Advisory Committee meeting minutes in the Commission packet. Ms. Donnelly stated the Port has exciting opportunities to restate and reaffirm the Port's commitment as a public body to the mission of economic development. Rather than a commitment to an individual project, the mission of economic development is for the overall well-being of the community. This opportunity is in line with the State required strategic planning process. This should be more than a business plan; it is an opportunity to step back and evaluate. There seems to have been a slow drift in recent years, particularly since 2003, towards an operating philosophy that is more parallel to that of a privately held corporation rather than a public body. Ms. Donnelly shared the example of the CEO job announcement that includes no requirement for the person to have any economic development experience. Ms. Donnelly stated the Port is not a business, rather a catalyst for businesses. The financial return to the Port should be considered as well as the potential economic benefit to the community. Ms. Donnelly stated that so long as the Port defines its reason for ownership of the Marina and Shipyard as simply a service to the commercial and recreational fishing fleet, this builds severe limitations on what those properties could be used for, for the economic benefit of the community. Ms. Donnelly urged the Board to consider the Port's interest is the public interest and engagement with the community is key.

D. Karie Silva stated she is the co-owner of the fishing vessel Jeanette Marrie out of Charleston. Ms. Silva thanked Commissioner Hanson for reading her previous public comment into record regarding the unsuccessful attempt to relaunch the Jeanette Marrie. The extra week spent on the rails delayed the first shrimp trip of the year, resulting in a significant financial impact on the business, especially with regards to their crew. Ms. Silva stated she hoped that her previous comments regarding dredging of the Shipyard, necessary repairs of the rails, and buoy markers for safe navigation were carefully considered. Ms. Silva stated she looks forward to an explanation of this occurrence, as Mr. Burns had stated via email that he intended to investigate.

Ms. Silva stated she examined notes from the prior meeting regarding the proposed increase in the price of ice. This proposed increase will place a financial strain on the fishing fleet. ODFW is also considering an increase in fees for fishing licenses and permits for the coming years. The proposed increase for the first year is estimated to be 12-15% with an additional 4-6% increase in the biennial years after that. The fishing fleet is constantly targeted by others seeking to fulfill their financial requirements while trying

to figure out how to survive. In the worst case scenario, the anticipated increase in the total cost of ice, fishing licenses, and permits is 31%. This is occurring during a time when the fishing industry is experiencing a decline in prices and the markets being overrun. Recovery of the fishing industry will take some time. The financial burden of businesses will be expanded by these increasing costs. Ms. Silva asked respectfully for the Board to refrain from raising the price of ice at this time, and stated she has submitted comment to ODFW asking them to do the same.

E. Dean Lundie stated he is the founder of the Divine Nature Academy, who purchased the old Coos Bay Boat Building Center in Empire and own the old Union Oil Terminal dock across from Ace Hardware. Mr. Lundie stated he is looking to make a walking path on the waterfront. He would like to work with and be involved in what the Port is working on. Mr. Lundie stated the Port and Rail don't seem to be transparent and that he would like to be contacted about what is going on.

4. CONSENT ITEMS

- A. Approval of May 20, 2024 Budget Committee Meeting Minutes
- B. Approval of May 21, 2024 Regular Commission Meeting Minutes
- C. Approval of May Invoices
- D. Approval of May Contracts Awarded

Upon a motion by Commissioner Farm (second by Commissioner ViksneHill), the Board of Commissioners voted to approve the May 20, 2024 Budget Committee Meeting Minutes, May 21, 2024 Regular Commission Meeting Minutes, May Invoices and May Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

5. PORT PROJECT UPDATE

Mike Dunning offered an initial update about projects in Charleston. Regarding the Shipyard buoys, notice was received from District 13 that they will not entertain the Port's request to put in federally maintained aides to navigation in the Shipyard. One reason cited was a lack of data to support groundings, as there are no official reports of groundings over the years. The other reason was the utilization and needs of the waterways. The Port provided information regarding the importance of the fishing community locally and the impact on the economy, but there was not enough for the District to approve the request. The next option is private aides to navigation. Mr. Dunning stated he has done some research and there are three classes of aides. A Class III, which is recommended by staff, is where the buoy is placed but not charted. If the shoals shift or change, the buoy can be moved without notifying the Coast Guard. Staff recommends three buoys to start with, at an estimated cost of about \$10,000. This project will require permitting action.

Commissioners Edwards asked about dredging the Shipyard channel. Mr. Dunning stated the surveys done in the last 15 years show the channel has not changed, but it could be cleaned up along the edges. Most areas of the Shipyard, at the lowest low tide are about 11-12' depth and the Port is authorized to 15' depth. Estimates based on the most recent survey show about 12,000 cubic yards of material including at the Distant Water Fleet dock.

Mr. Dunning stated that vessel owners need to be sure and report groundings to the Coast Guard to support the data. Commissioner ViksneHill asked how far back those could be reported and if that would change the opinion on the need for these navigation aides. The other issue to consider with placing

theses aides would be the assumption of liability. The Port’s insurance broker of record highly advised against placing the aides. Commissioner Hanson asked if there was a way to place the aides without assuming the risk. Mr. Dunning stated the Port will seek legal advice.

Mr. Dunning stated the project for dredging of Point Adams and the Section 107 study continues on. The Port expects the Tentatively Selected Plan (TSP) to be announced at the end of summer. The Corps will review the feasibility study, engineering and design, and how they will mitigate the shoaling issue to avoid dredging every year. There is money included in the current fiscal year budget, if approved today, to go towards the payment for this feasibility study. The cost share to the Port for this project is 10% up to a maximum project cost of \$10 million if approved.

Mr. Dunning stated regarding the Shipyard capacity project, there have been multiple committee meetings evaluating the projects. Each group focuses on a different aspect of the projects, leading to different rankings between committees. Some groups focus on awarding projects with the highest match or the largest number of jobs created. The Oregon Freight Advisory Committee (OFAC) will make the final recommendation to the Oregon Transportation Committee. The Port had their pre-application meeting with the National Marine Fisheries Services for permitting, and have received preliminary approval for mitigation plans.

Commissioner Edwards asked about mitigation to connect docks 2 and 3, which is Phase II of the project. Mr. Dunning stated that prior to Phase II, it would be prudent to reach out to the prospective Shipyard tenant later this year. Engineering and design work is the next step of the current phase of the project, then estimates will be evaluated and funding streams will be determined.

6. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

7. SUPPLEMENTAL BUDGET HEARING – FY 2023/24 BUDGET

A. Public Hearing

Vice President Hanson opened the public hearing at 11:40 a.m.

Staff wishes to reallocate department appropriations and contingency in the General Fund as well as an increase in appropriation in the General Fund. In the General Fund, the reallocation of appropriation from the departments and the contingency category is to account for the unforeseen repairs on the rail line bridges expensed in the Rail Operations department. The increase in the General Fund is to account for unexpected revenue in the Rail Operations department for the sale of surplus property.

Staff wishes to amend the 2023/24 budget as follows:

<u>General Fund</u>	<u>Budgeted Amounts</u>	<u>New Amounts</u>	<u>Change</u>
Administration	2,148,636	2,190,785	42,149
Charleston Operations	2,802,089	2,428,845	(373,244)
External Affairs	580,843	444,606	(136,237)

Port Operations	1,140,574	955,728	(184,846)
Rail Operations	1,211,200	1,656,481	445,281
Debt Service	1,271,686	1,536,528,	264,842
Transfers to other funds	-	-	-
Contingency	159,725	-	(159,725)
Special Payments	-	220,479	220,479
General Fund Total	\$ 9,314,753	\$ 9,433,452	\$ 118,699

Under Oregon Budget Law, if a change in expenses to any one fund is greater than 10%, or if allocating contingency to another expense category is greater than 15%, then a budget hearing is required. In the General Fund the increase is less than the threshold and only requires Commission approval.

Vice President Hanson asked for any public comment or testimony on the proposed resolution. There being none, Vice President Hanson closed the public hearing at 11:42 a.m.

B. 2024Res03: Adoption of Supplemental Budget for FY 2023/24

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners voted to approve resolution 2024Res03 adopting the supplemental budget reallocating and increasing appropriations to incorporate changes in the Port’s General Fund. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

8. BUDGET HEARING – FY 2024/25 BUDGET

A. Public Hearing

Vice President Hanson opened the public hearing at 11:43 a.m.

The Port’s Budget Committee approved the proposed 2024/25 Fiscal Year Budget after its first budget committee meeting on May 20, 2024. Each year, following the Budget Committee’s approval of the budget, the Commission is required to hold a public hearing. The objective of the public hearing is to receive testimony from any person present.

During the regular Commission meeting, the Commission is allowed to make changes to the budget if the total change in any fund does not exceed \$5,000 or 10%, whichever is greater. Changes in excess of 10% would require the Commission to publish notice of a second budget hearing and a new financial summary and hold the second hearing before the adjusted budget can be adopted.

If no significant changes are made, the Commission should consider approval of the resolution adopting the budget.

Vice President Hanson asked for any public comment or testimony on the proposed resolution.

Mr. Lundie asked if the Port is responsible for the work on the railroad swing bridges. Vice President Hanson confirmed. Mr. Lundie stated he owns the Cushman Marina and RV Park, where the

subcontractor for the Port was working, and there was extensive damage done to the concrete docks there. Mr. Lundie inquired who to reach out to regarding repairs. Vice President Hanson asked for Mr. Lundie to ensure Port staff have his contact information to follow up with after the meeting.

There being no additional testimony, Vice President Hanson closed the public hearing at 11:45 a.m.

B. 2024Res04: Adoption of Budget for FY 2024/25

Upon a motion by Commissioner Stevens (second by Commissioner ViksneHill), the Board of Commissioners voted to approve resolution 2024Res04, a resolution adopting a budget, making appropriations, imposing and categorizing taxes – combined for the 2024/25 Fiscal Year. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

9. ACTION ITEMS/REPORTS

A. Update Signature Authority on Local Government Investment Pool Account

Port Policy Chapter 12 outlines the internal controls and authorization for financial management of the Port of Coos Bay. All Port bank accounts must be authorized and approved by the Board of Commissioners.

The Port invests excess cash with the Oregon State Treasury Local Government Investment Pool, which provides a higher rate of return than the Port’s other bank accounts. Funds are transferred between the Local Government Investment Pool (LGIP) and the Umpqua bank accounts as needed for cash flow purposes. LGIP transfers are only permitted to and from bank accounts that are linked to the LGIP account. Changes to the linked bank accounts must be approved by two individuals.

With the resignation of Commission President Eric Farm, and former Chief Executive Officer John Burns, Port staff wishes to update the signature authority documents for the LGIP. Any two of the following individuals are required to initiate bank account information changes for the Local Government Investment Pool account #5347:

Lanelle Comstock	Chief Administrative Officer
Mike Dunning	Chief Port Operations Officer
Megan Richardson	Director of Finance & Accounting
Brianna Hanson	Vice President
Kyle ViksneHill	Treasurer

Upon a motion by Commissioner Edwards (second by Commissioner Stevens), the Board of Commissioners motioned to approve updating signature authority for bank account changes to the Local Government Investment Pool account #5347. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

B. 2024Res05: Update Signature Authority on Umpqua Bank Account

Port Policy Chapter 12 outlines the internal controls and authorization for financial management of the Port of Coos Bay. All Port bank accounts must be authorized and approved by the Board of

Commissioners. With the resignation of Past President Eric Farm, and former Chief Executive Officer John Burns, Port staff wishes to update the signature authority documents for the following bank accounts, to be effective June 18, 2024:

ZBA Disbursement Checking Account #2511
ZBA Payroll Checking Account #5360
Money Market Sweep Account #3394
General Concentration Sweep Account #3139
Business Development #0198

The following individuals will be authorized signatories on these Umpqua Bank accounts:

Lanelle Comstock	Chief Administrative Officer
Mike Dunning	Chief Port Operations Officer
Megan Richardson	Director of Finance & Accounting
Brianna Hanson	Vice President
Kyle ViksneHill	Treasurer

A resolution is required for signature authorization for the bank accounts.

Upon a motion by Commissioner ViksneHill (second by Commissioner Stevens), the Board of Commissioners motioned to approve Resolution 2024Res05 updating signature authority for the banking accounts at Umpqua Bank, Coos Bay Branch. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

C. 2024Res06: Amendment to Port Personnel Policy 14.5

Port Policy Manual Chapter 14: Personnel Policy, Section 14.5: Time Off & Benefits, outlines employee benefits including, but not limited to, the accrual and use of Paid Time Off (PTO), Holidays, Leaves of Absence, and Family Medical Leave. Section 14.5: Time Off & Benefits has been revised to reflect the recent changes in legislation made to the Oregon Family Leave Act (OFLA) and Paid Leave Oregon (PLO) protected leave programs and to provide any necessary clarity.

In 2019, the Oregon Legislature established a Paid Family and Medical Leave Insurance program within the Oregon Employment Department, branded as Paid Leave Oregon. This program went into effect on September 3, 2023, offering employees wage replacement benefits when they need to take leave for qualifying family, medical, and safe leave purposes.

In the 2024 legislative session, the Oregon Legislature passed Senate Bills 999 and 1515, which made revisions to OFLA in order to better align OFLA benefits with PLO. Many of the qualifying purposes for leave remain unchanged; however, effective July 1, 2024, leave will either be covered by OFLA or PLO depending on the qualifying purpose but not both.

The red lined tracked version of the changes was included within the meeting packet following the resolution.

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners motioned to adopt resolution 2024Res06 amending Port Policy Manual Chapter 14: Personnel Policy, Section 14.5: Time Off & Benefits. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

D. 2024Res07: FY 2024/25 Port of Coos Bay Rate Schedule

As part of the annual budget process, the Port of Coos Bay and Charleston Marina rates are reviewed each year and may be adjusted by the Consumer Price Index and/or by market analysis (each year staff surveys the rates and schedules of comparable facilities for comparisons).

A 10% increase to the Charleston Marina rates was presented to and discussed at the Port of Coos Bay Budget Committee meeting, and the projected budgeted revenues of the Charleston Marina were based on these revised rates. All services will increase 10%, excluding the Shipyard work docks (2.5%), graveled short term work area (0%), long-term work area (0%), and Environmental Fee (0%). Impound Fees were increased due to the staff time and resources need to process impounds. The daily launch ramp fee increased from \$5 to \$7.

In addition, fees were added to the Rate Schedule for additional hours and no shows at the Boat Lift. Due to the cost of merchant processing fees, a 2.5% credit card processing fee has also been added to the Rate Schedule and will be applied to each credit card transaction, of the total sale amount.

The proposed red lined FY 2024/25 Port of Coos Bay Rate Schedule was included as Exhibit A to the resolution within the meeting packet.

The Rate Schedule may be modified and published by resolution of the Port Commission. Upon approval by the Board, the proposed FY 2024/25 Port of Coos Bay Rate Schedule will become effective July 1, 2024.

A motion was made by Commissioner ViksneHill (second by Commissioner Stevens), for the Board of Commissioners to approve resolution 2024Res07 modifying and publishing the Port of Coos Bay Rate Schedule as presented for Fiscal Year 2024/25.

Commissioner Edwards asked Mr. Dwire about ice sales in May of last year, when only 40 tons of ice were sold. Mr. Dwire stated last year was a poor shrimp season. Commissioner Edwards stated the cannery in Charleston was shut down due to the wastewater requirements, so no shrimp was being processed in Charleston causing vessels to go elsewhere and Charleston to not sell ice during that time. This year in May, there has been 463 tons of ice sold. Commissioner Edwards stated that raising the price of ice right now is a dangerous precedent that will cause other plants on the coast to raise their prices. Community members have expressed the current financial struggle within the industry.

Commissioner Stevens asked what the impact on the budget would be if this item was not approved at this meeting. Megan Richardson stated the numbers are not known. Mr. Dwire stated that current sales are up by volume. The last complete year of data available is FY 2022/23 and it averaged about \$180 cost per ton to produce ice.

Vice President Hanson stated the Commission needs to better understand the impact of raising the price, not just to the Port budget but to the industry and market as a whole. More information is needed, as it appears that sales have decreased over the years, possibly due to the higher prices.

President Farm stated he would recommend continuing to look at whether the ice plant continues to operate, when it is operated at a loss and there are other needs in Charleston. Supplementing the fleet with ice sales could be part of the economic development mission of the Port despite the loss, but needs to be further considered with strategic planning for Charleston.

Vice President Hanson called for a vote on the motion. **Motion Failed 2-3.** (Ayes: Farm and ViksneHill. Nays: Hanson, Stevens, and Edwards.)

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners motioned to approve resolution 2024Res07 modifying and publishing the Port of Coos Bay Rate Schedule as presented, excluding the line item for ice, for Fiscal Year 2024/25. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

E. 2024Res08: Emergency Repairs to North Bend Swing Span Bridge

On Wednesday, May 29, 2024, CBRL staff was notified by the Railroad Bridge Engineer, Stantec, that they had completed a review of the detailed inspection of the North Bend swing span bridge performed in November of 2023, and that there were 9 areas of extreme concern not included in the BUILD grant repairs. Personnel from Stantec arrived on Thursday, May 30, and performed a visual inspection of the identified areas of concern. At this time, it was determined that in an effort to continue rail operations, train traffic could continue to cross the bridge at reduced speed pending a daily inspection from CBRL's Bridge Inspector, but the repairs must immediately be tended to.

The emergency repairs not included in the BUILD grant include:

1. Span 2, L0 to L1 bottom chord west truss line
2. Span 1, L0 to L1 bottom chord west truss line
3. Span 1, L1 to L2 bottom chord west truss line
4. Span 2, L4 to L5 bottom chord west truss line
5. Span 1, L0 to L1 bottom chord east truss line
6. Span 1, L5 to L6 bottom chord east truss line
7. Span 7, L5 to L6 bottom chord west truss line
8. Span 8, M9 to L10 diagonal east truss line
9. Span 11, L4 to L5 stringer west side

During the daily inspection of the bridge on Monday, June 3, it was discovered that a new crack had occurred in span 2, further compromising the integrity of the bridge in spans 1 and 2, and the bridge was immediately taken out of service.

Port staff was notified by the staff of Coos Bay Rail Line that the North Bend swing span bridge had been taken out of service and of an immediate need to repair spans 1 and 2, and until permanent repairs were to be made, rail service would be interrupted. Without timely repairs, CBRL customers would have been without service for an excessive amount of time.

On Monday, June 3, 2024, Chief Executive Officer John Burns declared an emergency and authorized the Port to enter into a sole source contract with Scott Partney Construction to repair spans 1 and 2 to resolve the current emergency condition and to expeditiously perform the additional emergency repairs needed not covered in the BUILD grant.

Scott Partney Construction has extensive construction knowledge of bridge repairs and had the ability and work force to repair the spans in the time frame necessary to limit the rail down time. The contracted total price of the nine location repairs is approximately \$500,000.00 and will be further defined as the engineering for the remainder of the repairs is completed.

Scott Partney Construction performed immediate repairs to span 2 to place the bridge back into service on June 12, 2024. Span 1 will be repaired before the end of the month. The remaining emergency repairs will be completed by the end of August.

Until all emergency repairs are completed, train traffic may continue to cross the bridge at reduced speed pending a daily inspection from CBRL's Bridge Inspector.

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners motioned to adopt resolution 2024Res08 ratifying the Declaration of Emergency for emergency repairs to the North Bend swing span bridge. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

F. DMA Task Order #18

At the March 28, 2016, Board of Commissioners meeting, the Commission authorized Commission President David Kronsteiner to execute an Amendment, Assignment, Assumption and Consent Agreement of the prime contract for consulting services for the Channel Modification Project from David Evans and Associates (DEA) to David Miller & Associates (DMA).

In April of 2024, the Oregon Governor signed House Bill 5201, which revised language to the allowable use of lottery bond funds set in place by section 15, chapter 746, of Oregon Laws 2007. This change in language allows funds to be used for the design, engineering, permitting, and land acquisition efforts related to the Pacific Coast Intermodal Port. As such, the scope of services for the prime contractor, DMA, is being expanded in Task Order #18 to include work associated with environmental baseline studies, permitting, and consultation with engineers to inform NEPA and permitting work.

Task Order DMA #18 in the amount of \$16,722,100 describes the tasks to be undertaken during FY 2024/25, along with projected costs including work on the project's Environmental Impact Statement, environmental baselines studies for the terminal and rail improvements, and permitting.

Funding for this Task Order will be provided by state grant funds, future Federal grant awards, and private partner funds. Funding received from these three sources will ultimately determine the level of expenditure under Task Order #18. If funding is not received, then funds will not be expended.

Upon a motion by Commissioner Stevens (second by Commissioner Edwards), the Board of Commissioners motioned to authorize Commission Vice President Brianna Hanson to execute Task Order DMA #18 for professional services related to the Coos Bay Channel Modification Project and Pacific Coast Intermodal Port in an amount not to exceed \$16,722,100 for work to be performed on the

project during FY 2024/25. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

10. OTHER

11. COMMISSION COMMENTS

Vice President Hanson thanked Commission President Farm for 11 years of service on the Board. President Farm thanked staff for their effort and time.

12. NEXT MEETING DATE – Tuesday, July 16, 2024, 11:00 a.m. (Tentative)

13. ADJOURN

Vice President Hanson adjourned the meeting at 12:15 p.m. and entered into Executive Session to:

- (a) consider the employment of a public officer, employee, staff member or individual agent;
- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (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
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.