OREGON INTERNATIONAL
Port of Coos Bay

M E M O R A N D U M

TO: Interested Parties

FROM: Kyle Stevens, President

DATE: February 12, 2026

SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Thursday, February 19, 2026,** in the Port's Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

Members of the public are invited to attend the meeting in person or view the meeting live on the Port's YouTube Channel at the following link: www.youtube.com/portcoos.

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Thursday, February 19, 2026. Written comment will be accepted until 8:30 a.m. on Thursday, February 19, 2026 by sending an email to portcoos@portofcoosbay.com with the subject line 'Public Comment'.

An **Executive Session** has also been scheduled on **Thursday, February 19, 2026,** immediately after the Commission Meeting, 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; and

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

KS/cs

OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
11:00 a.m., Thursday, February 19, 2026
Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420
Watch Live on YouTube: www.youtube.com/portcoos

Mission: *Promoting sustainable development that enhances the economy of southwest Oregon and the State.*

ORS 777.065: *The Legislative Assembly recognizes that assistance and encouragement of enhanced world trade opportunities are an important function of the state, and that development of new and expanded overseas markets for commodities exported from the ports of this state has great potential for diversifying and improving the economic base of the state. Therefore, development and improvement of port facilities suitable for use in world maritime trade at the Ports of Umatilla, Morrow, Arlington, The Dalles, Hood River and Cascade Locks and the development of deepwater port facilities at Astoria,* ***Coos Bay****, Newport, Portland and St. Helens is declared to be a state economic goal of high priority.*

T E N T A T I V E A G E N D A

1. CALL MEETING TO ORDER

2. INTRODUCTION OF COMMISSION, GUESTS AND PORT STAFF

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B. Port and Rail Financial Update ..... Megan Richardson

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9. PUBLIC COMMENT

10. COMMISSION COMMENTS

11. NEXT MEETING DATES
A. PCIP Commission Meeting - Tuesday, March 3, 2026, 8:00 a.m.
B. Regular Commission Meeting - Thursday, March 19, 2026, 11:00 a.m.

12. RECESS TO EXECUTIVE SESSION

13. ADJOURN

Consent Items

REVISED DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
11:00 a.m., Thursday, December 18, 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.

ATTENDANCE

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

Staff:
Lanelle Comstock, Chief Executive Officer; Melissa Cribbins, Executive Director of the PCIP Project; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; Rick Adamek, Director of Asset Management; Brian Early, General Manager, Coos Bay Rail Line; Ray Dwire, Charleston Marina Manager; Krystal Karcher, Administrative Services Manager; and Christina Sanders, Administrative Assistant.

Media & Guests:
Brian Points, Points Consulting; Carson Valley, Points Consulting; Jan Hodder; Mike Graybill; Christine Moffitt; Carmen Matthews, City of Coos Bay; Steve Skinner; Jamie Fereday; Jennifer Wirsing, City of Coos Bay; Tallon Trentz, IUOE 701; Eric Quella; Drew Farmer, Coos County; and Patrick Momsen.

1. CALL MEETING TO ORDER
President Stevens called the meeting to order at 11:01 a.m.

2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF

3. PORT PROJECT UPDATE

A. Final Strategic Business Plan Update Presentation

Lanelle Comstock introduced the final update to the Strategic Business Plan. Ms. Comstock acknowledged the comprehensive work undertaken by Points Consulting over the past year, noting that the firm conducted extensive community outreach. This included listening sessions and town halls held in multiple locations throughout the region, one-on-one meetings with dozens of key stakeholders, partners, and citizen groups, multiple work sessions with the Commission, and a broad-reaching community survey designed to capture input from a wide range of voices. Ms. Comstock emphasized that the engagement process was deliberately open, transparent, and inclusive. The resulting plan reflects the feedback, priorities, and concerns expressed by community members, stakeholders, and

Commissioners throughout the process. Ms. Comstock expressed appreciation for the quality of Points Consulting's work and indicated the Port's enthusiasm for advancing the goals and objectives outlined in the plan.

Carson Valley described the Strategic Business Plan as a ten-year framework to guide Port priorities, with flexibility to accommodate future needs and circumstances. Mr. Valley noted that many next steps will require additional due diligence, such as cost estimates and feasibility studies. Mr. Valley summarized the project timeline, which began in late April 2025 and included an on-site visit in May, multiple draft reviews by Staff and Commissioners, and incorporation of community input. The final draft was delivered in November 2025, with refinements completed thereafter.

Mr. Valley reported that the community survey received approximately 900 qualified responses and was promoted through the Port's website, social media, advertisements, flyers, interviews, and town halls. A public town hall on August 20, 2025 drew an estimated 120–150 participants. Additional engagement included Commission workshops, a SWOT session in September, an asset planning workshop in August, and about 24 stakeholder interviews.

Mr. Valley presented the plan's goals and objectives across several categories. Under property goals, the plan calls for prioritizing regional economic development involvement (with emphasis on the Pacific Coast Intermodal Port for industry diversification), strengthening tourism and recreation efforts through greater collaboration with local organizations, and revitalizing Charleston, including the Marina and Shipyard, to support maritime industries and the blue economy. Financial goals focus on prioritizing critical infrastructure spending and recommending a formal capital facilities plan, while improving communication of Port financial information to clarify use of grants and special funds. Management goals emphasize continued openness and transparency, with new advisory committees proposed to enhance community input.

Brian Points addressed environmental and emergency preparedness goals, which include better understanding and mitigation of environmental impacts and improved emergency response planning and communication. Marketing goals focus on maintaining transparency, communicating opportunities, and strengthening coordination with regional and tribal governments. PCIP-specific goals emphasize clarifying the project timeline and maximizing federal and state funding opportunities to support regional economic development.

Mr. Points reviewed the capital improvements plan, required under state administrative rule, as a high-level framework to guide future decisions. Commissioners completed an independent asset evaluation worksheet, showing general agreement on priorities. Key areas included highest priority for docks and Shipyard improvements in Charleston (with potential sale of certain vacant lots), rail line upgrades, continuation of the PCIP on the North Spit, and divestment of most Upper and East Bay assets except the administrative building. Several items, including the Ice Plant, Swingspan Bridge, South Line to Coquille, and DB Western property, showed less consensus and will require further discussion.

Commissioner Hamner requested a minor correction to change "derelict ships" to "derelict boats" in the Charleston section, which Mr. Points agreed to make. Commissioner Hamner commended the team for their thorough work and strong public engagement. Commissioner Roblan thanked Points Consulting for their professionalism and constructive approach, and expressed appreciation for the effort. Commissioner Edwards thanked the Points Consulting team for the extended Charleston stakeholder meeting and the valuable input received.

B. Port and Rail Financial Update

Megan Richardson presented the October 2025 financials for the Port's General Fund and the Coos Bay Rail Line (CBRL). For the General Fund, Operating Income was $346,000 compared to a budgeted $296,000, exceeding budget by $50,000. Administration was over from filling vacant Hub Building space. Port Operations exceeded budget from a temporary Terminal One (T1) property agreement that has now ended. Railroad Operations fell short due to lower car counts (324 vs. budgeted 409) and no surcharges on transloaded cars because of the Swingspan Bridge outage. Charleston Revenue was $256,000 against a $195,000 budget, which is $62,000 over plan, with the overage including dredging cost billed to Russell Marine.

Operating expenses were $60,000 under the $395,000 budget. The operating result was a net gain of $11,000 versus a budgeted net loss of $98,000, better by $110,000. Other Income was $45,000 above budget, mainly from higher-than-expected property tax receipts. Other Expenses were $5,000 over budget due to timing of property tax allocations and debt service.

October's Total Net Result was a gain of $47,000 compared to a budgeted loss of $103,000, an improvement of $149,000. Year-to-date the General Fund has a net loss of $72,000 against a budgeted loss of $523,000, performing $451,000 better than plan.

For the CBRL Fund, Operating Income was $89,000 under plan due to lower car movements affecting Administration and Mechanical revenues. Operating expenses were $29,000 under the $352,000 budget. The operating result was a loss of $44,000 versus a budgeted gain of $16,000, worse by $60,000. Other Income of $51,000 came from a non-budgeted FEMA claim for 2024 storm repairs. October's Net Result was a loss of $135,000 compared to a budgeted net gain of $42,000, which is $177,000 less than planned.

4. CONSENT ITEMS

A. Approval of November 20, 2025 Regular Commission Meeting Minutes
B. Approval of November Invoices
C. Approval of Lease Agreement Renewal

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners voted to approve the November 20, 2025 Regular Commission Meeting Minutes, November Invoices and Lease Agreement Renewal. **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. 2025Res12: Port of Coos Bay Rate Schedule

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

Charleston Marina RV Park rates are evaluated in November and December of each year to better serve summer customers. This ensures that long-term summer customers do not experience an unexpected rate adjustment in mid-season.

Port staff compared similar RV parks in the region and found the Port's daily, weekly, and monthly rates tend to be comparable. A major difference is that similar RV parks in the region have different rates based on peak season or off-season. The peak season rates vary from a 10% to 30% increase over the off-season rates.

Port staff recommends establishing a "peak season" rate of 10% over the "off-peak season" rate. This rate would be in effect from May 1 through October 31 each year. This rate establishment is based on market analysis, overall maintenance needs, and projected maintenance projects. Peak season rates have been discussed with the Charleston Advisory Committee. The off-peak season rates will not incur an increase from the existing rates.

The proposed changes are set forth in the table below. The daily and weekly rates also incur a 1.5% Coos County Lodging Tax and a 9.5% Charleston Area Lodging Tax, which are not included in these listed rates.

Rate Type	2026 Off-Peak Season Rate (Current Rate)	Recommended 2026 Peak Season Rate
Standard Hook Up - Daily	$47.72	$52.49
Standard Hook Up - Weekly	$263.68	$290.05
Standard Hook Up - Monthly	$739.14	$813.05
Deluxe Hook Up - Daily	$50.11	$55.12
Deluxe Hook Up - Weekly	$280.39	$308.43
Deluxe Hook Up - Monthly	$781.73	$859.90
Pull Through Hook Up - Daily	$53.70	$59.07
Pull Through Hook Up - Weekly	$295.89	$325.48
Pull Through Hook Up - Monthly	$823.07	$905.38
Pull Through Deluxe Hook Up - Daily	$57.73	$63.50
Pull Through Deluxe Hook Up - Weekly	$318.08	$349.89
Pull Through Deluxe Hook Up - Monthly	$884.80	$973.28
Mega Deluxe Hook Up - Daily	$88.52	$97.37
Mega Deluxe Hook Up – Weekly	$487.72	$536.49
Mega Deluxe Hook Up - Monthly	$1,356.75	$1,492.43
Yurts - Daily	$68.02	$74.82
Yurts - Weekly	$319.75	$351.72

The following are additional proposed changes:

- Port Staff continues to evaluate trends and needs for RV Park guests visiting the Charleston Marina RV Park. As RVs continue to increase in size, so does the need for larger RV sites. Port Staff have identified sites within the RV Park that are minimally used where four standard, less-desirable sites could be used together to accommodate the need for larger sized RVs. This will create the "Mega Deluxe Site." Included within the meeting packet was a map and conceptual plan to establish the Mega Deluxe Site. The recommended rates for these sites, based on square

foot, are listed in the table above.

- Going forward, due to the uncompensated demand of Staff time when a reservation is changed or canceled, Port Staff recommends establishment of a "Reservation Change / Reservation Cancellation Fee" of $15.00 per occurrence. Fees of this nature are consistent with industry standards.
- In an effort to increase occupancy, Staff is also requesting the ability to offer advertised discounted rates, as needed.

The Rate Schedule also reflects an increase to "RV Storage" rates. This increase was brought to the Commission in 2024 but not accurately reflected in the Rate Schedule. The proposed red lined 2025/26 Port of Coos Bay Rate Schedule was included within the meeting packet.

Pursuant to Port Policy, the Rate Schedule must be modified by resolution of the Port Commission. Upon Commission approval of the resolution, the revised Port of Coos Bay 2025/26 Rate Schedule will be republished with an effective date of January 1, 2026.

Upon a motion by Commissioner Edwards (second by Commissioner Hamner), the Board of Commissioners motioned to approve Resolution 2025Res12 revising the 2025/26 Port of Coos Bay Rate Schedule's RV Park rates, effective January 1, 2026. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

B. Charleston Advisory Committee Appointments

The Charleston Advisory Committee was established by the Board of Commissioners of the Oregon International Port of Coos Bay on September 17, 2003, to serve in an advisory capacity to the Port Commission in developing strategies and guidelines for various projects and issues concerning the Charleston Marina Complex.

The function of the Committee includes but is not limited to:

- Reviewing proposed projects within or affecting the Charleston Marina, RV Park, and Shipyard.
- Reviewing and monitoring project progress.
- Monitoring and making recommendations to the Port Commission regarding various issues. Any recommendations or proposals submitted by the Committee shall be considered advisory in nature and shall be given due consideration by the Port Commission for feasibility and implementation.

Kyle Cox has submitted a letter of resignation, and the term of Tyler Long expires on January 31, 2026. Mr. Long does not wish to continue to be on the Committee. Port Staff thanks both Mr. Cox and Mr. Long for their service on the Charleston Advisory Committee.

In October 2025, the Port announced the two Committee vacancies and published ads in the World Newspaper and South Coast Shopper. The Port received two letters of interest to fill those vacancies. Port Staff recommends appointing Aaron Simons and Katherine McUne to the Charleston Advisory Committee to fill the two vacancies. Mr. Simons' and Ms. McUne's letters of interest were included within the meeting packet.

Port Staff recognizes the need for more community involvement and recommends the addition of another seat on the committee. This addition would increase the Committee from seven Committee Members to eight. Rex Leach has submitted his letter of interest and Port Staff feel that the addition of Mr. Leach

would further diversify the Committee with strong representation of the local commercial fishing fleet. Mr. Leach's letter of interest was also included within the meeting packet.

Upon a motion by Commissioner Edwards (second by Commissioner Hamner), the Board of Commissioners motioned to appoint Aaron Simons and Katherine McUne to the Charleston Advisory Committee and to increase the Committee to eight members by appointing Rex Leach as the eighth member, all for three-year terms expiring January 31, 2029. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

C. Assignment of Track Miles for 45G Tax Credit

Port staff has worked with Mickelson & Company in the past to arrange assignment of the Port's Section 45G tax credit on behalf of its 151-track miles of rail line to a third-party Class II railroad for allowable track mile maintenance tax credits.

The Short Line Railroad Rehabilitation and Investment Act, Section 45G of the Internal Revenue Code, creates an incentive for the private sector to invest in rail infrastructure by providing a tax credit of 50 cents for every dollar a railroad spends on track improvements. The credit is based on a track mile formula and is limited to $3,500 per mile of rail line owned, leased or assigned to such a Class II or Class III railroad at the end of the railroad's taxable year.

Mickelson & Company is able to assign the Port's 151-track miles solely for the purpose of the Section 45G credit for $2,300 per track mile or $347,300. The fee for this Agreement of Assignment is $20,838, which provides the Port with revenue of $326,462. The funds will be deposited into the Port's General Fund and are used to offset overhead, and other expenses related to the Port's ownership of the rail line.

Mickelson & Company has worked with the Port since 2013 and has provided exemplary service in the marketing and assignment of the Port's 45G Tax Credit.

Upon a motion by Commissioner Edwards (second by Commissioner Roblan), the Board of Commissioners motioned to approve agreement to assign track miles for purpose of receiving tax credit revenue under Section 45G of the Internal Revenue Code, including signature authority for the Port Chief Executive Officer to execute the document. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

D. Eric Quella Lease Agreement

The Oregon International Port of Coos Bay was approached by Eric Quella who is interested in leasing Building 9, formerly known as the Sea Basket Restaurant, in the Charleston Marina. Mr. Quella intends to make improvements to the building in anticipation of opening a pool hall, "The Rack".

Building 9 is located at 63502 Kingfisher Road in Charleston, and includes 3,364 square feet of interior building space and 464 square feet of refrigerator/freezer/storage space in a covered area addition, for a total square footage of 3,828. The lease rate at $0.74 per square foot would be $2,832.72 per month.

Mr. Quella intends to make improvements to the building, which include removing all interior non load bearing walls except for the restrooms and kitchen, benches, current bar, etc.; redoing all electrical and plumbing to code; ensuring ADA compliant restrooms; repairing the floor and covering with cement

tile; building a new bar adjacent to the kitchen area; and adding multiple stand up wall mounted bar style tables and stools.

Mr. Quella has submitted a business plan and intends to make a significant investment into the business and the building. He has asked that his lease include a due diligence period of up to 30 days prior to making a final decision whether to move forward with the long-term lease agreement. During this due diligence period, Mr. Quella will have the building inspected by the appropriate licensed contractors, will not begin construction, and will provide liability insurance. At or prior to the conclusion of this period, Mr. Quella will notify the Port of his intent whether or not he will move forward with the long term lease agreement.

Due to his investment in the building improvements, the Port is prepared to offer Mr. Quella a staggered increase in the lease rate where the full lease rate would be reached by the one-year mark. The lease rate will then incur a CPI increase on the anniversary date in subsequent years. The lease agreement would include the option to extend for four additional terms of one year each.

Upon a motion by Commissioner Hamner (second by Commissioner Edwards), the Board of Commissioners motioned to approve the execution of a one-year commercial lease agreement with a 30-day due diligence period, four (4) one-year renewal options, and a termination option, with Eric Quella to lease Building 9 in the Charleston Marina. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

7. OTHER

A. Coos Bay Swingspan Bridge Presentation and Discussion

Ms. Comstock presented a comprehensive update on the financial and operational status of the Coos Bay Rail Line (CBRL), highlighting the Swingspan Bridge as a critical factor compounding the rail line's financial position. A local vendor recently reported to a Commissioner about not having been paid for several months. Ms. Comstock confirmed this information was accurate and stated that many rail line vendors were currently three months or more past due. Limited cash flow has been managed to prioritize critical expenses in order to maintain operations.

CBRL currently has nine customers on the line, six of which are considered to be "active" based on their carloads, with three of those six making up 90% of carloads. Historical carload data shows a steady decline in recent years. This is due to many different factors, including log cars being out of service for needed repairs, a shortage of wood chip cars available, and the Swingspan Bridge being out of service.

Fiscal year-to-date operating revenues total about $1.3 million, while operating expenses have cost more than $1.4 million. This is a deficit of over $68,000 in five months. CBRL budgeted 409 carloads per month but fiscal year-to-date has averaged 319 carloads, with average carload revenue of $597. Average revenue per month between carloads and car repair totals $267,733. It costs $256,309 per month for payroll and benefits, locomotive leases, monthly locomotive inspections, locomotive fuel, and car hire. This leaves approximately $11,000 per month to cover other expenses such as vehicle fuel and maintenance, utilities, track maintenance, as well as a repayment plan of $7,000 per month to the FRA.

The CBRL budget covers operations but does not cover major capital repairs to the line. The Port receives revenue for rail crossing agreements, a capital surcharge for each carload, and the 45G tax credit

that was brought to Commission earlier in this meeting. The Port then pays for all capital improvement projects and all debt service for the railroad, including the rail acquisition, tunnel rehab loans, and vehicle loans. This year, the Port budgeted $411,000 for repairs to bridges, track, and tunnels. When capital repair expenses are more than revenues received the Port pays for this from its General Fund, or more recently from its line of credit which is nearly maxed out.

Ms. Comstock stated this information is being presented to the Commission as full transparency, because staff are worried. Aging and decaying infrastructure is expensive to maintain, and one bad bridge could be the end of the Coos Bay Rail Line indefinitely. If vendors are not paid in a timely manner, crucial goods and services could be cut off. CBRL already operates at a bare minimum, having cut back operations, cut staff, and cut expenses to an uncomfortable level. Staff receives multiple calls each day from vendors asking for payment.

In May, CBRL informed customers who are subject to car hire, that the cost of car hire would soon be passed on to them. Car hire is the rental fee, calculated hourly, that a railroad pays to the owner of a railcar for using their equipment. Year-to-date this expense has averaged $32,498 per month. This is a railroad industry standard to pass this cost to the customer through demurrage, which is a fee charged by the rail carrier to the shipper or receiver for holding a railcar, acting as both compensation for delay and an incentive for quick turnaround to keep railcars moving efficiently. CBRL is an anomaly to not charge demurrage. However, staff have been hesitant to pass this fee onto customers, out of concern for just how much they would be responsible for. Staff recognizes the risk of losing customers to these increased fees, but it is important to point out that the customers risk losing train service.

The Swingspan Bridge was built in 1914 and the Port purchased the bridge for $1 in August 2000. Since acquiring the bridge 25 years ago, the Port has invested nearly $28 million into its rehabilitation. $25 million was acquired from grants, but $2.7 million has been paid from the Port's General Fund in the last five years. This $2.7 million was spent on emergency repairs, all while $12 million was being invested in planned repairs.

This year, there has been a series of unfortunate events. In June, an underwater cable that supplied power to the navigation lights and control house was severed. Electrician estimates quoted $333,000 and a 20-22 week lead time to manufacture the submarine cable. At the same time, the FRA was scrutinizing the lack of an active train signal system on the bridge, which has not been active since 2015. Although other train deterrent systems were in place, the FRA stated these methods were unsatisfactory and they would not allow continued use of the bridge without a signal system in place. In addition, CBRL was charged over $100,000 in fines. A signal system requires power to the south end of the bridge, which is currently nonexistent. Then in August, a fire broke out in the control house on the bridge destroying all controls needed to turn the bridge. Due to these events, the bridge has been out of service since August of this year.

For immediate repairs, just to get the bridge to turn and meet the FRA signal requirements, it would require an estimated $998,000. In addition, recent inspections by CBRL identified critical structural repairs needed, and the 2023 structural inspection also identified priority repairs that remain outstanding. These immediate structural repairs are estimated to cost $2 million. Known structural repairs needed include the fendering system, likely within the next three years. The fendering system is the piling in the water that holds the bridge in place when it sits open for traffic in the navigation channel. Many of these piling are rotten and have failed. Regardless of the future of the bridge, this system will need to be repaired or replaced. After these repairs are done, a conservative estimate for annual maintenance cost would be $650,000. This is the average amount spent on emergency repairs between 2021-2024.

In addition to the railroad freight tariff that is listed online, every carload is assessed a capital surcharge fee which the Port receives and uses to invest back into capital repairs of the line, and each car is assessed a fuel surcharge which is part of the carload revenue in the CBRL budget. Per the tariff, every log or aggregate car that crosses the Swingspan bridge is assessed a $60.90 capital surcharge fee.

Last fiscal year, CBRL moved 1,460 carloads over the bridge and received $88,914 in surcharges. In 2024, the Port spent $511,055 on the Swingspan bridge. The Port needed 6,932 more carloads to cross the bridge in order for the surcharges to pay for the needed repairs. To cover the $650,000 in emergency repairs each year, the Port would need to collect surcharges from 10,673 carloads crossing the bridge.

Commissioner Stevens asked about the cost of painting the bridge. Rick Adamek responded that the bridge has not been painted during the Port's ownership. Commissioner Stevens added that addressing deferred painting alone would likely add an estimated $650,000 per year to maintenance costs if undertaken properly.

Commissioner ViksneHill asked whether the Port had ever achieved such volumes, and stated this many carloads crossing the bridge would likely increase the needed repairs significantly. Ms. Comstock confirmed that this volume has not been obtained, and that emergency repairs increased after log traffic began crossing the bridge in 2020.

There are three customers south of the bridge who have been affected by the closure. This includes log cars from Greenhill Reload to Ocean Terminals, aggregate cars to GMA Garnet, and feed for Danish Dairy. Both Ocean Terminals and GMA Garnet are currently transloading on the North Spit, and Danish Dairy plans to as well. The log cars to Ocean Terminals are currently CBRL's highest volume customer, and their continued business is crucial to the railroad. Not having the bridge also takes away any opportunity to service other customers, such as the new pellet warehouse or any future projects the Tribe may have along their spur, or any potential customers at Terminal One.

Due to the continuous maintenance needs of the bridge and the fact that the current and expected carloads do not facilitate the revenues needed to support the maintenance of the bridge, Ms. Comstock recommended not investing in the bridge at this time. If the Port were to get a commitment from existing customers to move more cars, or if a customer at Terminal One or the Tribe were to have a project that required high-volume train service, the Port should then consider increasing the capital surcharge fee and investing in the immediate repairs. Until then, the bridge will remain out of service.

Commissioner Stevens thanked staff for the information presented and stated that historically it has been difficult for the Commission to make decisions about investment into repairs that have already taken place, further stating the Commission should discuss future repairs prior to expending funds. Commissioner Stevens recommended discussion with rail customers about implementing car hire, and further stated the idea of the Rails to Trails is encouraging, both for community benefit and potential revenue for the Port.

Commissioner Hamner stated there are two potential separate issues, the operation of the Coos Bay Rail Line and then the Swingspan Bridge and south. Conversations with the shippers on the line are not public conversations; however, the future of the Swingspan Bridge should include public input. Commissioner Hamner stated she would like to see a report of the legal requirements regarding the bridge and the liability and obligations of this piece of infrastructure. There are continued costs even if the bridge is not in service.

Commissioner Edwards acknowledged the tremendous stress that staff has been under and thanked staff for their transparency. Commissioner Roblan emphasized the importance of continuing the conversation promptly to provide clarity to the public and to stakeholders.

Ms. Comstock stated staff have been discussing creative ideas to generate revenue, including converting the rail line south of Coos Bay to Coquille into a Rails to Trails corridor. This portion of the track hasn't been utilized since 2019-2020 when RFP in Coquille decided to no longer utilize rail and there are no other customers south of Terminal One. Rails to Trails could remove the track, salvage it for revenue, and convert the corridor to a pedestrian and bike trail. Grant funds could possibly be obtained to remove the track, and the Port could benefit from the salvage value to help sustain operations while also creating an amazing trail that would benefit the community on many levels. Commissioners supported exploring the idea further, while retaining easements for potential future use.

8. PUBLIC COMMENT

A. **Carmen Matthews** of the City of Coos Bay offered assistance to Commissioners in regards to the Front Street blueprint plan, noting that the City of Coos Bay is actively working to revitalize that corridor. Mr. Matthews provided an update on informational packets sent to property owners in Phase One, face-to-face contacts, and plan changes involving parking spaces and accommodating more pedestrian and bicycle traffic. A City Council update is scheduled for January 6, 2026.

9. COMMISSION COMMENTS

A. Commissioner Hamner noted that Port Staff have worked diligently over the past year to restore Charleston Operations to good fiscal standing, emphasizing they accomplished this while operating with limited resources and commending their strong efforts in improving overall financial performance.

10. NEXT MEETING DATES

A. PCIP Commission Meeting – Tuesday, January 6, 2026, 8:00 a.m.
B. Regular Commission Meeting – Thursday, January 15, 2026, 11:00 a.m.

11. ADJOURN

President Stevens adjourned the meeting at 12:51 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; and

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

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
11:00 a.m., Thursday, January 15, 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:
Lanelle Comstock, Chief Executive Officer; 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; and Christina Sanders, Administrative Assistant.

Media & Guests:
Lucinda DiNovo, City of Coos Bay; Troy Cribbins, City of Coos Bay; Jennifer Wirsing, City of Coos Bay; Nichole Rutherford, City of Coos Bay; Carmen Matthews, City of Coos Bay; Joe Benetti, City of Coos Bay; Amanda Moore, Baker Tilly; Brad Coleman, ILWU; Garth Johnson, ILWU; Aaron Simons, ILWU; Mike Graybill; Dean Lundie; and Christine Moffitt.

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. FY 2024/25 Annual Financial Report

Amanda Moore of Baker Tilly presented the audit results for the fiscal year ending June 30, 2025. Ms. Moore explained that the audit was conducted in accordance with Generally Accepted Auditing Standards (GAAS) and Governmental Auditing Standards (GAGAS), with additional compliance testing performed under Oregon minimum audit standards related to budgetary compliance, procurement, and investment practices. Because the Port expended more than $750,000 in federal awards during the fiscal year, a Single Audit under Uniform Guidance was also required and performed. Key areas of audit focus included internal controls over financial reporting and information technology systems; cash and

investments, including third-party confirmations and Oregon compliance verification; revenue recognition and cutoff; leases and subscription-based information technology arrangements; capital assets, including additions, disposals, and depreciation estimates; long-term debt; accrued liabilities such as PERS pension obligations; financial close processes; and compliance testing for one major federal program.

The audit resulted in an unmodified ("clean") opinion on the Port's financial statements, confirming that they were fairly presented in accordance with Generally Accepted Accounting Principles (GAAP). The Oregon minimum audit standards report noted a small number of budgetary over-expenditures, which were disclosed in the notes to the financial statements. The Governmental Auditing Standards report identified no significant deficiencies or material weaknesses in internal controls. Ms. Moore clarified that the internal control review is performed to support the audit and does not constitute an opinion on the effectiveness of internal controls. The Uniform Guidance report also issued a clean opinion with no findings of noncompliance. Ms. Moore noted that issuance of the Uniform Guidance report was delayed until the week of the meeting due to the late release of the federal compliance supplement in late November.

The only significant risk identified during the audit was the standard presumption of management override of controls. This risk was addressed through journal entry testing, and no exceptions were noted. Ms. Moore reported that there were no significant unusual transactions, audit difficulties, disagreements with management, or circumstances requiring modification to the form of the audit report. Two new accounting standards, GASB Statement No. 101 related to compensated absences and GASB Statement No. 102 related to certain risk disclosures, were implemented during the year; however, both had minimal or no material impact on the financial statements. No uncorrected misstatements or material adjusting journal entries were required, and management did not consult with other accountants regarding audit or accounting matters. Ms. Moore further noted that no other significant matters arose during the audit that required communication to the Commission.

Ms. Moore thanked the Port's staff for their cooperation and noted that the audit proceeded smoothly despite the delay in the federal compliance supplement. She also outlined the Baker Tilly audit service team, noting her continued role as Engagement Reviewer, Leslie Daggett's promotion to Audit Manager, and the addition of Anna Waldron as Concurring Reviewer, providing an independent perspective to support audit quality and independence.

Commissioner ViksneHill inquired about the useful lives assigned to the Port's capital assets, noting their significance as an accounting estimate, and asked whether the audit identified any concerns related to asset useful lives or potential impairment triggers. Ms. Moore confirmed that the audit did not identify any issues or concerns in these areas and stated that the audit team focused on consistency in depreciation practices and ensuring assets were not fully depreciated while still in active use.

Commissioner ViksneHill asked about the long-term debt note related to Terminal One, specifically asking whether debt service payments would commence only upon completion of construction, potentially in 2026, and whether this differed from prior budget expectations in which payments were anticipated regardless of construction status. Megan Richardson responded that debt service was under budget because no repayment schedule was in effect during the period. She noted that in prior years, interest payments were due as loans closed, but that interest payments were not required during the current period.

Commissioner ViksneHill asked whether the audit identified any concerns related to the Port's ability to continue as an ongoing concern. Ms. Moore stated that the audit team discussed this matter with management and did not identify any conditions that would raise concerns about the Port's ability to continue operations for the applicable assessment period. She explained that governmental auditing standards require the auditor to assess management's ability to operate for twelve months from the June 30 fiscal year-end, and she saw nothing that would indicate the Port would not make it the next six months.

B. Port and Rail Financial Update

Ms. Richardson presented the financial update for November 2025, covering the General Fund and Coos Bay Rail Line (CBRL) operations.

For the General Fund, Operating Income totaled $274,000, exceeding budget slightly due in part to Administration filling vacant space in the Hub Building. Port Operations revenues fell short of budget due to the timing of annual property agreement renewals. Railroad Operations revenues fell short of budget due to lower car movements. Charleston Operations revenues exceeded budget with higher revenues in Building & Dock Leases, Marina, Shipyard, RV Park, and Travel Lift.

Operating Expenses were under budget by $76,000. These savings reflect ongoing cost discipline, with some maintenance and projects deferred to manage cash flow.

Total Operating Results showed a loss of $42,000, better than budget by $80,000. Charleston Operations recorded a gain of $39,000 versus a budgeted loss, while Railroad Operations remained positive but below budget.

The General Fund Net Result for November was $1,200,000, exceeding budget by $443,000. Fiscal year-to-date (July through November 2025), the General Fund Net Result was $1,100,000, better than budget by $889,000.

For the CBRL Fund in November, Operating Income was short of budget by $149,000. Administration Income was short of budget due to lower car movements. Mechanical revenues were short of budget by $52,000 due to reduced car movements and limited funds for car repair supplies. The Net Result was a loss of $20,000, short of budget by $31,000.

Fiscal year-to-date for the CBRL Fund, the Net Result was a loss of $156,000, short of budget by $209,000. Cumulative carloads totaled 1,596, short by 449, with movements below target each month from July through November.

C. City of Coos Bay Front Street Multi Use Trail Project & the Railroad

Lanelle Comstock introduced the discussion on the City of Coos Bay's Front Street Multi-Use Trail Project and its implications for the Port-owned rail corridor along Front Street. Ms. Comstock recounted attending a Coos Bay City Council meeting with other Port staff, including Rick Adamek and Ray Dwire, and Commissioner Hamner. Ms. Comstock stated during that meeting Joe Benetti, Mayor of Coos Bay, questioned the future of the railroad on Front Street. Ms. Comstock stated that while the Swingspan Bridge remains out of service and rails-to-trails options south of town are under consideration, the status of the rail through town is uncertain. Any removal of tracks would involve a time-consuming process, including feasibility studies, community engagement, and the rail banking procedure through the Surface

Transportation Board (STB). Ms. Comstock welcomed the City to speak further on the matter, and noted that she had consulted legal counsel regarding timelines for potential rail removal if pursuing a rails-to-trails project.

The federal Surface Transportation Board (STB) process for "rail banking" is not abandonment but a way to preserve the corridor for potential future rail use while allowing interim trail development. This process requires feasibility studies, community engagement, and STB approval. Segments that have been inactive for over two years, like the area south of town, could qualify for a class exemption allowing rail salvage in as little as two months after filing. However, the Front Street section, last used six to seven months ago, would require either waiting 17 to 18 months or pursuing an individual exemption involving public comment, safety, and environmental studies, potentially taking about six months. Ms. Comstock noted that significant preparatory work, including feasibility planning, outreach, and identifying a trail sponsor such as a non-profit or agency that would assume development, management, maintenance, and liability, must occur before any STB filing. Even with expedited processes, the overall timeline would be at least a year, conservatively.

Carmen Matthews presented visuals and details of the City's 30 percent design for Phase 1 of the Front Street project, focusing on the northern portion from Cedar Avenue to Bayshore Drive. Mr. Matthews stated the City has separated the project into phased design increments to incorporate multimodal transportation infrastructure, resulting in a slight reduction in parking stalls in the focus area, while accommodating a 12-foot multi-use path on the east side of Front Street connecting to the Coos Bay Village Boardwalk and extending north. This includes a new parking lot installation. Mr. Matthews emphasized transparency and inclusion, noting the Port's significant role as a stakeholder along Front Street and downtown, and invited input from the Commission to help shape the plan.

Mr. Benetti expressed appreciation for the positive working relationship with Ms. Comstock and Port staff, highlighting past collaborations and optimism for the future. Mr. Benetti advocated for removing the rail along Front Street, describing it as a "win-win" that would improve public safety by eliminating hazards from bike and pedestrian accidents involving the tracks, avoid the high costs of ADA-compliant crossings, ongoing maintenance, and allow for approximately 14 additional parking spaces in Phase 1. Mr. Benetti suggested drafting an agreement to preserve reactivation options while enabling immediate trail progress.

Mr. Benetti stressed that the project would focus on Phase 1 only, with subsequent southern portions to be addressed later, and urged pursuing the individual exemption for a potential one-year timeline to align designs and maximize parking benefits for businesses, fostering a working waterfront.

Commissioner Hamner thanked the City of Coos Bay for attending and commended Port Staff's efforts over the past year to build relationships with the City of Coos Bay, City of North Bend, and the Coquille Tribe, noting the rail's potential impacts on all parties. Commissioner Hamner emphasized the railroad's 115-year history in the area and the need for internal, legal, and thoughtful processes.

Commissioner Hamner recounted attending the City Council meeting where maritime industry partners expressed concerns about access to their businesses, encouraging them to engage directly with the City and attend this meeting for transparency. Commissioner Hamner advocated balancing modern recreational elements like cycling and walking while celebrating industrial heritage, including long-standing businesses and museums, and urged involving maritime partners to connect the area's past and future in the project.

Mr. Benetti affirmed the process included multiple public meetings, including personal meetings with businesses. He drew comparisons to Newport's working waterfront, where parking is an issue but industry attracts visitors, and proposed side streets for truck traffic, permit parking for businesses, and additional accommodations further down. Mr. Benetti reiterated phasing to manage costs and avoid harming businesses, offering his accessibility for further discussions.

Lucinda DiNovo added that the plan stemmed from a 2017 community-led process to celebrate the area's rich history, envisioning a waterfront like Astoria's with pedestrian/bike paths alongside industry. Ms. DiNovo highlighted safe access for interpretive panels, showcasing businesses like Koontz Machine with its historical displays, and Coos Bay Ironworks, while respecting current operations where Marshfield began. Ms. DiNovo praised the improved Port transparency and collaboration, stating she hoped for a supportive letter allowing the City to proceed without extra taxpayer costs.
Commissioners expressed appreciation for the City's urgency but noted challenges with the Port's parallel processes. Commissioners discussed a motion that would allow staff to move forward with research into the rails to trails and rail banking processes, tentatively in support of the City's Front Street Project. The motion's scope should encompass the full corridor through Coos Bay and North Bend (including Tribal involvement) while excluding the Swingspan Bridge due to separate federal processes.

Troy Cribbins clarified that the City remains in the design phase and sought a consensus or non-binding direction from the Commission indicating support for rail removal in the project area. Mr. Cribbins explained that such direction would allow the City to finalize designs without incorporating expensive rail accommodations such as ADA crossings, thereby avoiding unnecessary taxpayer costs on elements likely to change later.

Commissioners reiterated support for the project but emphasized due diligence, fiscal responsibility, and avoiding liabilities, suggesting 30 days for research on federal regulations. President Stevens highlighted the Port's long history of waterfront collaboration including the boardwalk vision, the importance of engaging maritime stakeholders, and balancing recreation with industrial heritage. The Commission reached consensus to direct Staff to research the legal requirements for the rail banking process, engage stakeholders, explore trail sponsorship, and collaborate with the City, with a follow-up report at the February meeting, potentially extending to March if needed.

Upon a motion by Commissioner Hamner (second by Commissioner ViksneHill), the Board of Commissioners motioned to empower staff to proceed over the next month with researching the Port's legal obligations, the required process for rail banking through the Surface Transportation Board, and related requirements, with the understanding that the Commission supports collaboration with the City of Coos Bay and directs Staff to examine the full corridor through Coos Bay and North Bend, including involvement of the Coquille Tribe. Staff is to return at the February 19, 2026 meeting with a detailed report and recommendations. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

4. CONSENT ITEMS

A. Approval of December 18, 2025 Regular Commission Meeting Minutes
B. Approval of December Invoices

Commissioner Hamner requested that Staff include more detailed information in the minutes, especially regarding the rail discussion from the prior meeting. Commissioner Hamner stated the minutes serve as

a historical document, detailing how the Commission gathered information, deliberated on issues, analyzed data, and arrived at decisions.

Commissioner Hamner highlighted the comprehensive work done by Staff members that covered the history of traffic on the rail line, including the decline in business and the current status of the bridge. Ms. Comstock responded that staff will expand the relevant sections of the previous minutes to incorporate more of this background and detailed deliberation.

Minutes for the December 18, 2025 Regular Commission Meeting were not approved.

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

5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

President Stevens acknowledged the detail included in the Management Reports, and observed that most operations in Charleston appeared to be performing well overall.

President Stevens emphasized that public-facing items, such as the public restrooms, should receive higher priority for repairs and improvements whenever funding allows over non-public use areas. President Stevens stated that public amenities directly impact visitors and the community, making them important to address promptly. President Stevens mentioned that he had personally visited one of the facilities during the current crabbing season and had seen its condition firsthand. President Stevens expressed appreciation for staff flagging these issues in the report and encouraged continued focus on cleaning up and maintaining these public areas to enhance user experience.

6. ACTION ITEMS/REPORTS

A. FY 2024/25 Annual Financial Report

Baker Tilly has completed the annual financial report on behalf of the Oregon International Port of Coos Bay for fiscal year ending June 30, 2025.

The financial statements were presented in accordance with the financial reporting model in the Governmental Accounting Standard Board (GASB) Statement No.34.

There were no adjustments that had a material effect on the Port's reporting process. There were also no material weaknesses or reportable conditions for internal control, or any instances of non-compliance with the general-purpose financial statements.

Upon a motion by Commissioner Hamner (second by Commissioner ViksneHill), the Board of Commissioners motioned to approve the Annual Financial Report for Fiscal Year 2024/25. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

B. Hub Building Suite 250 Lease Agreement

The Oregon International Port of Coos Bay was approached by Regional Solutions who is interested in leasing space within the Hub Building, Suite 250. This suite includes 650 square feet of interior space and 117 square feet of common space, for a total square footage of 767. The lease rate will be $850.00 per month.

The initial term of the three-year commercial lease agreement will begin on February 1, 2026 and expire on January 31, 2029 with the Oregon Department of Administrative Services for the benefit of the Regional Solutions Center. The lease will include two (2) extension options of three (3) years each. The lease will incur a 3% CPI increase each year in February.

Upon a motion by Commissioner Edwards (second by Commissioner Hamner), the Board of Commissioners motioned to approve the execution of a three-year commercial lease agreement with two (2) extension options of three (3) years each with the Oregon Department of Administrative Services to lease Suite 250 in the Hub Building. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

C. 2026Res01: Declaration of Emergency –Timber Bridge Repair at MP 730.54

On December 15, 2025, Port staff were notified by the staff of Coos Bay Rail Line of an immediate need to replace nine failing caps on the bridge at MP 730.54 which was affecting the useability and safety of the bridge. After consulting with CBRL's Railroad Bridge Engineer of Record, Stantec, the bridge was taken out of service on Friday, December 19, 2025.

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 December 16, 2025, Chief Executive Officer Lanelle Comstock declared an emergency and authorized the Port to enter into a sole source contract with Scott Partney Construction to perform the necessary repairs to resolve this emergency condition. Scott Partney Construction has extensive construction knowledge of timber bridge repairs, had the supplies needed, and had the ability and work force to repair the bridge in the time frame necessary to limit the rail down time. The contracted total price of the project was $113,835.

Scott Partney Construction repaired the caps, and the bridge was placed back into service on January 2, 2026.

Upon a motion by Commissioner Roblan (second by Commissioner Edwards), the Board of Commissioners motioned to adopt resolution 2026Res01 ratifying the Declaration of Emergency for emergency cap replacement at bents #12, #27 through 30, and #33 through 36 on the timber bridge located at MP 730.54. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

D. Appointment of FY 2026/27 Budget Officer

Oregon Local Budget Law (ORS 294.305 through 294.565) governs the preparation of the Port's annual budget. Pursuant to ORS 294.331, the Port Commission is required to designate one person to serve as the Budget Officer, who shall prepare or be responsible for preparing the budget document under the

direction of the Chief Executive Officer. The Budget Officer also presents a balanced budget to the budget committee, publishes all notices required by Local Budget Law, monitors budget expenditures during the budget year and notifies the governing body of the need to make any budget changes required after adoption.

Port staff recommends Megan Richardson, the Port's Director of Finance & Accounting, to be appointed as the Budget Officer for the fiscal year 2026/27 budget process.

Upon a motion by Commissioner Roblan (second by Commissioner Edwards), the Board of Commissioners motioned to approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the fiscal year 2026/27 budget process. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

7. OTHER

A. Strategic Business Plan Public Comment Period

Ms. Comstock stated while preparing the background materials to bring the updated Strategic Business Plan to the Commission for adoption, she reviewed the adoption process from the previous plan in 2015 and noted that a two-week public comment period had been provided before final adoption. To align with past practices, and in response to community input, the Port will open a two-week public comment period starting immediately and closing on January 29, 2026. Staff will post clear submittal instructions on the Port's website and promote the opportunity through social media. All submitted comments would be collected, reviewed by staff, and compiled into a report for the Commission in February 2026. Ms. Comstock added that she planned to bring the Strategic Business Plan forward for formal adoption during the February 19, 2026 meeting after the Commission had the opportunity to review the public comments and any resulting adjustments.

B. CEO Updates

Ms. Comstock stated the City of Coos Bay, in partnership with the Port, applied for and was awarded a $100,000 grant to conduct a study on the Port's property in Eastside to determine the feasibility of developing the property for housing. The City issued an RFP and awarded AKS Engineering. AKS presented their proposed scope and schedule of their project at the Coos Bay City Council Meeting, with video of that meeting available to view on the City's website. Ms. Comstock stated that AKS will be hosting three public meetings, including one open house in early February, regarding this process.

Ms. Comstock spoke about the Connect Oregon grant opportunity, which is now open. The Port hosted a meeting to discuss the scope of the work, which was attended by Gidding's Boatworks, including the potential buyers for Gidding's Boatworks, Tarheel Aluminum, a marine contractor who was there to provide their expertise, US Army Corps of Engineers to answer permitting questions, Commissioners Stevens and Edwards, Port Staff, and Senator David Brock Smith. Ms. Comstock stated it was a collaborative meeting, with consensus to focus the grant application on the Marine Ways and repairs to the Travel Lift slip. Staff is currently working on getting engineering designs and estimates and working on the application process which is due February 27, 2026.

Ms. Comstock stated she and Brian Early continue to meet with rail customers to discuss the rail's financial matters that were talked about in the December Commission meeting, and about demurrage. There was also a meeting scheduled with Union Pacific to discuss car hire.

Ms. Comstock stated at the December Commission meeting she indicated she would develop a plan for community advisory groups. Staff have met with Rob Holmlund, Development Director of the Humboldt Bay Harbor District, who has developed comprehensive and effective plans for community advisory groups. Mr. Holmlund has shared his plans, strategies, and guiding principles, which will be used as a template for the Port's own community advisory group efforts.

Ms. Comstock also noted that in November, Mr. Holmlund presented at SWOCC in a presentation titled "Work Development in Practice: Perspectives from Humboldt Bay," which focused on Humboldt Bay's proposed Offshore Wind and Heavy Lift Marine Terminal project and the associated community engagement efforts. Ms. Comstock further stated Mr. Holmlund will be hosting another virtual meeting on the same topic on January 22, 2026, from 10:00 a.m. to 11:00 a.m. She will forward the meeting information to the Commissioners so they may attend virtually. The meeting will likely include discussion of the Pacific Coast Intermodal Port (PCIP) project and community engagement.

Ms. Comstock stated that the Port has partnered with OIMB and will be getting two interns one day a week beginning on January 29, 2026 through March 12, 2026. One intern will work as a social media and content creator and will create content and marketing pieces that educate the community on Port operations and projects, property, and tourism. The other intern will facilitate a Charleston Marina interpretive signage project where they will develop and begin the project of placing the signage throughout the Charleston Marina Complex. The intern will research and apply for grant funding for the project, determine and create content and art for the signs utilizing OIMB students, determine placement of the signs throughout the Marina, and source signage, printing, and installation services. This project was outlined in the 2013 Charleston Marina Master Plan but was never adopted. Ms. Comstock stated this is a great partnership and grant funded opportunity for the Port to move forward with.

Ms. Comstock stated the Coos Bay Estuary Management Plan is about to go through its Phase 2 update. The Port holds a position on the Coos Bay Estuary Management Plan Steering Committee with Mr. Adamek representing the Port.

Ms. Comstock stated she is involved in the beginning stages of a Coos Bay mariculture working group, where stakeholders throughout the region are getting together to bring mariculture projects to Coos Bay, and stated she will present more on that as it progresses.

8. PUBLIC COMMENT

A. **Mike Graybill** provided written testimony which is attached to the end of these minutes.

9. COMMISSION COMMENTS

Commissioner Edwards discussed the recent loss of a larger crab vessel in Charleston. On January 11, 2026, the fishing vessel Texas Lady dragged anchor and washed ashore. He acknowledged the outstanding response by Group North Bend, whose arrival time at Cape Blanco was 45 minutes in the middle of the night, describing it as amazing and noting that such quick response was essential for the

textbook rescue that followed. Commissioner Edwards detailed that the captain and his son were airlifted off the boat during heavy seas, the two dogs were also airlifted, and one crew member jumped into the water and swam ashore.

Commissioner Edwards commended the Sixes River Fire and Rescue and Port Orford Fire Department for their deployment. He expressed thoughts and prayers for the Leach family as they worked to remove the vessel from the beach and praised the community cleanup effort on Paradise Beach in Port Orford. Commissioner Edwards described how approximately 30 residents, along with state personnel, cleaned up foam and debris so effectively that it appeared as if nothing had happened. Commissioner Edwards noted that the F/V Texas Lady was a total loss.

Commissioner Roblan reported on his recent trip to Salem, where he testified before Senator Manning's committee the previous day. He stated the testimony was well received by committee members. Commissioner Roblan also highlighted that a financial statement is expected to be released in February, and expressed his willingness to share the information with interested parties and encouraged questions to be directed to any Port Commissioner. Commissioner Roblan noted he was pleased with the presentation and appreciated the opportunity to speak with familiar individuals, and stated that the testimony went well from the Port's perspective.

10. NEXT MEETING DATES

A. PCIP Commission Meeting – Tuesday, February 3, 2026, 8:00 a.m.
B. Regular Commission Meeting – Thursday, February 19, 2026, 11:00 a.m.

11. ADJOURN

President Stevens adjourned the meeting at 12:48 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; and

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

Oral testimony of Michael Graybill before the Coos Bay Port Commission

15 January 2026

Earlier this week two contractors and one member of the port commission appeared before a 5-member senate committee to provide an informational update on the Pacific Coast Intermodal Port Project (PCIP)

Correspondence before the meeting and testimony at the meeting focused on correcting what was characterized as misinformation.

Pointed testimony at the meeting accused the League of Women Voters as providing false or misleading information about the PCIP project.

Testimony made it clear that planning for the project was still preliminary and that over $100 million of additional planning work for the terminal and rail line was yet to begin.

There was one glaring inconsistency included in the port's presentation that is fundamental to the entire project: that is the design capacity of the terminal. A port slide stated that the capacity of the terminal is to be 1.2 million TEU's per year

Yet documents submitted to the US Army Corps of Engineers clearly state the capacity is to be 2 million TEU's.

That is a variance of 800,000 TEU's per year!

My first question to this commission is WHICH IS IT?

Let's get this clear so we can all evaluate this proposal from a common factual basis.

My second point relates to the estimated cost of the PCIP project.

I have previously submitted testimony to this body. I have not received a reply to this request for clarification and am looking forward to getting clarity on these questions.

At the hearing the state senator from this district told the seated sub committee members and all others present that the cost estimate of $4.36 billion as presented in recent reporting and informational forums was false, a fabrication, a lie.

I submit for your review and for the record table 32 from port documents submitted to the US Army Corps of Engineers in May 2024.

You will note that the project cost is $4.36 billion.

I would hope that the two contractors and one commission member providing information at the Senate hearing are aware of the information in Table 32

Yet they sat in silence while the representative of this district demonstrated his lack of understanding of the project's cost.

My question to the commission is: **Will the port commission provide clarifying information to our state senator and to the members of the sub committee to correct the information he is using to characterize the PCIP proposal?**

Another one of the contracts that this commission awarded was to JLA. The purpose of that contract was to gather public perspectives on the PICP proposal.

The bottom line of that contract was to move beyond promotion and move forward with objective factual information about the PCIP

I'm all for that. Let's get on with it.

Table 32 presents project costs. Interest during construction was calculated based on the design, permitting, and construction schedule presented above using the federal FY24 discount rate of 2.75%. Contingency is 25% of the sub-total of costs including design, permitting, construction, and interest during construction.

Table 32
Project Costs

Design & Permitting Year-1	$70,722,000
Design & Permitting Year-2	$30,000,000
Rail Segment 1	$274,796,000
Rail Segment 2	$1,019,922,000
Container Terminal	$1,254,025,000
Eugene Railyard	$104,489,000
Navigation Channel	$551,368,000
Sub-Total	**$3,305,322,000**
Interest During Construction	$182,731,000
Sub-Total	**$3,488,053,000**
Contingency (25%)	$872,013,000
Total Costs	**$4,360,066,000**

Note: IDC calculated at the FY24 federal discount rate of 2.75%

Total O&M costs include the incremental increase in federal O&M dredging costs of the navigation channel, container terminal operations and maintenance, including berth dredging, and increased operations and maintenance costs of the Coos Bay Rail Line. Annualized total O&M costs calculated at the FY24 federal discount rate (2.75%) are $114,892,700.

Benefit-to-cost ratios are presented in Table 33. These ratios range from 6.0, when all appropriate benefits are considered, down to 1.1, when only vessel operating costs are considered. All benefit-to-cost comparisons are calculated on an average annual equivalent basis.

Oregon's Seaport… Port of Coos Bay
OREGON INTERNATIONAL
Port of Coos Bay

M E M O R A N D U M

To: Port of Coos Bay Board of Commissioners

From: Mary Green, Accounting Supervisor

Date: February 12, 2026

Subject: Invoices Paid for Commission Approval through January 2026

A/P checks issued per NetSuite financial system		402,093.58
Payroll disbursement per Umpqua Bank statement		111,269.71
Misc electronic disbursements per Umpqua Bank statement		484,852.97
Total Disbursements	**$**	**998,216.26**

OREGON INTERNATIONAL
Port of Coos Bay

M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Megan Richardson, Director of Finance and Accounting

DATE: February 12, 2026

SUBJECT: January 2026 Contracts Awarded

The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer for the fiscal year to date. All solicitations comply with the requirements of the Port's Local Public Contracting Rules.

The following projects are included in the appropriate fiscal year budget:

Contract	Description	Cost
JLA Public Involvement	Change Order 1: PCIP Task Order 1 – Community Engagement	$17,900.00
HME Construction	2025 Point Adams Clamshell Dredging	$384,000.00
HR Answers	Fact Finding Investigation	$9,400.00
HR Answers	Change Order 1: Fact Finding Investigation	$1,645.00
Scott Partney	Emergency Repairs – Timber Bridge MP 730.54	$113,835.00
	Total Contracts Awarded	**$526,780.00**

Management Reports

OREGON INTERNATIONAL Port of Coos Bay

M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Lanelle Comstock, Chief Executive Officer

DATE: February 12, 2026

SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- President's Day (offices closed): Monday, February 16
- February Regular Port Commission Meeting: Thursday, February 19, 11:00 am
- Harbor Safety Committee Meeting*: Thursday, February 26, 1:00 pm
- March PCIP Commission Meeting: Tuesday, March 3, 8:00 am
- Coos Watershed Association Annual Meeting*: Wednesday, March 18, 5:30 pm
- March Regular Port Commission Meeting: Thursday, March 19, 11:00 am

**Non-Port, but Port affiliated, meetings*

ADMINISTRATION

OIMB Internships: The Port has partnered with the Oregon Institute of Marine Biology (OIMB) to host two interns during the OIMB winter term. OIMB's Winter Term "People and the Coast" includes an internship component where students partner with local organizations to learn more about our community and the south coast. The interns will work with the Port every Thursday, from January 29 through March 12. One intern is focusing on Social Media and Communications (content development, photography, planning, creative support, etc.), and the other is focusing on Grant Research and Planning (research grant opportunities, organize findings, develop a grant calendar, etc.). Welcome Grace and Gabriella!

CBEMP: The Coos Bay Estuary Management Plan (CBEMP) is beginning its Phase II update. Rick Adamek, the Port's Director of Asset Management, is representing the Port on the CBEMP Steering Committee as the Vice Chair of the Committee and has attended multiple meetings in the last few weeks to discuss committee governance and Phase 2 scoping considerations.

Coos Watershed Association Update: I represent the Port of Coos Bay on the Coos Watershed Association's (CoosWA) Board of Directors. At the January Meeting, CoosWA staff reviewed their (very impressive) completed projects of 2025 and their planned project of 2026, and the Board approved the budget for the 2026 calendar year. The CoosWA annual meeting is scheduled for March 18, from 6 to 8 pm at the Egyptian theater in which the public is welcome and encouraged to attend. I will be inviting Haley Lutz, Executive Director of the CoosWA, to present a CoosWA update to the Port Commission in the upcoming months.

Statement of Economic Interest Reminder: The Port of Coos Bay Commissioners are required to file an Annual Verified Statement of Economic Interest with the Oregon Government Ethics Commission by April 15 of each year. Please be prepared to receive a notice from the Oregon Government Ethics Commission and to complete the form by April 15.

Connect Oregon Grant: Port Staff issued a written testimony to the Joint Committee on Ways and Means last week, requesting the Oregon Legislature to preserve the Connect Oregon grant funds for projects such as much needed port improvements throughout the state. The Connect Oregon funds are in jeopardy due to the Oregon Department of Transportation budget shortfall. Regardless, the Port continues to proceed with the Connect Oregon grant application process for rehabilitation of the Marine Ways.

Flood Hazard Planning Workshop: Port Staff attended a Flood Hazard Planning Workshop on February 3, hosted by the Coos Bay Partnership for Coastal Watersheds. The intent of the workshop was for the attendees to learn about flood modeling results of Coos Bay, North Bend and the surrounding areas, and to contribute possible logistical and practical flood reduction strategies to consider implementing in the coming years. This was a well-attended event.

CCURA Transpacific Parkway Improvement Project: With approval from the Coos County Urban Renewal Agency, Coos County solicited a Request for Proposals from engineers interested in providing professional services for the Transpacific Parkway Improvement Project. Three proposals were received. Port Staff participated in review and scoring of the proposals. A Notice of Intent to Award named David Evans and Associates as the high scorer of the proposals received.

Budget Planning: We have begun the Port and CBRL budget planning process for the 2026/27 fiscal year budget, which includes drafting goals to increase revenues and decrease expenses for the upcoming budget and beyond. Again, this year's focus will be on sustainability and the Port and CBRL's need to maintain its operations and facilities with limited cash flow.

OREGON INTERNATIONAL Port of Coos Bay

M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Megan Richardson, Director of Finance

DATE: February 12, 2026

SUBJECT: Accounting and Finance Management Report

We hereby present December and December Year-to-Date (6 months) financial results for the Port.

Operating Revenue:
Total Operating Income totaled $246K, which was approximately $10K less than budgeted. Revenues exceeded budget in the Admin and Charleston departments. Admin exceeded budget this month by filling vacant space within the Hub Building. Charleston Ops exceeded their revenue budget in shipyard services including travel lifts, and RV Park space rents. Rail Ops revenues continue to fall short due to lower car movements and less surcharges billed due to cars not crossing the North Bend Swing Span Bridge. CBRL had budgeted car movements to be an average of 409 car movements per month, and they moved 283 cars this month.

Operating Expense:
Operating Expenses totaled $419K, which was $41K under budget for the period. Admin and Charleston underspent their budget this month, while Port Ops and Rail Ops were overspent. The overspending in Port Ops was for the replacement of the sanitary pump at Terminal One. The overspending in the Rail Ops department was for the broker fee for the sale of the 45G tax credits. The overages for both departments are over for the period, but are still within budget year-to-date.

Operating Result:
The Port ended December with a net loss of $173K against a planned net loss of $205K, which was better than planned at $32K. Admin and Charleston Ops had a better operating result than budgeted. The unfavorable result in Port Ops and Rail Ops is due to lower revenues and greater expenses.

Other Income & Expense:
Other Income totaled $427K, which is greater than planned by $63K. The increase is due to the timing of property taxes and higher than anticipated 45G Tax Credit. Other expenses totaled $23K, which is $1K underspent for the month.

Net Result & Year to Date:
December had a net gain of $231K compared to a budgeted net gain of $135K resulting in a positive variance of $97K. Year to date the total net gain is $1.3 Million, with a projected net gain of $973K.

Other Comments:

January Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted	
			State Dredge Funds	IFA Channel Mod
$7,241,288.04	$2,121,673.62	$5,119,614.42	$344,832.10	$4,774,782.32

The total cash balances in all bank accounts for January month end were $7,241,288.04 which is an increase from December of $4,570,537.67. The increase in cash this month is restricted funds received from the State for Channel/PCIP project and Dredge Fund. Restricted funds are detailed in the table above. Total interest earnings totaled $14,562.68 with $2,383.88 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate decreased to 4.16% pa. This is a drop of 0.44% from the start of the fiscal year.

Financial Report - Actual vs. Budget - General Fund

For Period Ending Dec 2025

	Current Period				Same Month Last Year			Year to Date							Year End		
	Dec 2025				Dec 2024			Jul 2025 - Dec 2025				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	$ Diff	% Diff	Actual	$ Diff	% Diff	Actual	Budget	$ Diff	% Diff	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
Administration	18,016	17,312	704	4%	12,248	5,768	47%	99,558	103,871	(4,313)	(4%)	73,269	26,289	36%	203,429	207,742	(2%)
Port Operations	22,012	25,568	(3,556)	(14%)	24,435	(2,423)	(10%)	154,769	153,407	1,362	1%	139,232	15,537	11%	308,176	306,815	0%
Railroad Operations	28,684	58,904	(30,219)	(51%)	41,414	(12,729)	(31%)	220,251	353,422	(133,171)	(38%)	425,477	(205,226)	(48%)	573,673	706,844	(19%)
Charleston Operations																	
Building & Dock Leases	20,644	20,036	609	3%	19,743	901	5%	126,165	120,213	5,952	5%	123,215	2,950	2%	246,379	240,427	2%
Property Agreements	0	400	(400)	(100%)	0	0	-	0	2,400	(2,400)	(100%)	0	0	-	2,400	4,800	(50%)
Marina	91,158	103,320	(12,162)	(12%)	90,558	600	1%	684,851	594,796	90,055	15%	656,675	28,176	4%	1,309,219	1,219,164	7%
Shipyard	37,193	24,966	12,226	49%	26,709	10,484	39%	198,810	169,940	28,870	17%	179,468	19,342	11%	370,990	342,120	8%
RV Park	21,223	13,466	7,757	58%	13,358	7,865	59%	261,840	228,584	33,256	15%	230,891	30,949	13%	381,842	348,586	10%
Ice Plant	4,301	4,903	(602)	(12%)	4,600	(299)	(7%)	212,689	166,685	46,004	28%	248,556	(35,867)	(14%)	311,004	265,000	17%
Travel Lift	1,595	1,541	54	3%	1,549	46	3%	31,558	31,378	180	1%	30,961	596	2%	61,826	61,647	0%
Other	1,196	(14,864)	16,059	(108%)	1,548	(352)	(23%)	8,607	819	7,788	951%	(24,486)	33,093	(135%)	9,425	1,637	476%
Total Charleston Operations	177,309	153,768	23,541	15%	158,063	19,246	12%	1,524,520	1,314,815	209,705	16%	1,445,280	79,240	5%	2,693,085	2,483,380	8%
Total Operating Income	**246,022**	**255,551**	**(9,530)**	**(4%)**	**236,160**	**9,861**	**4%**	**1,999,098**	**1,925,515**	**73,583**	**4%**	**2,083,259**	**(84,161)**	**(4%)**	**3,778,364**	**3,704,781**	**2%**
Operating Expenses																	
Administration	147,630	167,041	19,411	12%	133,945	(13,685)	(10%)	753,104	862,373	109,269	13%	957,941	204,837	21%	3,016,522	3,125,791	3%
External Affairs	0	0	0	-	32,077	32,077	100%	0	0	0	-	169,475	169,475	(100%)	0	0	-
Port Operations	30,848	27,455	(3,394)	(12%)	10,428	(20,421)	(196%)	132,046	136,048	4,003	3%	186,035	53,990	(29%)	269,781	273,784	(1%)
Railroad Operations	47,574	44,643	(2,931)	(7%)	156,237	108,663	70%	195,013	267,855	72,842	27%	583,199	388,186	(67%)	462,868	535,710	(14%)
Charleston Operations	193,267	221,320	28,053	13%	196,924	3,656	2%	1,289,288	1,523,014	233,726	15%	1,070,872	(218,416)	20%	2,544,980	2,778,706	(8%)
Total Expenses	**419,320**	**460,458**	**41,138**	**9%**	**529,609**	110,290	**21%**	**2,369,451**	**2,789,291**	**419,839**	**15%**	**2,967,523**	**598,072**	**20%**	**6,294,151**	**6,713,990**	**6%**
Operating Results																	
Administration	(129,614)	(149,729)	20,115	(13%)	(121,697)	(7,917)	7%	(653,546)	(758,502)	104,956	(14%)	(884,672)	231,126	(26%)	(2,813,092)	(2,918,048)	(4%)
External Affairs	0	0	0	-	(32,077)	32,077	(100%)	0	0	0	-	(169,475)	169,475	(100%)	0	0	-
Port Operations	(8,836)	(1,887)	(6,949)	368%	14,008	(22,844)	(163%)	22,723	17,359	5,364	31%	(46,803)	69,526	(149%)	38,395	33,031	16%
Railroad Operations	(18,889)	14,261	(33,151)	(232%)	(114,823)	95,934	(84%)	25,237	85,567	(60,330)	(71%)	(157,722)	182,960	(116%)	110,805	171,134	(35%)
Charleston Operations	(15,958)	(67,552)	51,594	(76%)	(38,860)	22,902	(59%)	235,232	(208,200)	443,431	(213%)	374,408	(139,176)	(37%)	148,105	(295,326)	(150%)
Totals Operating Results	**(173,298)**	**(204,907)**	**31,609**	**(15%)**	**(293,449)**	**120,151**	**(41%)**	**(370,354)**	**(863,775)**	**493,422**	**(57%)**	**(884,265)**	**513,911**	**(58%)**	**(2,515,787)**	**(3,009,209)**	**(16%)**
Tax Collected	411,746	347,143	64,603	19%	346,719	65,027	19%	2,395,108	2,298,922	96,186	4%	2,296,786	98,322	4%	2,566,718	2,470,532	4%
Financial Income	11,263	8,624	2,639	31%	11,807	(544)	(5%)	52,949	51,744	1,206	2%	52,241	708	1%	104,693	103,487	1%
Grant Income	0	7,292	(7,292)	(100%)	0	0	-	43,203	43,750	(547)	(1%)	0	43,203	-	536,953	537,500	(0%)
Loan Receipts	0	0	0	-	0	0	-	213,380	0	213,380	-	0	213,380	-	213,380	0	-
Other Income	3,924	1,083	2,840	262%	31,958	(28,034)	(88%)	18,015	6,500	11,515	177%	537,468	(519,453)	(97%)	1,493,605	1,482,090	1%
Total Other Income	**426,933**	**364,142**	**62,791**	**17%**	**390,484**	**36,449**	**9%**	**2,722,655**	**2,400,916**	**321,740**	**13%**	**2,886,495**	**(163,840)**	**(6%)**	**4,915,349**	**4,593,609**	**7%**
Financial Expenses & Taxes	2,503	4,100	1,597	(39%)	4,225	1,722	(41%)	42,780	51,420	8,640	(17%)	57,872	15,092	(26%)	63,360	72,000	12%
Debt Service	20,251	13,662	(6,588)	48%	18,491	(1,759)	10%	1,006,618	1,118,438	111,821	(10%)	968,968	(37,650)	4%	1,325,579	1,437,400	8%
Capital Outlays	0	6,250	6,250	(100%)	0	0	-	0	37,500	37,500	(100%)	167,811	167,811	(100%)	37,500	75,000	50%
Total Other Expenses	**22,754**	**24,012**	**1,258**	**(5%)**	**22,717**	**(37)**	**0%**	**1,049,398**	**1,207,358**	**157,961**	**(13%)**	**1,194,650**	**145,253**	**(12%)**	**1,426,439**	**1,584,400**	**(10%)**
Net Result	**230,881**	**135,223**	**95,659**	**(71%)**	**74,318**	**156,563**	**211%**	**1,302,904**	**329,782**	**973,122**	**(295%)**	**807,581**	**495,324**	**(61%)**	**973,122**	**0**	-

Financial Report - Actual vs. Budget
For Period Ending Dec 2025
amounts in $US dollars

Fund: General Fund **Department: Administration** **Location: All** **Budget: Adopted**

Oregon's Seaport... Port of Coos Bay
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Administration	Current Period				Same Month Last Year			Year to Date							Year End		
	Dec 2025				Dec 2024			Jul 2025 - Dec 2025				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	$ Diff	% Diff	Actual	$ Diff	% Diff	Actual	Budget	$ Diff	% Diff	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	16,709	15,995	714	4%	10,998	5,711	52%	92,023	95,971	(3,949)	-4%	65,749	26,273	40%	187,994	191,942	-2%
4180 Merchandise	8	0	8	-	0	8	-	8	0	8	-	0	8	-	8	0	-
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	7,325	7,500	(175)	-2%	7,500	(175)	-2%	14,825	15,000	-1%
4290 Other	49	67	(18)	-27%	0	49	-	203	400	(198)	-49%	20	183	913%	602	800	-25%
Total Operating Income	**18,016**	**17,312**	**704**	**4%**	**12,248**	**5,768**	**47%**	**99,558**	**103,871**	**(4,313)**	**-4%**	**73,269**	**26,289**	**36%**	**203,429**	**207,742**	**-2%**
Expenses																	
Personnel Services																	
5005 Salaries	68,005	70,646	2,641	4%	63,704	(4,301)	-7%	299,546	305,825	6,279	2%	406,321	106,775	26%	605,371	611,650	1%
Total Compensation	**68,005**	**70,646**	**2,641**	**4%**	**63,704**	**(4,301)**	**-7%**	**299,546**	**305,825**	**6,279**	**2%**	**406,321**	**106,775**	**26%**	**605,371**	**611,650**	**1%**
5100 Federal Payroll taxes	3,990	5,263	1,272	24%	4,762	772	16%	21,325	22,782	1,456	6%	22,549	1,223	5%	44,107	45,564	3%
5105 State Payroll taxes	0	281	281	100%	(832)	(832)	100%	0	1,215	1,215	100%	0	0	-	1,215	2,431	50%
5110 Unemployment Insurance	272	554	282	51%	1,491	1,218	82%	1,979	2,398	419	17%	3,786	1,807	48%	4,377	4,796	9%
5115 Workers compensation	97	490	394	80%	91	(5)	-6%	(4,010)	2,122	6,132	289%	543	4,553	839%	(1,889)	4,244	145%
Total Payroll Taxes	**4,359**	**6,587**	**2,228**	**34%**	**5,512**	**1,154**	**21%**	**19,294**	**28,517**	**9,223**	**32%**	**26,878**	**7,583**	**28%**	**47,811**	**57,034**	**16%**
5200 Medical insurance	4,006	6,182	2,175	35%	5,426	1,420	26%	25,821	37,090	11,269	30%	35,199	9,378	27%	62,911	74,180	15%
5205 Dental insurance	655	740	86	12%	701	46	7%	4,102	4,443	340	8%	4,563	461	10%	8,545	8,885	4%
5215 Term life insurance	75	88	13	14%	63	(13)	-20%	450	525	75	14%	392	(58)	-15%	975	1,050	7%
5220 Long Term Disability insurance	0	0	0	-	241	241	100%	0	0	0	-	1,402	1,402	100%	0	0	-
5225 PERS Employer Contributions	15,885	17,019	1,134	7%	8,937	(6,948)	-78%	67,222	73,673	6,451	9%	53,278	(13,944)	-26%	140,895	147,346	4%
5230 PERS Employee Contributions	3,956	4,239	282	7%	2,425	(1,531)	-63%	16,743	18,349	1,607	9%	14,458	(2,285)	-16%	35,092	36,699	4%
5295 Allocations	(2,290)	(2,700)	(410)	15%	0	2,290	-	(26,129)	(11,687)	14,443	-124%	0	26,129	-	(37,816)	(23,373)	-62%
Total Insured Benefits	**22,288**	**25,567**	**3,279**	**13%**	**17,793**	**(4,495)**	**-25%**	**88,209**	**122,394**	**34,185**	**28%**	**109,291**	**21,083**	**19%**	**210,603**	**244,788**	**14%**
Total Personnel Services	**94,652**	**102,800**	**8,149**	**8%**	**87,009**	**(7,642)**	**-9%**	**407,049**	**456,736**	**49,687**	**11%**	**542,490**	**135,441**	**25%**	**863,785**	**913,472**	**5%**
Goods & Services																	
6005 Seminars & training	200	679	479	71%	34	(166)	-491%	1,519	4,075	2,556	63%	695	(824)	-119%	5,594	8,150	31%
Total Staff Training	**200**	**679**	**479**	**71%**	**34**	**(166)**	**-491%**	**1,519**	**4,075**	**2,556**	**63%**	**695**	**(824)**	**-119%**	**5,594**	**8,150**	**31%**
6020 Travel - airfare	0	83	83	100%	0	0	-	1,846	500	(1,346)	-269%	0	(1,846)	-	2,346	1,000	-135%
6025 Travel - lodging & transportation	0	158	158	100%	0	0	-	2,468	950	(1,518)	-160%	163	(2,305)	-1413%	3,418	1,900	-80%
6030 Travel - Per Diem & mileage reimbursement	0	83	83	100%	0	0	-	0	500	500	100%	269	269	100%	500	1,000	50%
6035 Meals & Entertainment	0	104	104	100%	0	0	-	96	625	529	85%	296	200	68%	721	1,250	42%
Total Travel & Entertainment	**0**	**429**	**429**	**100%**	**0**	**0**	**-**	**4,411**	**2,575**	**(1,836)**	**-71%**	**729**	**(3,682)**	**-505%**	**6,986**	**5,150**	**-36%**
6050 Office supplies	644	333	(311)	-93%	924	280	30%	1,357	2,000	643	32%	2,193	836	38%	3,357	4,000	16%
6055 Kitchen supplies	120	21	(99)	-476%	30	(90)	-300%	120	125	5	4%	855	736	86%	245	250	2%
6060 IT supplies	0	833	833	100%	28	28	100%	0	5,000	5,000	100%	269	269	100%	5,000	10,000	50%
6070 Postage & courier services	0	292	292	100%	400	400	100%	1,209	1,750	541	31%	1,610	401	25%	2,959	3,500	15%
6075 Memberships & dues	2,224	1,752	(472)	-27%	0	(2,224)	-	13,842	10,512	(3,330)	-32%	0	(13,842)	-	24,354	21,024	-16%
6077 Subscriptions	0	18	18	100%	0	0	-	100	110	10	9%	0	(100)	-	210	219	4%
6085 Office equipment lease	462	154	(308)	-200%	462	0	0%	923	923	0	0%	923	0	0%	1,846	1,846	0%
6087 Office equipment repairs & maintenance	221	250	29	12%	551	329	60%	827	1,500	673	45%	1,065	238	22%	2,327	3,000	22%
6090 IT SW subscriptions & licenses	12,504	12,428	(76)	-1%	16,349	3,845	24%	76,927	74,566	(2,361)	-3%	88,802	11,875	13%	151,492	149,132	-2%
6095 Commission expenses	198	303	105	35%	265	67	25%	1,205	1,820	615	34%	1,749	543	31%	3,025	3,640	17%
Total Office Expense	**16,372**	**16,384**	**12**	**0%**	**19,008**	**2,636**	**14%**	**96,511**	**98,306**	**1,795**	**2%**	**97,467**	**957**	**1%**	**194,816**	**196,611**	**1%**
6100 Telephone - landline	375	375	(0)	0%	417	42	10%	2,279	2,250	(29)	-1%	2,680	400	15%	4,529	4,500	-1%
6105 Telephone - mobile	198	228	30	13%	424	226	53%	1,171	1,370	199	15%	2,483	1,312	53%	2,541	2,740	7%
6110 Internet services	292	308	16	5%	292	0	0%	1,753	1,850	97	5%	2,230	476	21%	3,603	3,700	3%
6130 Electricity	998	1,841	843	46%	1,548	550	36%	4,994	6,835	1,842	27%	5,746	753	13%	14,166	16,008	12%
6135 Water/Sewer	257	231	(26)	-11%	220	(37)	-17%	1,527	1,428	(99)	-7%	1,353	(174)	-13%	3,099	3,000	-3%
6140 Garbage/Sanitation Collection	331	333	2	1%	321	(10)	-3%	1,946	2,000	54	3%	1,932	(14)	-1%	3,946	4,000	1%
Total Utilities	**2,451**	**3,317**	**866**	**26%**	**3,223**	**771**	**24%**	**13,670**	**15,733**	**2,063**	**13%**	**16,424**	**2,754**	**17%**	**31,885**	**33,948**	**6%**
6205 Janitorial services	904	917	13	1%	882	(22)	-2%	5,424	5,500	76	1%	5,292	(132)	-3%	10,924	11,000	1%
6215 Payroll services	643	1,831	1,188	65%	1,690	1,047	62%	3,111	4,721	1,610	34%	4,358	1,247	29%	6,600	8,210	20%
6245 Legal advertising	0	125	125	100%	0	0	-	(269)	750	1,019	136%	78	346	446%	481	1,500	68%
6250 Legal services	2,780	8,333	5,554	67%	12,489	9,710	78%	14,043	50,000	35,957	72%	54,395	40,353	74%	64,043	100,000	36%
6255 Auditing	6,330	12,500	6,170	49%	6,750	420	6%	50,430	50,000	(430)	-1%	49,380	(1,050)	-2%	75,430	75,000	-1%

Financial Report - Actual vs. Budget
For Period Ending Dec 2025
amounts in $US dollars

Fund: General Fund **Department: Administration** **Location: All** **Budget: Adopted**

Oregon's Seaport... Port of Coos Bay
OREGON INTERNATIONAL Port of Coos Bay

Administration		Current Period Dec 2025 Actual	Budget	$ Diff	% Diff	Same Month Last Year Dec 2024 Actual	$ Diff	% Diff	Year to Date Jul 2025 - Dec 2025 Actual	Budget	$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	$ Diff	% Diff	Year End Jul 2025 - Jun 2026 Projected	Budget	% Diff
6260	Consulting services	4,656	858	(3,798)	-443%	0	(4,656)	-	61,583	60,773	(810)	-1%	161,076	99,493	62%	66,730	65,920	-1%
6290	Commercial insurance	4,546	3,277	(1,269)	-39%	2,769	(1,777)	-64%	27,274	19,660	(7,614)	-39%	16,611	(10,663)	-64%	46,935	39,320	-19%
	Total Professional Services	**19,858**	**27,840**	**7,982**	**29%**	**24,580**	**4,722**	**19%**	**161,596**	**191,403**	**29,807**	**16%**	**291,190**	**129,594**	**45%**	**271,143**	**300,950**	**10%**
6315	Advertising	0	83	83	100%	0	0	-	17	500	483	97%	0	(17)	-	517	1,000	48%
6340	Legislative support	13,688	14,108	420	3%	0	(13,688)	-	65,784	84,650	18,866	22%	0	(65,784)	-	150,434	169,300	11%
6345	Community affairs	300	208	(92)	-44%	0	(300)	-	300	1,250	950	76%	0	(300)	-	1,550	2,500	38%
6351	Awards & Recognitions	0	62	62	100%	0	0	-	0	370	370	100%	3,713	3,713	100%	370	740	50%
	Total Marketing Expense	**13,988**	**14,462**	**474**	**3%**	**0**	**(13,988)**	-	**66,101**	**86,770**	**20,669**	**24%**	**3,713**	**(62,388)**	**-1680%**	**152,871**	**173,540**	**12%**
6400	Small equipment & tools	0	25	25	100%	0	0	-	0	150	150	100%	63	63	100%	150	300	50%
6405	Safety/hazardous materials	0	21	21	100%	0	0	-	0	125	125	100%	45	45	100%	125	250	50%
6420	Janitorial supplies	64	125	61	49%	0	(64)	-	545	750	205	27%	429	(116)	-27%	1,295	1,500	14%
6425	Operational supplies	0	42	42	100%	22	22	100%	147	250	103	41%	363	217	60%	397	500	21%
6455	Fuel - Diesel	0	0	0	-	0	0	-	129	0	(129)	-	0	(129)	-	129	0	-
	Total Operational Expense	**64**	**212**	**149**	**70%**	**22**	**(42)**	**-191%**	**821**	**1,275**	**454**	**36%**	**900**	**80**	**9%**	**2,096**	**2,550**	**18%**
6505	Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	17	17	100%	0	0	-
6510	Repairs & maintenance buildings	40	892	852	96%	40	0	0%	1,390	5,350	3,960	74%	4,077	2,687	66%	6,740	10,700	37%
6580	Permits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	200	200	0%
	Total Repair and Maintenance	**45**	**917**	**872**	**95%**	**69**	**24**	**35%**	**1,427**	**5,500**	**4,073**	**74%**	**4,334**	**2,906**	**67%**	**7,127**	**11,200**	**36%**
6599	Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,480,220	1,480,220	0%
Total Goods & Services		**52,979**	**64,241**	**11,262**	**18%**	**46,935**	**(6,043)**	**-13%**	**346,055**	**405,637**	**59,582**	**15%**	**415,451**	**69,396**	**17%**	**2,152,737**	**2,212,319**	3%
Total Expenses		147,630	167,041	**19,411**	**12%**	133,945	(13,685)	-10%	753,104	862,373	109,269	13%	957,941	204,837	21%	3,016,522	3,125,791	3%
Operating Results		(129,614)	(149,729)	**20,115**	**-13%**	(121,697)	(7,917)	7%	(653,546)	(758,502)	104,956	-14%	(884,672)	231,126	-26%	(2,813,092)	(2,918,048.38)	-4%
Other Income & Expenses																		
Other Income																		
4405	Property Taxes - Current Year	63,056	14,543	48,513	334%	14,662	48,394	330%	2,001,736	1,925,872	75,864	4%	1,919,680	82,057	4%	2,153,396	2,077,532	4%
4410	Property Taxes - Prior Years	1,265	600	665	111%	715	550	77%	35,077	30,050	5,027	17%	35,198	(121)	0%	55,027	50,000	10%
4470	Property Taxes - Sublet Facilities	0	0	0	-	(947)	947	-100%	10,455	11,000	(545)	-5%	9,022	1,432	16%	10,455	11,000	-5%
4505	Interest - Bank	3,889	1,250	2,639	211%	4,433	(544)	-12%	8,706	7,500	1,206	16%	7,998	708	9%	16,206	15,000	8%
4506	Interest - Southport Note	1,120	1,120	0	0%	1,305	(185)	-14%	6,955	6,955	0	0%	8,056	(1,101)	-14%	13,347	13,347	0%
4515	Principal Repayment - Southport Note	6,254	6,254	0	0%	6,069	185	3%	37,288	37,288	0	0%	36,188	1,101	3%	75,140	75,140	0%
4605	Grants Received - ODOT Lottery	0	0	0	-	0	0	-	5,000	0	5,000	-	0	5,000	-	5,000	0	-
4695	Grants Received - Other	0	4,167	(4,167)	-100%	0	0	-	27,853	25,000	2,853	11%	0	27,853	-	52,853	50,000	6%
4905	Other	0	0	0	-	0	0	-	105	0	105	-	1,133	(1,028)	-91%	105	0	-
	Total Other Income	**75,585**	**27,933**	**47,652**	**171%**	**26,237**	**49,348**	**188%**	**2,133,175**	**2,043,666**	**89,509**	**4%**	**2,017,274**	**115,901**	**6%**	**2,381,529**	**2,292,019**	**4%**
Other Expenses																		
Taxes & Misc Expenses																		
6720	Property Tax - Sublet Facilities	0	0	0	-	0	0	-	10,455	11,000	545	5%	9,970	(485)	-5%	10,455	11,000	5%
6740	Merchant fees	0	0	0	-	0	0	-	15	0	(15)	-	0	(15)	-	15	0	-
6745	Banking fees	263	333	70	21%	334	71	21%	1,773	2,000	227	11%	1,610	(163)	-10%	3,773	4,000	6%
	Total Taxes & Misc Expenses	**263**	**333**	**70**	**21%**	**334**	**71**	**21%**	**12,243**	**13,000**	**757**	**6%**	**11,579**	**(663)**	**-6%**	**14,243**	**15,000**	**5%**
Debt Services & Capital Expense																		
7005	Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	125,000	125,000	0%
7010	Interest payment	0	0	0	-	0	0	-	31,842	31,843	0	0%	33,264	1,422	4%	63,685	63,685	0%
8010	CIP Buildings	0	2,083	2,083	100%	0	0	-	0	12,500	12,500	100%	0	0	-	12,500	25,000	50%
	Total Debt Services & Capital Expenses	**0**	**2,083**	**2,083**	**100%**	**0**	**0**	-	**31,842**	**44,342**	**12,500**	**28%**	**33,264**	**1,422**	**4%**	**201,185**	**213,685**	**6%**
Total Other Expenses		**263**	**2,417**	**2,154**	**89%**	**334**	**71**	**21%**	**44,085**	**57,342**	**13,258**	**23%**	**44,843**	**759**	**2%**	**215,427**	**228,685**	**6%**
Net Other Income		**75,322**	**25,517**	**49,805**	**195%**	**25,903**	**49,419**	**191%**	**2,089,090**	**1,986,323**	**102,767**	**5%**	**1,972,431**	**116,659**	**6%**	**2,166,101**	**2,063,334**	**5%**
Net Result		**(54,292)**	**(124,213)**	**69,920**	**-56%**	**(95,794)**	**41,502**	**-43%**	**1,435,544**	**1,227,822**	**207,723**	**17%**	**1,087,759**	**347,785**	**32%**	**(646,991)**	**(854,714)**	**-24%**

Financial Report - Actual vs. Budget
For Period Ending Dec 2025
amounts in $US dollars

Fund: General Fund **Department: Charleston Ops** **Location: All** **Budget: Adopted**

Oregon's Seaport... Port of Coos Bay
OREGON INTERNATIONAL Port of Coos Bay

Charleston Ops	Current Period				Same Month Last Year			Year to Date							Year End		
	Dec 2025				Dec 2024			Jul 2025 - Dec 2025				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	$ Diff	% Diff	Actual	$ Diff	% Diff	Actual	Budget	$ Diff	% Diff	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	20,644	20,036	609	3%	19,743	901	5%	126,165	120,213	5,952	5%	123,215	2,950	2%	246,379	240,427	2%
4010 Property Agreements	0	400	(400)	-100%	0	0	-	0	2,400	(2,400)	-100%	0	0	-	2,400	4,800	-50%
4100 Annual Moorage	11,929	31,262	(19,333)	-62%	15,185	(3,256)	-21%	185,020	174,580	10,440	6%	196,746	(11,726)	-6%	416,440	406,000	3%
4105 Semi-Annual Moorage	24,875	12,719	12,156	96%	17,265	7,610	44%	113,753	70,357	43,396	62%	108,710	5,043	5%	204,396	161,000	27%
4110 Monthly Moorage	15,595	20,091	(4,496)	-22%	16,500	(905)	-5%	80,463	102,265	(21,802)	-21%	83,992	(3,529)	-4%	159,198	181,000	-12%
4115 Transient Moorage	8,806	11,049	(2,243)	-20%	14,811	(6,005)	-41%	88,699	70,358	18,341	26%	94,186	(5,486)	-6%	145,341	127,000	14%
4118 Work Dock	8,363	2,925	5,438	186%	3,139	5,223	166%	49,474	31,330	18,144	58%	33,523	15,951	48%	83,144	65,000	28%
4120 Metered Utilities	75	187	(112)	-60%	40	35	87%	618	2,179	(1,561)	-72%	465	152	33%	3,239	4,800	-33%
4125 Launch Ramp	5,145	4,135	1,010	24%	4,050	1,095	27%	36,925	33,474	3,451	10%	32,926	4,000	12%	60,091	56,640	6%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	100	(100)	-100%	0	0	-	100	200	-50%
4135 Storage Yard	7,589	5,076	2,513	50%	5,235	2,354	45%	34,803	25,218	9,585	38%	26,055	8,748	34%	63,585	54,000	18%
4140 Storage Unit	20,309	20,056	253	1%	19,382	927	5%	120,718	122,271	(1,552)	-1%	117,593	3,126	3%	240,090	241,642	-1%
4145 Long Term Boat Storage	9,326	11,900	(2,574)	-22%	11,296	(1,970)	-17%	55,409	73,640	(18,231)	-25%	70,226	(14,818)	-21%	121,769	140,000	-13%
4150 Short Term Boat Storage	9,104	4,745	4,359	92%	6,008	3,096	52%	43,890	29,965	13,925	46%	37,949	5,941	16%	78,925	65,000	21%
4155 Boat Wash	0	17	(17)	-100%	0	0	-	0	100	(100)	-100%	90	(90)	-100%	100	200	-50%
4165 Space Rents	19,589	11,832	7,757	66%	11,791	7,798	66%	252,129	222,443	29,685	13%	224,980	27,149	12%	367,745	338,060	9%
4173 Laundry	451	179	271	151%	237	214	90%	3,897	1,578	2,319	147%	2,080	1,818	87%	4,919	2,600	89%
4175 Propane	1,495	1,274	221	17%	1,210	286	24%	4,284	3,482	802	23%	3,308	976	30%	6,567	5,765	14%
4180 Merchandise	0	8	(8)	-100%	0	0	-	10	50	(40)	-80%	21	(11)	-52%	60	100	-40%
4190 Ice	4,301	4,903	(602)	-12%	4,600	(299)	-7%	212,729	166,685	46,044	28%	248,556	(35,828)	-14%	311,044	265,000	17%
4200 Boat Lifts	1,595	1,541	54	3%	1,549	46	3%	31,438	31,378	60	0%	31,320	118	0%	61,706	61,647	0%
4230 Environmental Fee	4,840	3,016	1,824	60%	3,597	1,243	35%	29,134	22,347	6,786	30%	26,800	2,334	9%	52,486	45,700	15%
4235 Customer Discounts	(412)	0	(412)	-	0	(412)	-	(780)	0	(780)	-	(335)	(444)	133%	(780)	0	-
4285 Mob/Demob Services	0	0	0	-	0	0	-	5,000	0	5,000	-	0	5,000	-	5,000	0	-
4287 Dredginng Services	0	0	0	-	0	0	-	27,000	0	27,000	-	0	27,000	-	27,000	0	-
4290 Other	3,691	8,900	(5,209)	-59%	2,426	1,265	52%	23,741	53,400	(29,659)	-56%	60,850	(37,109)	-61%	77,141	106,800	-28%
4295 Bad Debt Expense	0	(22,500)	22,500	-100%	0	0	-	0	(45,000)	45,000	-100%	(77,975)	77,975	-100%	(45,000)	(90,000)	-50%
Total Operating Income	**177,309**	**153,768**	**23,541**	**15%**	**158,063**	**19,246**	**12%**	**1,524,520**	**1,314,815**	**209,705**	**16%**	**1,445,280**	**79,240**	**5%**	**2,693,085**	**2,483,380**	**8%**
Expenses																	
Personnel Services																	
5005 Salaries	83,380	91,391	8,011	9%	121,492	38,112	31%	378,050	408,063	30,013	7%	397,335	19,285	5%	773,682	803,695	4%
5010 Other compensation	0	0	0	-	0	0	-	2,275	2,100	(175)	-8%	2,550	275	11%	3,675	3,500	-5%
5015 Overtime	306	1,738	1,432	82%	2,793	2,487	89%	4,640	7,524	2,884	38%	18,264	13,623	75%	12,165	15,049	19%
Total Compensation	**83,686**	**93,129**	**9,444**	**10%**	**124,285**	**40,600**	**33%**	**384,966**	**417,688**	**32,722**	**8%**	**418,149**	**33,183**	**8%**	**789,522**	**822,244**	**4%**
5100 Federal Payroll taxes	6,199	7,155	957	13%	9,390	3,191	34%	28,213	31,926	3,713	12%	31,469	3,256	10%	59,188	62,902	6%
5105 State Payroll taxes	0	374	374	100%	(1,032)	(1,032)	100%	0	1,669	1,669	100%	123	123	100%	1,620	3,289	51%
5110 Unemployment Insurance	1,235	1,211	(23)	-2%	4,023	2,788	69%	6,114	5,418	(696)	-13%	11,377	5,264	46%	11,357	10,661	-7%
5115 Workers compensation	1,305	2,296	991	43%	1,703	398	23%	5,669	10,044	4,375	44%	10,077	4,408	44%	15,608	19,983	22%
Total Payroll Taxes	**8,738**	**11,037**	**2,299**	**21%**	**14,084**	**5,346**	**38%**	**39,996**	**49,057**	**9,061**	**18%**	**53,047**	**13,051**	**25%**	**87,774**	**96,835**	**9%**
5200 Medical insurance	11,271	21,009	9,738	46%	15,374	4,103	27%	78,836	128,676	49,839	39%	111,461	32,624	29%	204,891	254,730	20%
5205 Dental insurance	710	1,437	727	51%	1,043	333	32%	4,966	8,825	3,859	44%	7,704	2,738	36%	13,586	17,445	22%
5215 Term life insurance	163	200	38	19%	175	13	7%	1,115	1,225	110	9%	1,163	47	4%	2,315	2,425	5%
5220 Long Term Disability insurance	0	0	0	-	350	350	100%	0	0	0	-	2,361	2,361	100%	0	0	-
5225 PERS Employer Contributions	16,957	22,532	5,575	25%	12,547	(4,410)	-35%	85,268	100,675	15,407	15%	79,026	(6,242)	-8%	182,810	198,217	8%
5230 PERS Employee Contributions	4,223	5,612	1,389	25%	3,332	(891)	-27%	21,196	25,040	3,845	15%	21,010	(186)	-1%	45,490	49,335	8%
5295 Allocations	(582)	(28,909)	(28,327)	98%	(46,245)	(45,663)	99%	(21,505)	(125,149)	(103,644)	83%	(98,079)	(76,575)	78%	(146,653)	(250,298)	41%
Total Insured Benefits	**32,742**	**21,881**	**(10,861)**	**-50%**	**(13,424)**	**(46,165)**	**344%**	**169,877**	**139,292**	**(30,585)**	**-22%**	**124,646**	**(45,231)**	**-36%**	**302,439**	**271,854**	**-11%**
Total Personnel Services	**125,165**	**126,046**	**881**	**1%**	**124,945**	**(220)**	**0%**	**594,838**	**606,037**	**11,199**	**2%**	**595,841**	**1,003**	**0%**	**1,179,734**	**1,190,933**	**1%**
Goods & Services																	
6005 Seminars & training	0	73	73	100%	78	78	100%	85	435	350	80%	208	123	59%	520	870	40%
Total Staff Training	**0**	**73**	**73**	**100%**	**78**	**78**	**100%**	**85**	**435**	**350**	**80%**	**208**	**123**	**59%**	**520**	**870**	**40%**
6030 Travel - Per Diem & mileage reimbursement	0	54	54	100%	0	0	-	0	325	325	100%	0	0	-	325	650	50%
6035 Meals & Entertainment	0	10	10	100%	0	0	-	114	63	(52)	-83%	209	95	45%	177	125	-42%
Total Travel & Entertainment	**0**	**65**	**65**	**100%**	**0**	**0**	-	**114**	**388**	**273**	**70%**	**209**	**95**	**45%**	**502**	**775**	**35%**
6050 Office supplies	0	83	83	100%	182	182	100%	389	500	111	22%	603	215	36%	889	1,000	0
6055 Kitchen supplies	0	4	4	100%	0	0	-	0	25	25	100%	599	599	100%	25	50	50%
6060 IT supplies	0	0	0	-	0	0	-	927	0	(927)	-	661	(267)	-40%	927	0	-
6070 Postage & courier services	0	6	6	100%	0	0	-	0	33	33	100%	15	15	100%	33	66	50%
6090 IT SW subscriptions & licenses	3,367	4,374	1,007	23%	699	(2,668)	-382%	22,432	26,247	3,815	15%	699	(21,733)	-3110%	48,679	52,494	7%

Financial Report - Actual vs. Budget
For Period Ending Dec 2025
amounts in $US dollars

Fund: General Fund **Department: Charleston Ops** **Location: All** **Budget: Adopted**

Oregon's Seaport... Port of Coos Bay
OREGON INTERNATIONAL Port of Coos Bay

Charleston Ops		Current Period				Same Month Last Year			Year to Date							Year End		
		Dec 2025				Dec 2024			Jul 2025 - Dec 2025				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
		Actual	Budget	$ Diff	% Diff	Actual	$ Diff	% Diff	Actual	Budget	$ Diff	% Diff	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
	Total Office Expense	**3,415**	**4,517**	**1,102**	**24%**	**881**	**(2,534)**	**-288%**	**24,244**	**27,105**	**2,861**	**11%**	**2,576**	**(21,667)**	**-841%**	**51,349**	**54,210**	**5%**
6100	Telephone - landline	343	168	(175)	-104%	265	(78)	-30%	1,833	1,008	(825)	-82%	1,589	(243)	-15%	2,841	2,016	-41%
6105	Telephone - mobile	357	427	70	16%	455	97	21%	2,119	2,562	443	17%	2,835	716	25%	4,681	5,124	9%
6110	Internet services	1,545	1,195	(350)	-29%	2,981	1,436	48%	8,832	7,170	(1,662)	-23%	11,760	2,928	25%	16,002	14,340	-12%
6115	Cable TV	987	965	(22)	-2%	941	(46)	-5%	5,757	5,791	34	1%	5,629	(128)	-2%	11,548	11,582	0%
6130	Electricity	25,257	31,191	5,934	19%	26,156	898	3%	140,096	163,928	23,833	15%	137,307	(2,789)	-2%	322,738	346,571	7%
6131	Propane - Operations	49	167	118	71%	162	113	70%	543	1,000	458	46%	640	98	15%	1,542	2,000	23%
6135	Water/Sewer	7,876	7,648	(228)	-3%	5,822	(2,054)	-35%	51,629	66,323	14,693	22%	50,430	(1,199)	-2%	104,807	119,500	12%
6140	Garbage/Sanitation Collection	10,067	10,888	821	8%	9,606	(461)	-5%	61,692	63,451	1,759	3%	55,892	(5,800)	-10%	123,391	125,150	1%
6145	Hazardous material disposal	600	978	378	39%	0	(600)	-	2,780	5,870	3,090	53%	1,275	(1,505)	-118%	8,650	11,740	26%
6150	Derelict boat disposal	0	8,333	8,333	100%	0	0	-	0	50,000	50,000	100%	0	0	-	50,000	100,000	50%
6155	Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	0	0	-	330	1,750	1,420	81%	0	(330)	-	2,080	3,500	41%
	Total Utilities	**47,082**	**62,253**	**15,170**	**24%**	**46,388**	**(694)**	**-1%**	**275,609**	**368,853**	**93,244**	**25%**	**267,356**	**(8,253)**	**-3%**	**648,280**	**741,523**	**13%**
6200	Temporary/Contract help	0	1,083	1,083	100%	0	0	-	0	6,500	6,500	100%	6,560	6,560	100%	6,500	13,000	50%
6205	Janitorial services	0	0	0	-	0	0	-	0	0	0	-	33	33	100%	0	0	-
6210	Vending machine services	250	95	(155)	-163%	125	(125)	-100%	750	570	(180)	-32%	888	138	16%	1,320	1,140	-16%
6245	Legal advertising	0	125	125	100%	0	0	-	236	750	514	68%	380	144	38%	986	1,500	34%
6260	Consulting services	210	601	391	65%	268	58	22%	2,441	3,605	1,163	32%	3,296	855	26%	6,047	7,210	16%
6290	Commercial insurance	12,203	12,786	583	5%	10,188	(2,015)	-20%	73,218	76,719	3,500	5%	61,129	(12,090)	-20%	149,937	153,437	2%
	Total Professional Services	**12,663**	**14,691**	**2,028**	**14%**	**10,581**	**(2,082)**	**-20%**	**76,646**	**88,143**	**11,497**	**13%**	**72,286**	**(4,360)**	**-6%**	**164,790**	**176,287**	**7%**
6400	Small equipment & tools	799	438	(361)	-83%	1,750	951	54%	1,649	2,625	976	37%	9,857	8,207	83%	4,274	5,250	19%
6405	Safety/hazardous materials	0	550	550	100%	1,215	1,215	100%	1,619	3,300	1,681	51%	2,057	439	21%	4,919	6,600	25%
6410	Signage	0	42	42	100%	562	562	100%	11	250	239	96%	746	736	99%	261	500	48%
6415	Clothing	0	292	292	100%	584	584	100%	45	1,750	1,705	97%	1,197	1,152	96%	1,795	3,500	49%
6420	Janitorial supplies	336	625	289	46%	185	(150)	-81%	3,216	3,750	534	14%	3,495	279	8%	6,966	7,500	7%
6425	Operational supplies	92	1,685	1,593	95%	1,015	923	91%	5,562	10,111	4,549	45%	7,770	2,208	28%	15,673	20,222	22%
6430	Equipment Rental	0	0	0	-	0	0	-	300	0	(300)	-	0	(300)	-	300	0	-
6450	Fuel - Gas	1,093	667	(427)	-64%	0	(1,093)	-	4,615	4,000	(615)	-15%	1,204	(3,411)	-283%	8,615	8,000	-8%
6455	Fuel - Diesel	0	417	417	100%	0	0	-	3,871	2,500	(1,371)	-55%	1,671	(2,200)	-132%	6,371	5,000	-27%
6481	Propane - Retail	0	417	417	100%	710	710	100%	1,714	2,500	786	31%	1,958	245	12%	4,214	5,000	16%
	Total Operational Expense	**2,320**	**5,131**	**2,811**	**55%**	**6,021**	**3,701**	**61%**	**22,601**	**30,786**	**8,185**	**27%**	**29,955**	**7,354**	**25%**	**53,387**	**61,572**	**13%**
6500	Repairs & maintenance equipment	1,055	2,967	1,911	64%	7,168	6,113	85%	18,835	17,800	(1,035)	-6%	15,936	(2,899)	-18%	36,635	35,600	-3%
6505	Repairs & maintenance vehicles	1,011	458	(552)	-120%	322	(689)	-214%	13,730	2,750	(10,980)	-399%	5,604	(8,126)	-145%	16,480	5,500	-200%
6510	Repairs & maintenance buildings	122	250	128	51%	540	418	77%	4,540	1,500	(3,040)	-203%	4,377	(163)	-4%	6,040	3,000	-101%
6515	Repairs & maintenance land improvements	0	333	333	100%	0	0	-	208	2,000	1,792	90%	414	206	50%	2,208	4,000	45%
6520	Repairs & maintenance docks	87	833	747	90%	0	(87)	-	4,615	5,000	385	8%	8,816	4,201	48%	9,615	10,000	4%
6540	Marina dredging	0	0	0	-	0	0	-	245,380	350,000	104,620	30%	60,000	(185,380)	-309%	345,380	450,000	23%
6575	Waterway Leases	0	3,167	3,167	100%	0	0	-	4,489	19,000	14,511	76%	4,358	(131)	-3%	23,489	38,000	38%
6580	Permits	347	536	190	35%	0	(347)	-	3,355	3,218	(137)	-4%	2,935	(420)	-14%	6,573	6,436	-2%
	Total Repair and Maintenance	**2,621**	**8,545**	**5,923**	**69%**	**8,030**	**5,408**	**67%**	**295,151**	**401,268**	**106,117**	**26%**	**102,440**	**(192,711)**	**-188%**	**446,419**	**552,536**	**19%**
Total Goods & Services		**68,102**	**95,273**	**27,171**	**29%**	**71,979**	**3,877**	**5%**	**694,451**	**916,978**	**222,527**	**24%**	**475,032**	**(219,419)**	**-46%**	**1,365,246**	**1,587,773**	**14%**
Total Expenses		193,267	221,320	**28,053**	**13%**	196,924	3,656	2%	1,289,288	1,523,014	233,726	15%	1,070,872	(218,416)	-20%	2,544,980	2,778,706	8%
Operating Results		(15,958)	(67,552)	**51,594**	**-76%**	(38,860)	22,902	-59%	235,232	(208,200)	443,431	-213%	374,408	(139,176)	-37%	148,105	(295,326)	-150%
Other Income & Expenses																		
Other Income																		
4450	Lodging Tax	124	0	124	-	89	35	39%	540	0	540	-	687	(146)	-21%	540	0	-
4650	Grants Received - MAP	0	625	(625)	-100%	0	0	-	10,350	3,750	6,600	176%	0	10,350	-	14,100	7,500	88%
4655	Grants Received - Marine Board	0	2,500	(2,500)	-100%	0	0	-	0	15,000	(15,000)	-100%	0	0	-	15,000	30,000	-50%
4695	Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	450,000	450,000	0%
4705	Loans Received	0	0	0	-	0	0	-	213,380	0	213,380	-	0	213,380	-	213,380	0	-
4805	Transfer - GF	0	1,083	(1,083)	-100%	29,172	(29,172)	-100%	0	6,500	(6,500)	-100%	124,393	(124,393)	-100%	6,500	13,000	-50%
4905	Other	0	0	0	-	2,786	(2,786)	-100%	0	0	0	-	6,479	(6,479)	-100%	0	0	-
4906	Merchant Surcharge	821	0	821	-	0	821	-	8,069	0	8,069	-	0	8,069	-	8,069	0	-
4915	Insurance Reimbursement	0	0	0	-	0	0	-	4,369	0	4,369	-	0	4,369	-	4,369	0	-
	Total Other Income	**946**	**4,208**	**(3,263)**	**-78%**	**32,047**	**(31,102)**	**-97%**	**236,708**	**25,250**	**211,458**	**837%**	**131,558**	**105,150**	**80%**	**711,958**	**500,500**	**42%**
Other Expenses																		
Taxes & Misc Expenses																		
6720	Property Tax - Sublet Facilities	-	-	-	-	-	-	-	11,497.44	12,000.00	502.56	4%	11,727	230	2%	11,497.44	12,000.00	4%
6740	Merchant fees	1,394.73	2,916.67	1,521.94	52%	2,719.63	1,324.90	49%	17,597.67	17,500.02	(97.65)	-1%	22,239	4,641	21%	35,097.65	35,000.00	0%
6750	Fines & Penalties	39.60	-	(39.60)	-	-	(39.60)	-	103.75	-	(103.75)	-	13	(91)	-730%	103.75	-	-
	Total Taxes & Misc Expenses	**1,434.33**	**2,916.67**	**1,482.34**	**51%**	**2,720**	**1,285**	**47%**	**29,199**	**29,500.02**	**301**	**1%**	**33,978**	**4,779**	**14%**	**46,699**	**47,000.00**	**1%**

Financial Report - Actual vs. Budget
For Period Ending Dec 2025
amounts in $US dollars

Fund: General Fund **Department: Charleston Ops** **Location: All** **Budget: Adopted**

Charleston Ops		Current Period				Same Month Last Year			Year to Date							Year End		
		Dec 2025				Dec 2024			Jul 2025 - Dec 2025				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
		Actual	Budget	$ Diff	% Diff	Actual	$ Diff	% Diff	Actual	Budget	$ Diff	% Diff	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
Debt Services & Capital Expense																		
7005	Principal repayment	0	0	0	-	0	0	-	296,884	296,885	0	0%	271,524	(25,361)	-9%	296,884	296,885	0%
7010	Interest payment	0	0	0	-	0	0	-	120,297	120,297	0	0%	124,417	4,120	3%	135,713	135,713	0%
7020	Vehicle Principal repayment	1,396	627	(770)	-123%	2,133	737	35%	2,776	3,727	950	25%	7,442	4,666	63%	6,586	7,536	13%
7025	Vehicle Interest payment	85	35	(50)	-141%	152	67	44%	186	246	60	24%	344	158	46%	349	409	15%
8010	CIP Buildings	0	2,500	2,500	100%	0	0	-	0	15,000	15,000	100%	160,917	160,917	100%	15,000	30,000	50%
8011	CIP Docks	0	1,667	1,667	100%	0	0	-	0	10,000	10,000	100%	0	0	-	10,000	20,000	50%
8020	CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	6,894	6,894	100%	0	0	-
	Total Debt Services & Capital Expense	**1,481**	**4,829**	**3,347**	**69%**	**2,285**	**804**	**35%**	**420,144**	**446,154**	**26,010**	**6%**	**571,538**	**151,393**	**26%**	**464,533**	**490,543**	**5%**
Total Other Expenses		**2,916**	**7,745**	**4,830**	**62%**	**5,005**	**2,089**	**42%**	**449,343**	**475,654**	**26,311**	**6%**	**605,516**	**156,173**	**26%**	**511,231**	**537,543**	**5%**
Net Other Income		**(1,970)**	**(3,537)**	**1,567**	**-44%**	**27,042**	**(29,012)**	**-107%**	**(212,635)**	**(450,404)**	**237,769**	**-53%**	**(473,958)**	**261,323**	**-55%**	**200,727**	**(37,043)**	**-642%**
Net Result		**(17,928)**	**(71,089)**	**53,161**	**-75%**	**(11,818)**	**(6,110)**	**52%**	**22,596**	**(658,604)**	**681,200**	**-103%**	**(99,550)**	**122,146**	**-123%**	**348,832**	**(332,369)**	**-205%**

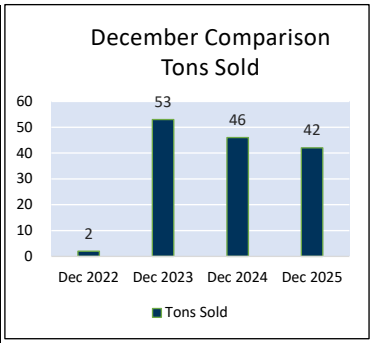
Financial Report - Ice Plant Dashboard
For Period Ending Dec 2025
amounts in $US dollars

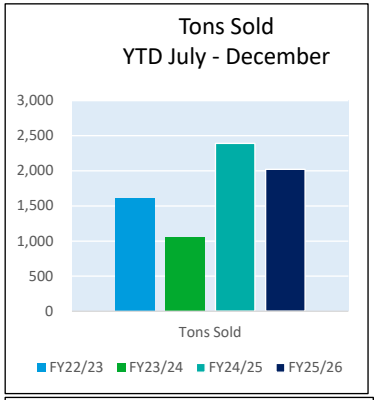
Fund: 1 General Fund **Department: 02 Charleston Ops** **Location: 04 Ice Plant**

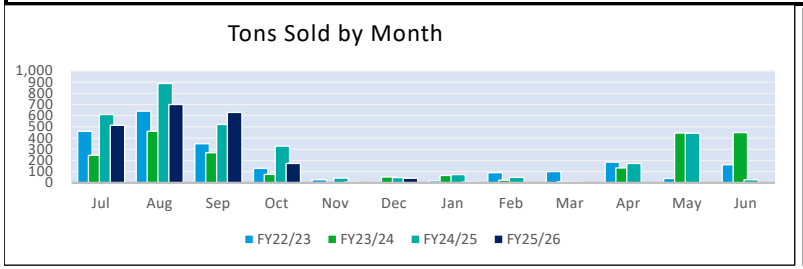
Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Dec 2025		Dec 2024	Dec 2023	Dec 2022	Jul 2025 - Dec 2025		Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	*42*	*49*	*46*	*53*	*2*	*2,065*	*1,832*	*2,437*	*(372)*	*-15.26%*	*3,145*	*2,912*	*8.01%*
Revenues													
Ice Sales	4,301	4,903	4,600	5,500	183	212,662	166,685	248,556	(35,895)	-14.44%	310,977	265,000	17.35%
Insurance Reimbursement	-	-	-	-	46,473	-	-	-	-	-	-	-	-
Total Revenues	**4,301**	**4,903**	**4,600**	**5,500**	**183**	**212,662**	**166,685**	**248,556**	**(35,895)**	**-14.44%**	**310,977**	**265,000**	**17.35%**
Operating Expenses													
Personnel Services	1,295	1,759	1,081	2,783	49	30,804	24,921	22,793	8,011	35.15%	49,350	43,466	13.54%
Utilities	5,887	10,110	4,886	4,867	3,894	54,127	57,942	52,800	1,328	2.51%	114,870	118,684	-3.21%
Repairs & Maintenance	76	833	-	-	-	14,515	5,000	4,463	10,053	225.27%	19,516	10,000	95.16%
Operational Supplies & Service	2,133	1,843	2,595	3,030	1,997	14,913	11,059	17,002	(2,089)	-12.29%	25,972	22,118	17.42%
Capital Outlay	-	-	-	8,200	-	-	-	-	-	-	-	-	-
Total Expenses	**9,390**	**14,545**	**8,562**	**18,879**	**5,940**	**114,360**	**98,921**	**97,057**	**17,303**	**17.83%**	**209,707**	**194,268**	**7.95%**
Operating Net Result	**(5,089)**	**(9,642)**	**(3,962)**	**(13,379)**	**(5,757)**	**98,302**	**67,764**	**151,499**	**(53,197)**	**0**	**101,270**	**70,732**	**43%**
Other Expenses													
Debt Services	-	-	-	-	-	280,000	280,000	260,000	20,000	7.69%	280,000	280,000	0.00%
Other Net Result	**-**	**-**	**-**	**-**	**-**	**(280,000)**	**(280,000)**	**(260,000)**	**(20,000.00)**	**7.69%**	**(280,000)**	**(280,000)**	**0.00%**
Total Net Result	**(5,089)**	**(9,642)**	**(3,962)**	**(13,379)**	**(5,757)**	**(181,698)**	**(212,236)**	**(108,501)**	**(73,197)**	**67.46%**	**(178,730)**	**(209,268)**	**-14.59%**
Gain (loss) Per Ton	**(121)**	**(197)**	**(86)**	**(252)**	**(2,878)**	**(88)**	**(116)**	**(45)**	**(43)**	**98%**	**(57)**	**(72)**	

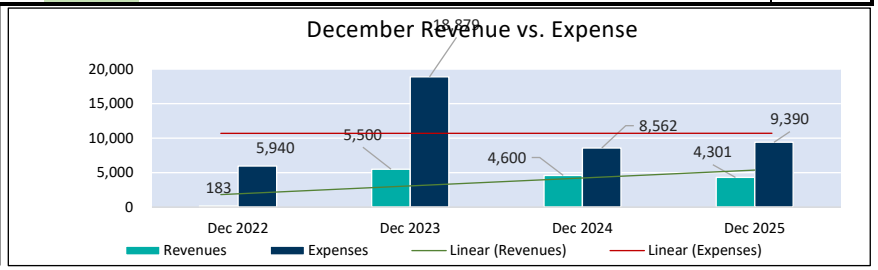
Fisheries	Current Period		Same Month Prior Years			Year to Date		Prior FYTD vs Current FYTD		
	Dec 2025		Dec 2024	Dec 2023	Dec 2022	FY25/26		Last FY	Ton Diff	% Diff
Albacore Tuna (Oregon) MT		*0.0*	*0.0*	*0.0*	*0.0*		*3,890.3*	*2,247.6*	*1,643*	*73.09%*
Pink Shrimp (Oregon) MT		*0.0*	*0.0*	*0.0*	*0.0*		*16,368.1*	*14,847.7*	*1,520*	*10.24%*
Dungeness Crab (Coos Bay) MT		*913.9*	*666.2*	*975.5*	*0.0*		*927.6*	*675.2*	*252*	*37.38%*

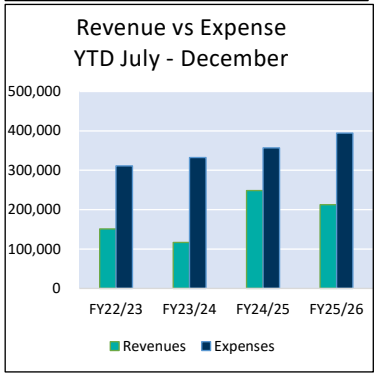
Monthly Cost Per Ton	Jul 2025	Aug 2025	Sep 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Mar 2026	Apr 2026	May 2026	Jun 2026	Average
Operating Expense Per Ton	45	33	46	105	48,636	**224**	-	-	-	-	-	-	**191**
Debt Service Per Ton (allocated)	45	33	37	135	3,889	**556**	-	-	-	-	-	-	**68**
Total Expense Per Ton	90	66	83	240	52,525	**779**	-	-	-	-	-	-	**259**
Gain (Loss) per ton	57	71	56	(2)	(48,522)	**(121)**	-	-	-	-	-	-	**(88)**











Financial Report - Actual vs. Budget
For Period Ending Dec 2025
amounts in $US dollars

Fund: General Fund **Department: Port Ops** **Location: All** **Budget: Adopted**

Oregon's Seaport... Port of Coos Bay
OREGON INTERNATIONAL Port of Coos Bay

Port Ops	Current Period				Same Month Last Year			Year to Date							Year End		
	Dec 2025				Dec 2024			Jul 2025 - Dec 2025				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	$ Diff	% Diff	Actual	$ Diff	% Diff	Actual	Budget	$ Diff	% Diff	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	11,006	11,084	(77)	-1%	13,814	(2,808)	-20%	66,038	66,503	(465)	-1%	74,462	(8,424)	-11%	132,542	133,007	0%
4010 Property Agreements	8,658	14,484	(5,826)	-40%	8,448	209	2%	74,642	86,904	(12,262)	-14%	51,734	22,907	44%	161,546	173,808	-7%
4135 Storage Yard	2,348	0	2,348	-	2,173	176	8%	14,089	0	14,089	-	13,035	1,053	8%	14,089	0	-
Total Operating Income	**22,012**	**25,568**	**(3,556)**	**-14%**	**24,435**	**(2,423)**	**-10%**	**154,769**	**153,407**	**1,362**	**1%**	**139,232**	**15,537**	**11%**	**308,176**	**306,815**	**0%**
Expenses																	
Personnel Services																	
5005 Salaries	11,852	11,864	12	0%	(2,552)	(14,404)	565%	51,352	51,360	8	0%	94,274	42,922	46%	102,712	102,720	0%
5015 Overtime	0	0	0	-	(54)	(54)	100%	0	0	0	-	0	0	-	0	0	-
Total Compensation	**11,852**	**11,864**	**12**	**0%**	**(2,605)**	**(14,458)**	**555%**	**51,352**	**51,360**	**8**	**0%**	**94,274**	**42,922**	**46%**	**102,712**	**102,720**	**0%**
5100 Federal Payroll taxes	865	908	43	5%	(228)	(1,093)	479%	3,700	3,929	229	6%	7,072	3,372	48%	7,629	7,858	3%
5105 State Payroll taxes	0	47	47	100%	(505)	(505)	100%	0	205	205	100%	(123)	(123)	100%	205	411	50%
5110 Unemployment Insurance	45	88	43	48%	(269)	(314)	117%	227	380	154	40%	(131)	(358)	272%	607	760	20%
5115 Workers compensation	33	82	49	60%	24	(9)	-36%	148	354	206	58%	219	71	32%	503	709	29%
Total Payroll Taxes	**943**	**1,125**	**182**	**16%**	**(978)**	**(1,921)**	**196%**	**4,075**	**4,869**	**794**	**16%**	**7,036**	**2,961**	**42%**	**8,944**	**9,738**	**8%**
5200 Medical insurance	1,481	1,496	14	1%	1,484	3	0%	8,851	8,973	123	1%	8,902	51	1%	17,824	17,947	1%
5205 Dental insurance	86	90	4	4%	135	49	36%	596	540	(57)	-11%	810	214	26%	1,136	1,079	-5%
5215 Term life insurance	13	13	0	0%	25	13	50%	75	75	0	0%	150	75	50%	150	150	0%
5220 Long Term Disability insurance	0	0	0	-	124	124	100%	0	0	0	-	750	750	100%	0	0	-
5225 PERS Employer Contributions	2,855	2,858	3	0%	4,163	1,308	31%	12,371	12,373	2	0%	24,981	12,610	50%	24,743	24,745	0%
5230 PERS Employee Contributions	711	712	1	0%	1,130	419	37%	3,081	3,082	0	0%	6,779	3,698	55%	6,163	6,163	0%
5295 Allocations	0	(646)	(646)	100%	0	0	-	0	(2,794)	(2,794)	100%	0	0	-	(2,794)	(5,589)	50%
Total Insured Benefits	**5,146**	**4,522**	**(624)**	**-14%**	**7,061**	**1,915**	**27%**	**24,974**	**22,248**	**(2,726)**	**-12%**	**42,372**	**17,398**	**41%**	**47,222**	**44,496**	**-6%**
Total Personnel Services	**17,942**	**17,511**	**(430)**	**-2%**	**3,478**	**(14,463)**	**-416%**	**80,401**	**78,477**	**(1,924)**	**-2%**	**143,682**	**63,281**	**44%**	**158,878**	**156,954**	**-1%**
Goods & Services																	
6025 Travel - lodging & transportation	0	0	0	-	0	0	-	0	0	0	-	112	112	100%	0	0	-
6030 Travel - Per Diem & mileage reimbursement	0	50	50	100%	0	0	-	0	300	300	100%	895	895	100%	300	600	50%
Total Travel & Entertainment	**0**	**50**	**50**	**100%**	**0**	**0**	-	**0**	**300**	**300**	**100%**	**1,008**	**1,008**	**100%**	**300**	**600**	**50%**
6130 Electricity	549	1,369	820	60%	1,277	728	57%	2,907	5,633	2,727	48%	5,114	2,207	43%	10,073	12,800	21%
6135 Water/Sewer	500	363	(137)	-38%	0	(500)	-	3,123	2,673	(450)	-17%	2,555	(568)	-22%	5,950	5,500	-8%
6140 Garbage/Sanitation Collection	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
6155 Environmental Remediation/Mitigation/Monitoring	95	375	280	75%	380	285	75%	144	2,250	2,106	94%	876	732	84%	2,394	4,500	47%
Total Utilities	**1,144**	**2,149**	**1,005**	**47%**	**1,657**	**513**	**31%**	**6,173**	**10,806**	**4,633**	**43%**	**8,544**	**2,371**	**28%**	**18,667**	**23,300**	**20%**
6245 Legal advertising	0	63	63	100%	0	0	-	0	375	375	100%	0	0	-	375	750	50%
6260 Consulting services	0	408	408	100%	116	116	100%	3,177	2,450	(727)	-30%	3,550	373	11%	5,627	4,900	-15%
6290 Commercial insurance	5,557	6,190	633	10%	4,768	(789)	-17%	33,343	37,140	3,797	10%	28,843	(4,500)	-16%	70,483	74,280	5%
Total Professional Services	**5,557**	**6,661**	**1,104**	**17%**	**4,884**	**(673)**	**-14%**	**36,519**	**39,965**	**3,446**	**9%**	**32,392**	**(4,127)**	**-13%**	**76,484**	**79,930**	**4%**
6500 Repairs & maintenance equipment	6,205	167	(6,038)	-3623%	0	(6,205)	-	6,205	1,000	(5,205)	-520%	0	(6,205)	-	7,205	2,000	-260%
6510 Repairs & maintenance buildings	0	208	208	100%	0	0	-	22	1,250	1,228	98%	0	(22)	-	1,272	2,500	49%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	500	500	100%	0	0	-	500	1,000	50%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	750	750	100%	0	0	-	750	1,500	50%
6575 Waterway Leases	0	250	250	100%	0	0	-	752	1,500	748	50%	(1,669)	(2,421)	145%	2,252	3,000	25%
6580 Permits	0	250	250	100%	408	408	100%	1,974	1,500	(474)	-32%	2,079	105	5%	3,474	3,000	-16%
Total Repair and Maintenance	**6,205**	**1,083**	**(5,122)**	**-473%**	**408**	**(5,797)**	**-1421%**	**8,952**	**6,500**	**(2,452)**	**-38%**	**410**	**(8,543)**	**-2086%**	**15,452**	**13,000**	**-19%**
Total Goods & Services	**12,907**	**9,943**	**(2,963)**	**-30%**	**6,949**	**(5,957)**	**-86%**	**51,645**	**57,572**	**5,927**	**10%**	**42,354**	**(9,291)**	**-22%**	**110,903**	**116,830**	**5%**
Total Expenses	**30,848**	**27,455**	**(3,394)**	**-12%**	**10,428**	**(20,421)**	**-196%**	**132,046**	**136,048**	**4,003**	**3%**	**186,035**	**53,990**	**29%**	**269,781**	**273,784**	**1%**
Operating Results	(8,836)	(1,887)	**(6,949)**	**368%**	14,008	(22,844)	-163%	22,723	17,359	5,364	31%	(46,803)	69,526	-149%	38,395	33,031	16%

Financial Report - Actual vs. Budget
For Period Ending Dec 2025
amounts in $US dollars

Fund: General Fund **Department: Port Ops** **Location: All** **Budget: Adopted**

Oregon's Seaport... Port of Coos Bay
OREGON INTERNATIONAL Port of Coos Bay

Port Ops		Current Period				Same Month Last Year			Year to Date							Year End		
		Dec 2025				Dec 2024			Jul 2025 - Dec 2025				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
		Actual	Budget	$ Diff	% Diff	Actual	$ Diff	% Diff	Actual	Budget	$ Diff	% Diff	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
Other Income & Expenses																		
Other Income																		
4810	Transfer - SPF	0	0	0	-	0	0	-	0	0	0	-	0	0	-	625,469	625,469	0%
4905	Other	3,103	0	3,103	-	0	3,103	-	3,103	0	3,103	-	0	3,103	-	3,103	0	-
	Total Other Income	**3,103**	**0**	**3,103**	**-**	**0**	**3,103**	**-**	**3,103**	**0**	**3,103**	**-**	**0**	**3,103**	**-**	**628,572**	**625,469**	**0%**
Other Expenses																		
Taxes & Misc Expenses																		
6745	Banking fees	806	850	44	5%	1,172	366	31%	1,338	8,920	7,582	85%	12,314	10,976	89%	2,418	10,000	76%
	Total Taxes & Misc Expenses	**806**	**850**	**44**	**5%**	**1,172**	**366**	**31%**	**1,338**	**8,920**	**7,582**	**85%**	**12,314**	**10,976**	**89%**	**2,418**	**10,000**	**76%**
Debt Services																		
7010	Interest payment	18,107	13,000	(5,107)	-39%	15,099	(3,008)	-20%	113,180	225,000	111,820	50%	92,340	(20,840)	-23%	191,180	303,000	37%
	Total Debt Services	**18,107**	**13,000**	**(5,107)**	**-39%**	**15,099**	**(3,008)**	**-20%**	**113,180**	**225,000**	**111,820**	**50%**	**92,340**	**(20,840)**	**-23%**	**191,180**	**303,000**	**37%**
Total Other Expenses		**18,913**	**13,850**	**(5,063)**	**-37%**	**16,271**	**(2,642)**	**-16%**	**114,518**	**233,920**	**119,402**	**51%**	**104,654**	**(9,864)**	**-9%**	**193,598**	**313,000**	**38%**
Net Other Income		**(15,811)**	**(13,850)**	**(1,961)**	**14%**	**(16,271)**	**461**	**-3%**	**(111,416)**	**(233,920)**	**122,504**	**-52%**	**(104,654)**	**(6,762)**	**6%**	**434,973**	**312,469**	**39%**
Net Result		**(24,647)**	**(15,737)**	**(8,910)**	**57%**	**(2,264)**	**(22,383)**	**989%**	**(88,692)**	**(216,561)**	**127,869**	**-59%**	**(151,457)**	**62,765**	**-41%**	**473,369**	**345,500**	**37%**

Financial Report - Actual vs. Budget
For Period Ending Dec 2025
amounts in $US dollars

Fund: General Fund **Department: Rail Ops** **Location: All** **Budget: Adopted**

Rail Ops	Current Period				Same Month Last Year			Year to Date							Year End		
	Dec 2025				Dec 2024			Jul 2025 - Dec 2025				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	$ Diff	% Diff	Actual	$ Diff	% Diff	Actual	Budget	$ Diff	% Diff	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	15,418	27,667	(12,249)	-44%	17,408	(1,990)	-11%	125,191	166,000	(40,809)	-25%	160,125	(34,934)	-22%	291,191	332,000	-12%
4235 Customer Discounts	0	0	0	-	0	0	-	0	0	0	-	(1,699)	1,699	-100%	0	0	-
4260 Rail Operations Revenue	0	0	0	-	0	0	-	0	0	0	-	104,643	(104,643)	-100%	0	0	-
4265 Rail Surcharges	13,267	31,237	(17,970)	-58%	24,006	(10,739)	-45%	95,060	187,422	(92,362)	-49%	162,408	(67,348)	-41%	282,482	374,844	-25%
Total Operating Income	**28,684**	**58,904**	**(30,219)**	**-51%**	**41,414**	**(12,729)**	**-31%**	**220,251**	**353,422**	**(133,171)**	**-38%**	**425,477**	**(205,226)**	**-48%**	**573,673**	**706,844**	**-19%**
Expenses																	
Goods & Services																	
6145 Hazardous material disposal	0	0	0	-	2,325	2,325	100%	0	0	0	-	2,805	2,805	100%	0	0	-
Total Utilities	**0**	**0**	**0**	**-**	**2,325**	**2,325**	**100%**	**0**	**0**	**0**	**-**	**2,805**	**2,805**	**100%**	**0**	**0**	**-**
6260 Consulting services	20,838	5,833	(15,005)	-257%	19,932	(906)	-5%	21,468	35,000	13,532	39%	38,451	16,983	44%	56,468	70,000	19%
6290 Commercial insurance	26,484	5,397	(21,087)	-391%	6,337	(20,147)	-318%	158,906	32,382	(126,524)	-391%	38,023	(120,884)	-318%	191,288	64,764	-195%
Total Professional Services	**47,322**	**11,230**	**(36,092)**	**-321%**	**26,269**	**(21,053)**	**-80%**	**180,374**	**67,382**	**(112,992)**	**-168%**	**76,473**	**(103,901)**	**-136%**	**247,756**	**134,764**	**-84%**
6425 Operational supplies	0	0	0	-	0	0	-	0	0	0	-	55	55	100%	0	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	5,126	0	(5,126)	-	0	(5,126)	-	5,126	0	-
Total Operational Expense	**0**	**0**	**0**	**-**	**0**	**0**	**-**	**5,126**	**0**	**(5,126)**	**-**	**55**	**(5,071)**	**-9162%**	**5,126**	**0**	**-**
6505 Repairs & maintenance vehicles	0	0	0	-	36	36	100%	106	0	(106)	-	217	111	51%	106	0	-
6510 Repairs & maintenance buildings	251	27,162	26,911	99%	127,606	127,355	100%	9,407	162,973	153,566	94%	481,649	472,242	98%	172,380	325,946	47%
6515 Repairs & maintenance land improveme	0	6,250	6,250	100%	0	0	-	0	37,500	37,500	100%	22,000	22,000	100%	37,500	75,000	50%
Total Repair and Maintenance	**251**	**33,412**	**33,161**	**99%**	**127,642**	**127,391**	**100%**	**9,513**	**200,473**	**190,960**	**95%**	**503,866**	**494,353**	**98%**	**209,986**	**400,946**	**48%**
Total Goods & Services	**47,574**	**44,643**	**(2,931)**	**-7%**	**156,237**	**108,663**	**70%**	**195,013**	**267,855**	**72,842**	**27%**	**583,199**	**388,186**	**67%**	**462,868**	**535,710**	14%
Total Expenses	47,574	44,643	**(2,931)**	**-7%**	156,237	108,663	70%	195,013	267,855	72,842	27%	583,199	388,186	67%	462,868	535,710	14%
Operating Results	**(18,889)**	**14,261**	**(33,151)**	**-232%**	**(114,823)**	**95,934**	**-84%**	**25,237**	**85,567**	**(60,330)**	**-71%**	**(157,722)**	**182,960**	**-116%**	**110,805**	**171,134**	**-35%**
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	347,300	332,000	15,300	5%	332,200	15,100	5%	347,300	332,000	15,300	5%	332,200	15,100	5%	347,300	332,000	5%
4810 Transfer - SPF	0	0	0	-	0	0	-	0	0	0	-	0	0	-	843,621	843,621	0%
4905 Other	0	0	0	-	0	0	-	2,370	0	2,370	-	405,463	(403,093)	-99%	2,370	0	-
Total Other Income	**347,300**	**332,000**	**15,300**	**5%**	**332,200**	**15,100**	**5%**	**349,670**	**332,000**	**17,670**	**5%**	**737,663**	**(387,993)**	**-53%**	**1,193,291**	**1,175,621**	**2%**
Other Expenses																	
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	371,973	371,973	0	0%	364,142	(7,831)	-2%	371,973	371,973	0%
7010 Interest payment	0	0	0	-	0	0	-	59,396	59,396	(0)	0%	62,746	3,350	5%	115,054	115,054	0%
7020 Principal repayment - Vehicles	627	0	(627)	-	1,046	419	40%	9,248	8,261	(987)	-12%	11,277	2,029	18%	17,830	16,843	-6%
7025 Interest payment - Vehicles	35	0	(35)	-	61	25	42%	835	812	(23)	-3%	1,472	638	43%	1,325	1,302	-2%
Total Debt Services	**662**	**0**	**(662)**	**-**	**1,106**	**444**	**40%**	**441,451**	**440,442**	**(1,010)**	**0%**	**439,637**	**(1,815)**	**0%**	**506,182**	**505,172**	**0%**
Total Other Expenses	**662**	**0**	**(662)**	**-**	**1,106**	**444**	**40%**	**441,451**	**440,442**	**(1,010)**	**0%**	**439,637**	**(1,815)**	**0%**	**506,182**	**505,172**	**0%**
Net Other Income	**346,638**	**332,000**	**14,638**	**4%**	**331,094**	**15,544**	**5%**	**(91,782)**	**(108,442)**	**16,660**	**-15%**	**298,026**	**(389,808)**	**-131%**	**687,109**	**670,449**	**2%**
Net Result	**327,749**	**346,261**	**(18,513)**	**-5%**	**216,271**	**111,478**	**52%**	**(66,544)**	**(22,874)**	**(43,670)**	**191%**	**140,304**	**(206,848)**	**-147%**	**797,913**	**841,583**	**-5%**

Financial Report - Actual vs. Budget
For Period Ending Dec 2025
amounts in $US dollars

Fund: Dredge Fund **Department: Dredge Ops** **Location: All** **Budget: Adopted**

Oregon's Seaport... Port of Coos Bay
OREGON INTERNATIONAL Port of Coos Bay

Dredge Ops		Current Period Dec 2025 Actual	Budget	$ Diff	% Diff	Same Month Last Year Dec 2024 Actual	$ Diff	% Diff	Year to Date Jul 2025 - Dec 2025 Actual	Budget	$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	$ Diff	% Diff	Year End Jul 2025 - Jun 2026 Projected	Budget	% Diff
Operating Income																		
4285	Mob/Demob Services	0	15,523	(15,523)	-100%	0	0	-	0	93,141	(93,141)	-100%	102,398	(102,398)	-100%	93,140	186,281	-50%
4287	Dredging Services	0	20,883	(20,883)	-100%	20,519	(20,519)	-100%	(18,225)	125,295	(143,520)	-115%	59,777	(78,002)	-130%	107,070	250,590	-57%
4290	Other	6,337	45,228	(38,891)	-86%	44,745	(38,408)	-86%	205,992	271,369	(65,377)	-24%	173,975	32,017	18%	477,361	542,738	-12%
Total Operating Income		**6,337**	**81,634**	**(75,297)**	**-92%**	**65,264**	**(58,927)**	**-90%**	**187,767**	**489,805**	**(302,038)**	**-62%**	**336,150**	**(148,383)**	**-44%**	**677,571**	**979,609**	**-31%**
Expenses																		
Personnel Services																		
5115	Workers compensation	155	0	(155)	-	0	(155)	-	929	0	(929)	-	0	(929)	-	929	0	-
	Total Payroll Taxes	**155**	**0**	**(155)**	**-**	**0**	**(155)**	**-**	**929**	**0**	**(929)**	**-**	**0**	**(929)**	**-**	**929**	**0**	**-**
5295	Allocations	2,872	23,272	20,400	88%	82,760	79,889	97%	47,634	139,629	91,995	66%	101,398	53,764	53%	187,264	279,259	33%
	Total Insured Benefits	**2,872**	**23,272**	**20,400**	**88%**	**82,760**	**79,889**	**97%**	**47,634**	**139,629**	**91,995**	**66%**	**101,398**	**53,764**	**53%**	**187,264**	**279,259**	**33%**
Total Personnel Services		**3,027**	**23,272**	**20,245**	**87%**	**82,760**	**79,734**	**96%**	**48,563**	**139,629**	**91,066**	**65%**	**101,398**	**52,835**	**52%**	**188,193**	**279,259**	**33%**
Goods & Services																		
6005	Seminars & training	0	2,625	2,625	100%	0	0	-	0	15,750	15,750	100%	5,150	5,150	100%	15,750	31,500	50%
	Total Staff Training	**0**	**2,625**	**2,625**	**100%**	**0**	**0**	**-**	**0**	**15,750**	**15,750**	**100%**	**5,150**	**5,150**	**100%**	**15,750**	**31,500**	**50%**
6025	Travel - lodging & transportation	0	4,225	4,225	100%	8,470	8,470	100%	0	25,350	25,350	100%	24,095	24,095	100%	25,350	50,700	50%
6030	Travel - Per Diem & mileage reimbursement	0	3,021	3,021	100%	12,092	12,092	100%	0	18,125	18,125	100%	23,853	23,853	100%	18,125	36,250	50%
	Total Travel & Entertainment	**0**	**7,246**	**7,246**	**100%**	**20,562**	**20,562**	**100%**	**0**	**43,475**	**43,475**	**100%**	**47,947**	**47,947**	**100%**	**43,475**	**86,950**	**50%**
6050	Office supplies	0	0	0	-	0	0	-	21	0	(21)	-	0	(21)	-	21	0	-
6060	IT supplies	0	0	0	-	43	43	100%	0	0	0	-	330	330	100%	0	0	-
	Total Office Expense	**0**	**0**	**0**	**-**	**43**	**43**	**100%**	**21**	**0**	**(21)**	**-**	**330**	**309**	**94%**	**21**	**0**	**-**
6105	Telephone - mobile	40	110	70	64%	53	13	25%	237	660	423	64%	395	157	40%	897	1,320	32%
	Total Utilities	**40**	**110**	**70**	**64%**	**53**	**13**	**25%**	**237**	**660**	**423**	**64%**	**395**	**157**	**40%**	**897**	**1,320**	**32%**
6260	Consulting services	0	7,500	7,500	100%	10,992	10,992	100%	0	45,000	45,000	100%	10,992	10,992	100%	45,000	90,000	50%
6290	Commercial insurance	5,681	6,946	1,265	18%	5,950	269	5%	34,562	41,675	7,113	17%	35,699	1,137	3%	76,237	83,350	9%
	Total Professional Services	**5,681**	**14,446**	**8,765**	**61%**	**16,942**	**11,261**	**66%**	**34,562**	**86,675**	**52,113**	**60%**	**46,691**	**12,129**	**26%**	**121,237**	**173,350**	**30%**
6400	Small equipment & tools	0	2,083	2,083	100%	1,084	1,084	100%	87,540	12,500	(75,040)	-600%	17,782	(69,758)	-392%	100,040	25,000	-300%
6405	Safety/hazardous materials	0	0	0	-	0	0	-	1,009	0	(1,009)	-	677	(333)	-49%	1,009	0	-
6420	Janitorial supplies	0	17	17	100%	0	0	-	66	100	35	35%	311	245	79%	165	200	17%
6425	Operational supplies	0	1,500	1,500	100%	1,348	1,348	100%	6,314	9,000	2,686	30%	12,593	6,279	50%	15,314	18,000	15%
6430	Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	38,045	38,045	100%	0	0	-
6450	Fuel - Gas	0	1,100	1,100	100%	100	100	100%	0	6,600	6,600	100%	646	646	100%	6,600	13,200	50%
6455	Fuel - Diesel	0	4,183	4,183	100%	508	508	100%	0	25,100	25,100	100%	1,341	1,341	100%	25,100	50,200	50%
	Total Operational Expense	**0**	**8,883**	**8,883**	**100%**	**3,040**	**3,040**	**100%**	**94,929**	**53,300**	**(41,629)**	**-78%**	**71,395**	**(23,534)**	**-33%**	**148,229**	**106,600**	**-39%**
6500	Repairs & maintenance equipment	0	16,667	16,667	100%	8,152	8,152	100%	16,960	100,000	83,040	83%	19,669	2,710	14%	116,960	200,000	42%
6505	Repairs & maintenance vehicles	3,386	7,303	3,916	54%	7,002	3,616	52%	25,490	43,815	18,325	42%	69,820	44,329	63%	69,305	87,630	21%
6510	Repairs & maintenance buildings	0	0	0	-	0	0	-	10	0	(10)	-	828	818	99%	10	0	-
6520	Repairs & maintenance docks	0	0	0	-	0	0	-	1	0	(1)	-	0	(1)	-	1	0	-
	Total Repair and Maintenance	**3,386**	**23,969**	**20,583**	**86%**	**15,154**	**11,768**	**78%**	**42,461**	**143,815**	**101,354**	**70%**	**90,317**	**47,857**	**53%**	**186,276**	**287,630**	**35%**
Total Goods & Services		**9,107**	**57,279**	**48,173**	**84%**	**55,793**	**46,687**	**84%**	**172,210**	**343,675**	**171,465**	**50%**	**262,226**	**90,016**	**34%**	**515,885**	**687,350**	25%
Total Expenses		12,133	80,551	**68,417**	**85%**	138,554	126,420	91%	220,773	483,304	262,531	54%	363,624	142,850	39%	704,078	966,609	27%
Operating Results		(5,796)	1,083	**(6,880)**	**-635%**	(73,290)	67,494	-92%	(33,006)	6,500	(39,507)	-608%	(27,474)	(5,533)	20%	(26,507)	13,000	-304%
Other Income & Expenses																		
Other Income																		
4505	Interest - Bank	1,260	0	1,260	-	1,519	(260)	-17%	2,581	0	2,581	-	11,192	(8,611)	-77%	2,581	0	-
	Total Other Income	**1,260**	**0**	**1,260**	**-**	**1,519**	**(260)**	**-17%**	**2,581**	**0**	**2,581**	**-**	**11,192**	**(8,611)**	**-77%**	**2,581**	**0**	**-**
9005	Transfers - GF	0	0	0	-	29,172	29,172	100%	0	0	0	-	124,393	124,393	100%	13,000	13,000	0%
	Total Debt Services	**0**	**0**	**0**	**-**	**29,172**	**29,172**	**100%**	**0**	**0**	**0**	**-**	**124,393**	**124,393**	**100%**	**13,000**	**13,000**	**0%**
Total Other Expenses		**0**	**0**	**0**	**-**	**29,172**	**29,172**	**100%**	**0**	**0**	**0**	**-**	**124,393**	**124,393**	**100%**	**13,000**	**13,000**	**0%**
Net Other Income		**1,260**	**0**	**1,260**	**-**	**(27,653)**	**28,912**	**-105%**	**2,581**	**0**	**2,581**	**-**	**(113,201)**	**115,782**	**-102%**	**(10,419)**	**(13,000)**	**-20%**
Net Result		**(4,537)**	**1,083**	**(5,620)**	**-519%**	**(100,943)**	**96,406**	**-96%**	**(30,426)**	**6,500**	**(36,926)**	**-568%**	**(140,675)**	**110,249**	**-78%**	**(36,926)**	**0**	**-**

Financial Report - Actual vs. Budget - CBRL Fund
For Period Ending Dec 2025

	Carloads: 283	Current Period				Same Month Last Year			Year to Date							Year End		
		Dec 2025				Dec 2024			Jul 2025 - Dec 2025				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
		Actual	Budget	$ Diff	% Diff	Actual	$ Diff	% Diff	Actual	Budget	$ Diff	% Diff	Last FY	$ Diff	% Diff	Projected	Budget	% Diff
1	**Operating Income**																	
2	***Administration***																	
3	Union Pacific	95,158	131,694	(36,536)	(28%)	110,760	(15,602)	(14%)	620,259	790,164	(169,905)	(22%)	739,689	(119,430)	(16%)	1,410,423	1,580,328	(11%)
4	Carloads CBRL	68,551	115,104	(46,554)	(40%)	94,042	(25,492)	(27%)	470,834	690,626	(219,792)	(32%)	708,186	(237,352)	(34%)	1,161,459	1,381,251	(16%)
5	Demurrage	0	20,833	(20,833)	(100%)	1,659	(1,659)	(100%)	0	125,000	(125,000)	(100%)	1,659	(1,659)	(100%)	125,000	250,000	(50%)
6	***Total Administration***	163,709	268,215	(104,506)	(39%)	206,461	(42,753)	(21%)	1,091,093	1,609,289	(518,197)	(32%)	1,449,534	(358,441)	(25%)	2,700,382	3,218,579	(16%)
9	Mechanical	26,272	99,636	(73,364)	(74%)	78,420	(52,148)	(66%)	412,368	597,817	(185,449)	(31%)	532,738	(120,370)	(23%)	1,010,185	1,195,634	(16%)
10	**Total Operating Income**	**189,981**	**367,851**	**(177,870)**	**(48%)**	**284,881**	**(94,900)**	**(33%)**	**1,503,461**	**2,207,107**	**(703,645)**	**(32%)**	**1,982,272**	**(478,811)**	**(24%)**	**3,710,568**	**4,414,213**	**(16%)**
12	**Operating Expenses**																	
13	Administration	68,508	94,988	26,480	28%	73,551	5,043	7%	387,848	506,771	118,923	23%	526,411	138,564	26%	896,538	1,015,461	12%
14	Maintenance of Way	69,352	82,488	13,137	16%	62,526	(6,825)	(11%)	363,964	403,199	39,235	10%	350,692	(13,272)	4%	767,464	806,699	(5%)
15	Transportation	105,847	151,043	45,196	30%	160,391	54,544	34%	685,419	799,266	113,847	14%	833,393	147,974	(18%)	1,484,684	1,598,531	(7%)
16	Mechanical	36,642	85,732	49,090	57%	89,420	52,777	59%	357,186	465,861	108,675	23%	363,896	6,710	(2%)	823,047	931,722	(12%)
17	**Total Expenses**	**280,349**	**414,252**	**133,903**	**32%**	**385,887**	105,538	**27%**	**1,794,417**	**2,175,097**	**380,680**	**18%**	**2,074,393**	**279,976**	**13%**	**3,971,733**	**4,352,413**	**9%**
19	**Operating Results**																	
20	Administration	95,201	173,227	(78,026)	(45%)	132,911	(37,710)	(28%)	703,245	1,102,519	(399,274)	(36%)	923,123	(219,878)	(24%)	1,803,844	2,203,117	(18%)
21	Maintenance of Way	(69,352)	(82,488)	13,137	(16%)	(62,526)	(6,825)	11%	(363,964)	(403,199)	39,235	(10%)	(350,692)	(13,272)	4%	(767,464)	(806,699)	(5%)
22	Transportation	(105,847)	(151,043)	45,196	(30%)	(160,391)	54,544	(34%)	(685,419)	(799,266)	113,847	(14%)	(833,393)	147,974	(18%)	(1,484,684)	(1,598,531)	(7%)
23	Mechanical	(10,370)	13,904	(24,274)	(175%)	(11,000)	630	(6%)	55,182	131,956	(76,774)	(58%)	168,842	(113,660)	(67%)	187,138	263,912	(29%)
24	**Totals Operating Results**	**(90,368)**	**(46,400)**	**(43,968)**	**95%**	**(101,006)**	**10,638**	**(11%)**	**(290,956)**	**32,010**	**(322,965)**	**(1009%)**	**(92,121)**	**(198,835)**	**216%**	**(261,166)**	**61,800**	**(523%)**
29	Other Income	0	0	0	-	0	0	-	74,507	0	74,507	-	55,970	18,537	33%	74,507	0	-
30	**Total Other Income**	**0**	**0**	**0**	**-**	**0**	**0**	**-**	**74,507**	**0**	**74,507**	**-**	**55,970**	**18,537**	**33%**	**74,507**	**0**	**-**
32	Financial Expenses & Taxes	143	5,180	5,037	(97%)	33,807	33,664	(100%)	37,435	30,864	(6,571)	21%	153,035	115,600	(76%)	68,371	61,800	(11%)
35	**Total Other Expenses**	**143**	**5,180**	**5,037**	**(97%)**	**33,807**	**33,664**	**(100%)**	**37,435**	**30,864**	**(6,571)**	**21%**	**153,035**	**115,600**	**(76%)**	**68,371**	**61,800**	**(11%)**
37	**Net Result**	**(90,511)**	**(51,580)**	**(38,931)**	**75%**	**(134,813)**	**44,302**	**(33%)**	**(253,883)**	**1,146**	**(255,029)**	**(22257%)**	**(189,186)**	**(64,698)**	**34%**	**(255,029)**	**(0)**	**85009666%**

Month	Carloads	Operating Revenue	Operating Expenses	Operating Expense Ratio
Jul 2025	283	228,993	387,126	169.06%
Aug 2025	330	240,514	263,167	109.42%
Sep 2025	365	348,393	300,877	86.36%
Oct 2025	324	329,706	332,409	100.82%
Nov 2025	294	240,382	267,780	111.40%
Dec 2025	**283**	**189,981**	**280,492**	**147.64%**
Jan 2026	-	-	-	0.00%
Feb 2026	-	-	-	0.00%
Mar 2026	-	-	-	0.00%
Apr 2026	-	-	-	0.00%
May 2026	-	-	-	0.00%
Jun 2026	-	-	-	0.00%
Total	1,879	1,577,968	1,831,852	116.09%

OREGON INTERNATIONAL Port of Coos Bay

M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Matt Friesen, Director of External Affairs

DATE: February 12, 2026

SUBJECT: External Affairs Management Report

Government Relations & Legislative Affairs:

- Continued close coordination with the Port's legislative association and lobbying team to monitor and respond to legislative and budget developments during the legislative session.
- Tracked legislative bills and committee hearings impacting ports and transportation funding.
- Ongoing advocacy efforts are focused on maintaining critical funding given the statewide budget shortfall and uncertainty surrounding the state's transportation package, which has increased scrutiny on programs such as Connect Oregon.
- Met with coastal legislators to advocate for port priorities, including Connect Oregon and broader Port funding needs.
- Met with Congresswoman Val Hoyle in the Port office to discuss Port priorities and regional economic development needs.
- Attended Senator Ron Wyden's Florence town hall to remain informed on federal priorities and constituent concerns.
- Met with Representative Evans regarding future economic development opportunities in the region.
- Participated in a Business Oregon Federal Coordination Meeting alongside other Oregon ports.
- Attended a meeting with the U.S. Department of Agriculture regarding Congressionally Directed Spending process.
- Coordinated letters of support and assisted with drafting Connect Oregon grant applications.
- Participated in discussions regarding values and guiding principles for future community advisory group rollout.
- Attended weekly Oregon Public Ports Association (OPPA) legislative affairs meetings to stay aligned with statewide port advocacy efforts.

Strategic Initiatives Support:

- Attended the Special Districts Association of Oregon (SDAO) conference and gathered practical guidance on strengthening emergency management preparedness, AI resources and potential funding streams. Key takeaways will be shared internally, with implementation steps to be evaluated.
- Met with a freelance grant writer to explore potential funding opportunities.
- Met with the Port of Humboldt regarding community advisory group development and best practices.

- Onboarded two Oregon Institute of Marine Biology interns and worked with them on research related to grant funding opportunities and social media initiatives.
- Assisted with incorporation of community feedback into the Strategic Business Plan update process.
- Engaged with the Rails to Trails Conservancy regarding early planning stages of potential new trail.

Media & Communications:

- Continued coordination on strategic priorities requiring cross-agency and partner collaboration.
- Interviewed with KVAL regarding the Eastside Housing feasibility project in partnership with the City of Coos Bay, helping communicate the Port's partnerships and collaborations and responsiveness to community needs.
- Shared recent project updates with multiple local media.
- Starting new video series that will focus especially on Charleston to help with marketing.

Community Outreach and Partner Engagement:

- Participated in the Charleston Advisory Committee meeting, which was well attended and provided a productive forum for updates and stakeholder dialogue.
- Attended South Coast Economic Exchange (SCEE) to maintain engagement with regional economic development partners.
- Participated in Bay Area Chamber of Commerce After Hours, Transportation Subcommittee, Legislative Action Committee, Annual Awards Banquet, and monthly Board of Directors meetings to remain aligned on regional priorities.
- Attended the CCD Business Development Corporation quarterly board meeting.
- Met with Epuerto representatives to discuss their operations in the community and opportunities for coordination and collaboration.
- Met with Coos Bay Estuary Management Plan representatives and consultants regarding planning and coordination.
- Continued coordination with Oregon South Coast Regional Housing partners in preparation for an upcoming regional housing summit.

OREGON INTERNATIONAL Port of Coos Bay

M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Raymond Dwire, Charleston Marina Complex Manager

DATE: February 12, 2026

SUBJECT: Charleston Operations Management Report

Monthly Statistics:

Moorages

Of the 525 moorage slips, there were 116 annuals (22.09%), 69 semi-annuals (13.14%), 21 monthlies (4.00%), and 175 transient nights, for a total occupancy of 40.01% for the month.

RV Park

The Charleston Marina RV Park had an average occupancy of 26.15% in January. Out of 103 RV Park spaces, we had 32 new check-ins. Total sales for the month were $16,938.29. Occupancy in January 2025, was 10.70%. Sales last year were $10,659.92.

Ice Plant

We sold approximately 31.5 tons of ice in the month of January totaling $3,150.00. In comparison, in January 2025, approximately 75 tons of ice were sold resulting in $7,518.00 in sales, which was attributed to Hallmark Fisheries purchasing ice from us due to their ice maker being down.

Shipyard Work Dock and Short-Term Work Area

Work Dock activity slowed considerably in January, with sales totaling $4,379.76. In comparison, January 2025 sales were lower at $2,575.13.

The Charleston Shipyard Short-Term Work Area also slowed down some with $6,824.64 in sales. In comparison, Short-Term Work Area use in January 2025, resulted in $7,520.52 in sales.

Charleston Marina Staff:

- Marina Office and RV Park Office are fully staffed.
- Charleston Maintenance staff remains at 6.5 FTEs on staff
- The Charleston Security Department continues with 4 FTEs on staff.

Charleston Marina Office:

The Charleston Maintenance staff have been busy putting the finishing touches on the Marina Office. Due to our opening the office to the public, we no longer needed the walk-up-style windows. Mickey Pulse got right to work. He replaced the windows and finished the interior trim throughout the Marina Office.

Photo on the left – Charleston Marina Office with the "walk-up" style windows. Photo on the right – New windows installed and trimmed. Well done, Mickey and Trent.

Marina Dock Work:

Monday, January 19, 2026, at 7:00 p.m., the dock finger shown below broke loose. Port Maintenance staff came in and moved the dock finger back in place. It was temporarily secured that night with ropes. Repairs on the corner brackets and pile hoop on the end started the next day.

Photo on the left – Port Security reported the dock finger breaking loose at the start of his shift on Monday, January 19, 2026. Photo on the right – Dock finger broken loose at 7:00 p.m.

Left Photo – Dock finger re-attached (diamond-plate cover still off). Center Photo – Diamond plate back on. Right Photo – New pile hoop installed.

Charleston Ice Plant Update:
Ice Plant Maintenance Plan – Maintenance staff and I are working on completing the preventive maintenance plan for the Charleston Ice Plant. This plan includes daily, weekly, monthly, quarterly, semi-annual, annual inspections, and maintenance tasks. We expect this to be costly during the implementation stage, to get caught up. The goal is to decrease unexpected downtime due to equipment failures which in turn will help keep our ice plant expenses more predictable. This will allow for better budgeting for our ice plant expenses and rates.

Recently, it was discovered that one of the freezer banks in the ice bin was not working. Addcox Heating came out and opened up the freezer condenser units on the roof of the building and found that one of the freezer units was completely down with more than 12 Freon leaks. The other one was limping along with deteriorated components and a single Freon leak. The technician was able to re-charge the operational unit, which will get us by while we get quotes submitted for complete replacement of these units, which is expected to cost more than $30,000.00. This freezer system is crucial for keeping our ice bin between 0°-5° Fahrenheit.

Photos above show the freezer condenser unit that is still functioning (limping along).

OSFM Inspection – The current Oregon State Fire Marshal Inspection of the Charleston Ice Plant revealed some discrepancies. Port staff are addressing violations that we can (i.e., replacement of the "EXIT" signs and emergency lighting in the ice bin), but we are at the point where the 5-year inspection is required and taking place this week. We are anticipating some additional expenses due to the 5-year inspections including replacement of sprinkler heads under the docks. We will know more once the results of that inspection are received.

A significant violation, that we had not expected, was due to our ammonia system. We must now meet testing and requirements that comply with IIAR-6 standards. This requires regular, mandatory inspections to ensure mechanical integrity. We have already implemented the daily required checks/inspections that Port staff are qualified to do. We expect Port staff to be able to complete the monthly inspections but the 3-month, semi-annual and annual inspections/maintenance will need to be performed by qualified technicians who specializes in ammonia systems. We have reached out to, and have appointments scheduled, with PermaCold to get our required inspections and specified maintenance completed to bring us into compliance. The cost of this is currently unknown as we are waiting on a bid from PermaCold. We have also asked for a bid for the preventive maintenance items that need to be done. Once again, we are at

the 5-year mark where some of the more costly preventive maintenance items will need to be scheduled.

ConnectOregon 10 Grant Cycle:
The ConnectOregon program was established by the 2005 State Legislature to invest in non-highway modes of transportation. As of 2024, there has been a total of $512 million awarded to 240 projects. This cycle, approximately $75 million is available for eligible aviation, marine, and rail projects. Port Staff met with Shipyard stakeholders to determine an appropriate project for Shipyard improvement. The Marine Ways was the most desired project so we are working on the project scope of work, and budget numbers, in hopes it will fall within a total project cost not to exceed $3.33 million. ConnectOregon grants require 30% matching funds which we are hoping to use the $1 million federal funds we received for Charleston Shipyard Enhancement.

Shown Above – The Marine Ways in the Charleston Shipyard.

<u>Abandoned and Derelict Vessel Program Grant:</u>
Currently, we have approximately 40 vessels (either already vested to the Port or soon to be) that need disposal, both in the water at Charleston Marina and on land at the Charleston Shipyard. We are in the process of applying for the required DEQ "Solid Waste Letter of Authorization," which is now necessary to dispose of vessels. Once that authorization is received, the F/V Miss Stacey (DSL owned) and Port owned ADV vessels can be destroyed. The DSL ADV program has received grant funds that can be used to dispose of these Port-owned ADV vessels.

Photo on the left – F/V Miss Stacey (DSL seized vessel) awaits disposal in the Charleston Shipyard. Photo on the right – R/V Della-C (OIPCB ADV) is sill in the water at Charleston Marina also awaiting it's turn for disposal.

Photo left – F/V Finback and F/V Joyce ran aground out on OIPCB property on North Spit.
Photo center – F/V Finback and F/V Joyce up Coos River near the Chandler Bridge.
Photo right – F/V Joyce at the Doris Place Boat Ramp up Coos River.

Note Both F/V Finback and F/V Joyce now sit in the Charleston Shipyard awaiting disposal. Plans are to utilize funding from the ADV grant to dispose of these two and as many more as we can.

OREGON INTERNATIONAL
Port of Coos Bay

M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Brian Early, General Manager, CBRL

DATE: February 12, 2026

SUBJECT: Railroad Department Management Report

Operations:
CBRL Carloads for January 2026 = 303
Prior Month, December 2025 = 283
Prior Year, January 2025 = 269
FY 2025/2026 Forecasted Monthly Average = 409

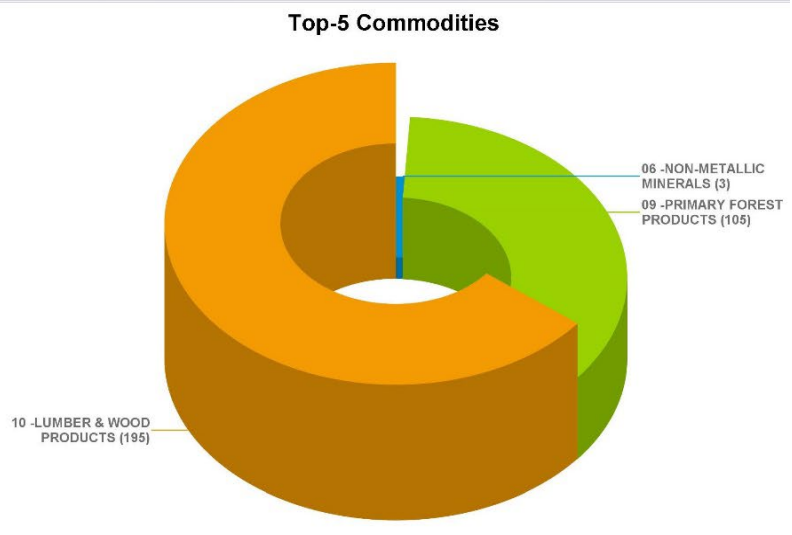
View Details — Coos Bay Rail Line — 9 Seconds

AAR Group/Cars — 2/9/26 4:46 PM

Rev Dates: 1/1/26 to 1/31/26 | Top-5: 303 100.0% | Other: | Total Cars: 303

By Group

Ln	AAR Group Code	AAR Group Description	Volume Cars	Volume % Total	STCCs
1	06	NON-METALLIC MINERALS	3	1.0%	1
2	09	PRIMARY FOREST PRODUCTS	105	34.7%	5
3	10	LUMBER & WOOD PRODUCTS	195	64.4%	2
		Totals:	303	100.0%	8



Although January 2026 performed better than both January 2025 and December 2025, sluggish car loadings coming out of the holiday season, a continued low demand for wood products, and a mid-month shortage of available locomotives ultimately prevented CBRL from reaching its budgeted revenue goals.

While there may be a light on the horizon because of the likelihood of increased log car loadings, the unfortunate trend of ever-declining lumber demand does not seem to have any end in sight; in fact, it may continue to get worse before it gets better.

While our large lumber producer on the south end of the line and our small producer in Noti have remained remarkably steady, our large shipper in Noti has diversified the type of products they produce at that location. Their management anticipates that CBRL won't see any major increase in demand for

service at that mill as those products will either be trucked to another location that has access to a different Class 1 railroad or will just be trucked due to time constraints and distance of haul.

As undoubtedly noticed in past months' reports, our shipments of treated lumber from Hauser and our shipments of wood chips from the valley to the North Spit have both fallen completely to zero. While we are optimistic that we will eventually see a return for some demand from the Hauser mill (if and when the lumber market improves), the outlook for wood chips is much darker. On a recent call with the shipper, it was revealed that they are exploring the possibility of releasing their chip cars back into the system, and they could not speculate when or if CBRL would see a return of those shipments.

Mechanical (Locomotive):

LOCO	92 Day Insp. Next Due	368 Day Insp. Next Due	1104 Day Insp. Next Due
CBRL 1909	02/18/26	11/21/26	11/26/28
HLCX 1044	04/21/26	10/19/26	11/24/27
HLCX 1052	02/20/26	05/18/26	06/25/26
HLCX 1078	03/20/26	06/20/26	12/26/28
HLCX 1081	02/19/26	08/23/26	08/28/26
HLCX 3847	01/15/26	07/17/26	09/01/26
HLCX 3854	03/19/26	06/22/26	07/28/26

Columbia Rail was onsite the week of January 19, 2026. A 92 day inspection was performed on locomotive 1044 and, as mentioned previously, they had a slew of repairs to perform on the balance of the fleet.

The week of January 12, 2026, CBRL was down to three operable locomotives until Saturday, January 17, 2026, when locomotive 1044 expired on its 92 day inspection date, leaving us with two running locomotives to start the week of January 19, 2026. This made our cross country hauling to and from Eugene impossible.

Locomotive 3847 has ongoing fuel and cooling system issues and is currently awaiting backordered replacement parts. Locomotives 1052 and 1081 both had electrical gremlins that caused them not to load, and locomotive 3854 was pulled out of service due to a "bad" oil sample that indicated possible engine failure. After a partial teardown and inspection of locomotive 3854's diesel engine, that report was found to be incorrect.

Mechanical (Car):

Despite the slow start after the holiday slowdown, car repair revenues improved in January, aided in part by the arrival of much-needed repair parts. In the past, CBRL utilized the Ports Purchasing and Procurement Specialist to keep us stocked with repair parts as needed. In the absence of that position, those duties have been absorbed by CBRL management, and we have not been as efficient in stocking up on needed parts in an adequate and timely manner. We are confident we can, and will, improve.

Maintenance of Way (MOW):

MOW completed 9 projects, installed 46 ties on bridge 749.89, salvaged 300 ties from MP 771.20, and distributed them to locations of future tie projects. Tall rail from the locomotive repair track in Coos Bay has been salvaged and delivered to Jordan Cove for an engine servicing track project. Installing taller rail will give locomotive mechanics better access to the underside of our locomotives. Installation of rail for engine servicing track should begin in late February.

Annual inspections have begun on the MOW vehicle fleet. The grapple truck, boom truck, and dump truck have all passed their annual DOT inspections, and the boom truck and track inspection truck have passed their annual hyrail inspections. Currently, the F450 and Ram are in the shop for their annual hyrail inspections. Next up will be the hyrail inspections for the bridge inspection truck, the car repair truck, and the dump truck.

Below you will find a list of projects that were completed in the month of January.

<table>
<tr><td>28</td><td>75</td><td></td><td>730.54</td><td>12/19/25</td><td>MP 730.54 Section 1 B12 Cap crushed. Section 5 B32-B36 caps and 3" severely crushed shims.
Repair/Replace - Partney</td><td>5 mph</td><td>01/02/26</td></tr>
<tr><td>38</td><td>129</td><td>12/15/25</td><td>655.10, 656.02</td><td>12/16/25</td><td>Surface warp. Needs tamped.
Completed: 655.10 – 12/16/25
Completed: 656.02 – 01/06/25</td><td></td><td>01/06/26</td></tr>
<tr><td>34</td><td>119</td><td>9/5/25</td><td>759.1-762.04</td><td>01/09/26</td><td>0121F1- Loose Joint on Mainline
<table>
<tr><td>Location</td><td>Date</td><td>Location</td><td>Date</td></tr>
<tr><td>759.1 x 8 (Forklift Crossing)</td><td>9/5/25</td><td></td><td></td></tr>
<tr><td>762.04 x2</td><td>9/5/25</td><td></td><td></td></tr>
</table></td><td></td><td>1/9/26</td></tr>
<tr><td>37</td><td>132</td><td>1/8/26</td><td>Jordan Cove</td><td>1/9/26</td><td>0103A – Fouled or insufficient ballast failing to transmit and distribute loading.</td><td></td><td>01/09/26</td></tr>
<tr><td>37</td><td>133</td><td>1/13/26</td><td>739.68 Bridge</td><td>1/13/26</td><td>Routine bridge maintenance, exercise, and housekeeping. Lubricate all fittings and reservoirs. Observe and note operation of lift rails. Adjust if necessary.</td><td></td><td>1/13/26</td></tr>
<tr><td>38</td><td>134</td><td>1/12/26</td><td>Mapleton</td><td>1/13/26</td><td>1. Walkway surface between siding and main.
2. Damaged septic drain line in North parking area.</td><td></td><td>1/13/26</td></tr>
<tr><td>37</td><td>135</td><td>1/14/26</td><td>Noti</td><td>1/14/26</td><td>Derail lock missing @ SPI, Track 3609</td><td></td><td>1/14/ 26</td></tr>
<tr><td>37</td><td>136</td><td>01/15/25</td><td>771.20</td><td>1/15/25</td><td>Salvage 300 ties: From MP771.2. Total -200 ties in the yard. 100 ties at 749.89. 01/15/25</td><td>OOS</td><td>1/15/25</td></tr>
<tr><td>37</td><td>137</td><td>1/13/26</td><td>739.68 Bridge</td><td>1/19/26</td><td>Land side control house is not functioning. Superior to troubleshoot 01/19/26. Other work: North Control house is completely c/o & OOS. Lift rail sensor Issue resolved. 1/19/26.
Plan follow up visit to replace weak relays in center control house and test emergency generator function.</td><td></td><td>1/19/25</td></tr>
</table>

ODOT/FRA:
CBRL had two visits from the FRA and ODOT's Operating Inspectors in January; no defects were recommended for violation.

Coos Bay Rail Line:
As of January 31, 2026, CBRL has worked 759 days injury free.
Currently, CBRL has 18 employees and 7 locomotives on property.

"Coos Bay, Roseburg & Eastern RR #5 @ mine located on branch at station called Beaver Hill Jct. The Beaver Hill track operated in 1894 and to the entire CBR & ERR operated independently until 1915"

Action Items

OREGON INTERNATIONAL PORT OF COOS BAY
BOARD OF COMMISSIONERS

ACTION/DECISION REQUEST

DATE: February 12, 2026

PROJECT TITLE: ConnectOregon 10 Grant Application – Marine Ways Re-vitalization Project

ACTION REQUESTED: Authorization for Port Staff to apply for a ConnectOregon 10 Grant for a total project cost not to exceed $3.33 million, with a total Port pledged match not to exceed $1 million

BACKGROUND:

The Oregon International Port of Coos Bay owns the Charleston Shipyard facilities. The Marine Ways, currently operated by Giddings Boatworks, is a vital piece of infrastructure that is in dire need of replacement. As owner of the Shipyard, the Port retains responsibility for capital repairs, rehabilitation, and replacement of infrastructure. The Shipyard services local, regional, and distant commercial and recreational vessels. The ability to maintain and improve infrastructure to support the maintenance, construction, and repair of these vessels is important to the success and viability of our community.

On January 7, 2026, the Oregon Department of Transportation (ODOT) announced it is accepting applications for the ConnectOregon 10 grant cycle. Approximately $75 million is available for aviation, marine, and rail capital projects. The grant requires a 30% match from the Grantee. Following an analysis conducted by Port Staff, which included a review of the Charleston Master Plan, 2025 Strategic Business Plan (submitted but not yet approved / adopted), and input from stakeholders, staff recommends the following improvements:

1) Re-build of the Marine Ways to its original length and capacity of 200 MT.

Port staff is requesting authorization from the Port Commission to apply for a ConnectOregon 10 grant that would be used to fund the costs of replacing and improving the infrastructure described above. The total project cost will not exceed $3.33 million; $2.33 million from the state and the Port's match of $1 million. The Port will pledge matching funds of $1 million from Federal Reserve Funds earmarked for Charleston Shipyard Enhancement.

RECOMMENDED MOTION:

Authorize Port Staff to apply for a ConnectOregon 10 Grant for a total project cost not to exceed $3.33 million, with a total Port pledged match not to exceed $1 million.

OREGON INTERNATIONAL PORT OF COOS BAY
BOARD OF COMMISSIONERS
ACTION/DECISION REQUEST

DATE: February 12, 2026

PROJECT TITLE: Vacation of South 1st Street between Lockhart and Coalbank Slough

ACTION REQUESTED: Approval of City of Coos Bay request for Oregon International Port of Coos Bay's consent to a Street Vacation for a portion of the South 1st street between Lockhart Ave and Coalbank Slough

BACKGROUND:

Per Oregon Revised Statutes 271.180 and 271.190, municipalities are required to seek approval from Ports and other adjoining property owners for proposed vacation of streets, alleys, and common or public places within 5,000 feet of the harbor or pier head lines of the Port. Port Policy Manual Section 13.6: Street Vacations in the Cities of Coos Bay and North Bend, states anything within 1,000 feet from the harbor and pier head lines requires Port Commission approval.

The existing Waste Connections Transfer Station utilizes a portion of South 1st street approximately 540 feet in length, located between Lockhart Ave. and Coalbank Slough. This segment of South 1st Street does not provide through access or broader vehicular connectivity for the general public. Waste Connections owns all six parcels that abut this portion of the public right of way. Waste Connections is proposing upgrades to its transfer station facility and has requested the street vacation of this portion of South 1st Street. The proposed vacation is necessary to accommodate a modernized facility design that improves internal circulation and enhances institutional controls in support of public safety and environmental stewardship.

Port Staff has reviewed the area of the proposed street vacation and believes the street vacation action will not create a negative impact on marine transportation infrastructure serving the Coos Bay harbor.

Prior to the City of Coos Bay taking any formal action on the proposed right-of-way, the Port's Board of Commissioners must approve the vacation.

RECOMMENDED MOTION:

Approve the request for consent from the City of Coos Bay for a Street Vacation of a portion of South 1st Street between Lockhart Avenue and Coalbank Slough.

OREGON INTERNATIONAL PORT OF COOS BAY
BOARD OF COMMISSIONERS
ACTION/DECISION REQUEST

DATE: February 12, 2026

PROJECT TITLE: Adoption of the Strategic Business Plan Update

ACTION REQUESTED: Adopt the 2025 Strategic Business Plan Update of the Oregon International Port of Coos Bay

BACKGROUND:

Strategic Business Plan Background:
Per the requirements of OAR 123-025-0016, ports in Oregon are required to complete a Strategic Business Plan every ten years, which must meet the standards and requirements laid out in the Statewide Ports Strategic Business Plan. Per an Intergovernmental Agreement between the Oregon Business Development Department (Business Oregon) and the Port of Coos Bay, the Port must update the Plan every five years.

Oregon International Port of Coos Bay contracted with Points Consulting (PC) in May 2025 to produce an updated Strategic Business Plan to guide the Port's goals and investments for the future. The plan is not only intended to meet the requirements of the State of Oregon, but to provide strategic guidance for the Port Commissioners and staff.

In the process of facilitating the Strategic Business Plan, although not required, the Port requested a thorough community engagement effort to ensure abundant collection of public input. From May 2025 through October 2025, Points Consulting visited Coos Bay three times, conducted 24 interviews of individuals and groups of stakeholders, and hosted a public open house with an estimated 120 to 150 attendees. Broader engagement included a community survey in which 900 qualified responses were collected.

Points Consulting presented the Plan to the Commission at the December 2025 Commission Meeting. At the January 2026 Commission Meeting, Port Staff announced and commenced a two-week public comment period in an effort to receive the public's input before formally adopting the Plan.

Public Comment Period:
In addition to announcing the public comment period at the January Port Commission meeting, the public comment period was announced via social media and on the Port's website. Ten written comments were received in the instructed manner. The Port CEO also met in person with community members and stakeholders who expressed interest in discussing their comments.

Included in the Commission Packet following this backgrounder are the "Actual Written Comments Submitted", and a "Summary of SBP Recommendations Received".

Adoption of the Strategic Business Plan:
Port Staff recommends the next step for the Port Commission is to adopt the Strategic Business Plan and to direct Port Staff to amend the Plan to reflect accuracy and clarification, reformat for simplicity, and to incorporate public input as it aligns with the Plan.

Adoption of the Plan gives Port Staff and the Commission formal acknowledgement of a shared framework of guidance and priority and provides transparency and accountability to the Public.

Adoption of the Plan does not mean this is a final document. The Strategic Business Plan will be considered a living document where revisions will be reflected through amendments as projects progress, funding conditions change, and public feedback is incorporated.

Recommended Revisions to the Strategic Business Plan:
Strategic Business Plan amendments will be documented by version number and all versions will be posted on the Port's website. The original unedited Plan created by Points Consulting will be noted as "original". Future minor amendments will be brought to the Port Commission as Consent Items during regularly scheduled Port Commission meetings. Any substantial amendments will be brought to the Commission for separate discussions and approvals as Action Items.

Amendment 1 will reflect the following minor changes:

- On page 1: Add a sentence stating that Plan updates are required every five years, per an Intergovernmental Agreement with Business Oregon.
- On page 27: Under Shipyard, change the word "ships" to "vessels" (*...the Port is responsible for hauling away ~~ships~~ vessels abandoned in the bay or at Marina docks.*)
- On page 29: Under the Pacific Coast Intermodal Port Project, change the word "barges" to "container ships" (*...moving cargo containers directly from ~~barges~~ container ships onto the Port's Coos Bay Rail Line.*)
- Change "Marketing Goals" to "Regional Coordination and Communication".
- On page 45: Add Coos Watershed Association as a Strategic Partner.
- Separate the appendices from the planning document.

Amendment 2 will be presented in March and will reflect structural changes to goals and objectives (renumbering for clarification, moving objectives to pertinent goals, providing additional details, etc.), possible reformatting for simplicity, and additional recommendations that were submitted during the public comment period.

The public comments received will constantly be reviewed in conjunction with implementation of the Plan, and many of the recommendations will be incorporated over the next few months as Staff time allows or when relevant as projects progress.

RECOMMENDED MOTION:

Adopt the 2025 Strategic Business Plan Update of the Oregon International Port of Coos Bay and direct Port Staff to amend the Plan as presented.

Strategic Business Plan Update - Public Comment Period

Actual Written Comments Submitted
January 15, 2026 – January 29, 2026

Justin Ludwig – Public Comment Regarding Strategic Business Plan – 01/17/2026

The Coos Bay Pacific Coast Intermodal Port (PCIP) isn't just a single project, it's a combination of sunk costs, institutional face-saving, and speculative capital that will cause real harm. The unlikelihood that it will succeed doesn't affect the motivations of its supporters. The PCIP is a major $2.3 billion project to build an automated ship-to-rail terminal, which ostensibly would provide local jobs and offer container ships a new choice of entry into the U.S. market. However the amount of containers it proposes to handle doesn't match the capacity of its rail, or the market's demand. I learned about this project from friends who were concerned about the environmental impact of dredging the Coos Bay estuary to accommodate the containers ships in such small rural city on the Oregon Coast. While the ecological impact would be a certainty, the economic benefits are very much uncertain. What's perhaps not being talked about is the effect this project may have on the U.S. labor movement, specifically the International Longshore & Warehouse Union (ILWU) that represents dockworkers across the West Coast. If you first consider the sunk-cost problem, which includes government agencies that have already poured time, staff hours, and political capital into Coos Bay as an "industrial port of the future," it's easy to see why this project is still being proposed. Some longtime residents may remember the failed Jordan Cove LNG pipeline. Its studies, permits, environmental reviews, and rail planning are still waiting for their return on investment. Bureaucracies hate admitting errors even more than they hate wasting money. Promoting Coos Bay as "strategic infrastructure" put enormous pressure on lawmakers to make good on earlier decisions to invest. The PCIP is salvage operation that hopes to make lemonade out of lemons. Once completed, though, the environmental harm can't be undone; which is why organizers oppose it now even if they suspect it will fail later. There's no time like the present; environmental harm, public subsidy transfers, and labor precedent all happen up front. If the project collapses in five years, the estuary will already be dredged, public funds transferred, and precedent set for bypassing community consent. And the developer, NorthPoint, doesn't need the port to thrive long-term in order to turn a profit. With entitlements, land control, public infrastructure subsidies, and future options, they can keep regulators cooperative, unions hopeful, and investors patient. If the project advances far enough, NorthPoint wins whether the port hits 100% capacity or becomes a half-used, industrial asset thats quietly sold or repurposed. RISK is paid by the public, while profit is collected by the developer. That's an economic model that doesn't respect the locals. Some unions may support the PCIP because they see near-term construction jobs, which is reasonable but doesn't consider long-term port labor strategy. For ILWU in particular, a lightly staffed, partially automated and geographically isolated port would be a pressure-release valve to any labor negotiations that occur elsewhere along the West Coast. To earn fair wages and benefits, labor unions must negotiate with big business. Even if it never handles high volumes, its mere existence weakens bargaining power by giving shippers a talking point and planners a hedge. "We have alternatives" is often more important than the alternatives themselves. Is there really demand for more ports? The largest port complex in the United States, Los Angeles and Long Beach, together handled roughly 16.5 million TEU in 2023 (an estimated 70% capacity, according to the Journal of Commerce). Their union workforce is well-organized and under robust local media scrutiny that provides sunlight to any unfair labor practices. Other

major West Coast ports, Seattle/Tacoma and Oakland, are even further below their maximum capacity, having handled 2.97 million TEU and 2.07 million TEU, respectively. For Oregonians wondering, Portland only handled roughly 116,000 TEU in 2023. In contrast, Coos Bay has very little news media, and relatively few affordable housing units to accommodate the strong labor force that would be needed to negotiate leverage at the table with supply-chain companies and large corporations. This isolated rural economic zone would be easy to manage. While other port cities have daily newspapers, Coos Bay has a small biweekly newspaper and a semi-satellite TV station, KCBY. It's easy to see why Coos Bay would be ideal for big business looking to avoid public scrutiny of any potential labor issues. Los Angeles newsrooms together hundreds of journalists and producers; Seattle a little more than 100, Portland a little less, and Coos Bay only a handful. The PCIP project doesn't include any plans for additional news media jobs in Coos Bay to hold big business and developers accountable, unsurprisingly. So which is more important, short-term job creation or long-term labor leverage? That's a question developers with capital can exploit if there's indecision among labor. While they extract value from the process, the ecosystems and wildlife have no say in the matter. The indigenous people who have lived in the area for centuries may sadly watch another catastrophe occur, while a few very rich people with stakes in NorthPoint will get a little richer. The local Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians are recognized as key stakeholders in the project, but according to former Tribal Chair Brad Kneaper, in his letter to the Bureau of Ocean Energy Management dated June 14, 2024, the Tribe viewed the PCIP as a "reasonably foreseeable cumulative-impact project" to the Coos Bay estuary, which is a cultural site. According to the letter, the Tribe objected to the "segmentation" of such projects which inflict "cumulative harm" that is routinely underestimated by federal and state agencies. What should be done? Maybe it would be better to build a desalination plant to get some water out of the ocean and back to the land. If something has to be built, let it be something that is sure to help, and not something that is sure to harm.

Jack O'Leary – Public Comment Regarding Strategic Business Plan – 01/19/2026

Since the Ford Family and Weyerhaeuser have already contributed millions to the development of the North Spit, don't you think they should have a "say" in what to do out there? I live in Empire and I see NO need to develop south when the North has all the infrastructure and the NOISE can go out there to NB where there is no housing!!!

John Blanchard – Public Comment Regarding Strategic Business Plan – 01/24/2026

I appreciate the opportunity to provide input on the 2025 Strategic Business Plan for the Oregon International Port of Coos Bay, and I commend the Port's efforts to drive economic growth and innovation in our region. While I support the vision behind the Pacific Coast Intermodal Port (PCIP) and Coos Bay Rail Line (CBRL) projects, I recognize the challenges posed by the associated debt obligations (approximately $1.4 million in annual servicing, plus interest on lines of credit due to delayed reimbursements) and limited staffing resources. The $100 million in Oregon Legislature bonding approved in June 2025 represents a significant commitment to these initiatives, even amid substantial funding uncertainties. I wonder if there might be value in exploring ways to complement this with targeted investments in repairing existing infrastructure, ensuring that urgent local needs are addressed alongside these ambitious endeavors. This approach

could build on the Port's track record of pursuing large-scale projects, learning from past experiences to maximize community benefits. For example, the Jordan Cove LNG terminal (2005–2021) and offshore wind proposals (BOEM 2024) highlighted important lessons about engaging with Tribes, landowners, environmental groups, and fishing communities to mitigate impacts on habitats, cultural resources, and local industries. Insights from the League of Women Voters of Coos County (LWVCC)—with their long-standing study of the Port since 1962, including the 2023 update and 2025 "A Deeper Understanding" presentations on PCIP—could further inform this balance, addressing questions around global supply chain integration, land and rail logistics, and cost estimates ($2.4–$4.4 billion). Incorporating such public input and independent analyses would strengthen the Port's responsiveness to community perspectives. This concern is further underscored by the state's recent investment in the Mid-Willamette Valley Intermodal Center (MVIC) in Millersburg, a rail-to-truck facility developed with $25 million in public funding (via HB 2017) and totaling around $35 million. Opened in late 2022, the center was projected to handle up to 40,000 containers of agricultural and wood products annually, yet it has seen limited activity, with no containers shipped as of reports through mid-2025, due in part to container shortages and demand challenges. While the project has adapted with proposals for other uses, it offers a valuable case study for ensuring that rail and container initiatives like PCIP and CBRL are positioned for success, minimizing risks and optimizing public resources for proven local priorities. To enhance the plan's impact, I recommend prioritizing immediate, actionable steps that align with the SBP's objectives and deliver quick wins for the community: Explore offering current leaseholders—particularly at Charleston Marina—the option to purchase leased properties, fostering private investment and alleviating some Port burdens. This supports Property Goal 1, Objective 1.4 (identify properties to sell, Short-term) and Financial Goal 1, Objective CF.3 (pro forma analysis for selling/leasing, Mid-term). Prioritize replacing aging docks and upgrading electrical systems at Charleston Marina to improve safety and reliability, tackling deferred maintenance. This aligns with Property Goal 3, Objective 3.3 (list maintenance/repair issues with costs, Mid-term) and Financial Goal 1, Objective CF.2 (obtain estimates on critical assets like docks/electrical, Mid-term). Bolster commercial fishing, a cornerstone for local and national food security and sustainable marine resources, through dedicated infrastructure improvements, partnerships (e.g., with Tribes and agencies), and initiatives for local processing and marketing. This advances Property Goal 3, Objective 3.1 (convene stakeholders for Marina activities, Short-term) and Environmental Goal 1, Objectives 1.2–1.3 (environmental partnerships and sustainability funding, Mid- to Long-term). By emphasizing fiscal responsibility through Financial Goal 1's Capital Facilities Plan, investing in existing assets, and supporting established industries, the Port can provide meaningful, near-term benefits to Coos Bay residents while pursuing its long-term vision.

Thank you for considering this feedback and for your dedication to our community's future.

Karie Silva – Public Comment Regarding Strategic Business Plan – 01/26/2026

Re: Comment on the Oregon International Port of Coos Bay Strategic Business Plan (SBP)

Chair and Commissioners,

Thank you for the opportunity to comment on the Strategic Business Plan (SBP) for the Oregon International Port of Coos Bay. I have been advocating since 2023 for the long-term viability of

the Charleston fishing fleet and the working waterfront that supports it. My comment focuses on one critical SBP priority: restoring and modernizing the Charleston Shipyard's marine ways system.

The SBP's Capital Improvements Plan identifies Charleston shipyard improvements as a high priority and specifically notes that "the single most requested improvement" to the shipyard is "a full replacement of the Marine Ways to pull and push ships." The SBP further explains that a new marine ways system would allow the shipyard to work on larger vessels and potentially expand market share, and it cites a June 2025 replacement quote of approximately $3 million or more.

From the perspective of working vessel owners and operators, a reliable marine ways system is not optional infrastructure — it is essential safety and maintenance capacity. The ability to haul out, repair, and return vessels to the water safely is foundational to the continuity of the fleet, the local workforce, and the broader maritime services that depend on an active shipyard.

I respectfully ask that the Port implement what the SBP already recognizes by including, in the SBP's near-term action plan, a clear and detailed outline for the marine ways replacement project — including (1) a timeline, (2) identified funding pathways, and (3) a plan for maintaining shipyard operations during construction. The SBP describes the Capital Improvements Plan as the first five to six years of action within the longer planning horizon; this is the right window to move from identifying the need to executing the project.

Strengthening the Charleston Shipyard aligns with the SBP's broader economic development goals and supports the Port's responsibility to maintain essential working waterfront infrastructure. The fishing fleet and maritime trades are a durable, year-round economic base, and modern shipyard capacity helps retain vessels and related spending locally rather than pushing work to other ports.

Thank you for considering these comments and for incorporating the SBP's own high-priority shipyard findings into timely, funded action.

Respectfully submitted,
Karie Silva
F/V Jeanette Marrie
Charleston, Oregon

Shelley Estes – Public Comment Regarding Strategic Business Plan – 01/27/2026

Thank you for forwarding the plan to Brenda and Jackie. I am also on the Council. I have read the plan. I think it is a great plan, but my main focus is revitalization of Charleston. I go to Charleston often. I think Charleston is a gem that has been dis-guarded. I walk in the dry dock and cannot believe the beautiful wooden boats that are dilapidated. When I lived in Homer, Alaska, they had a wooden boat society and a wooden boat festival. These are great tourism events, and many people attended these wonderful events. https://www.alaska.org/detail/kachemak-bay-wooden-boat-festival Charleston also has GREAT eateries that are not well promoted. Monkey Business, Foggy's, Portside and Millers. The Visitor Center needs to be expanded and re-done; the horrible looking RV park needs to be fenced in or bought. The other RV Park by the Marina is in dis-repair

as well. The crabbing docks are dilapidated, and one has I think an abandoned boat on it. I go crabbing often there and just cry as the years go by and nothing is done. Charleston has SO MUCH potential to rival Bandon. We even have a golf course and the best sunsets at Sunset Beach, which always looks like crap because they never fix the road going into the park. So, my recommendation as a tribal Council from the Coquille Indian Tribe is: Invest in Charleston, Please leave our Clam Gardens and Eel Grass alone, which could be impacted by the Intermodal Port going in. Invest in local businesses that are making a difference in our community. Promote bird tourism, wooden boat tourism, Whiskey Run Bike Trails, Food Map for eateries, Marine Vessel and Fishing tourism and repair. The Marina is looking much better but tell the Coast Guard to paint their buildings! Look at other ports that are economically and environmentally friendly to cross reference their successes in the region. Thank you for listening to my two cents,

Shelley Estes Representative #1 Coquille Indian Tribe.

Mike Graybill – Public Comment Regarding Strategic Business Plan – 01/29/2026

Members of the Port of Coos Bay Management Commission

28 January 2026

Michael Graybill
(personal addresses omitted)

Dear Commissioners

Because a scheduling conflict prevents me from attending your regularly scheduled February 2026 meeting, I offer these written comments on the November 2025 Strategic Business plan document in advance of the meeting.

First, thank you for providing time to allow public review of the November 2025 strategic business plan report compiled by Points Consulting. I have reviewed the document in its entirety and have offered line-by-line comments and suggestions to Executive Director Comstock.

Secondly, I am pleased to report that Director Comstock has been very receptive to the comments I have made and went out of her way to make time in her schedule to meet with me to discuss my comments. As a resident of the port district for 50 years, I am happy to report that the recent change in staff leadership at the port is dramatic and most welcome. I encourage you to continue your efforts to transform the port into a transparent organization that is responsive to input from constituents in the port district. The port is moving in the right direction! Thank you for your leadership to that end.

General comments regarding the Points Consulting report:

1. Points Consulting should be acknowledged for conducting an impressive level of historic research needed to characterize a context for the planning effort and for leading the commission through a series of valuable planning exercises. The 196-page report includes excellent

documentation of the process used to characterize the past and current status of various demographic and economic conditions in the port district and region. It also includes detailed results of interviews and meetings held during the brief period of their contract.

2. The entire document is framed in the voice of the consultants that compiled the report. A strategic plan, however, should be in the voice of the management commission, not the voice of the contractors who compiled the report.

3. By design, a strategic plan necessitates a forward-looking perspective. The intent of this plan, required by statute, is to identify the direction the port intends to take in the next ten years. While there is certainly forward-looking content in the consultant's report, the bulk of the document is dominated by an abundance of rearward-looking, and context setting information. This mixing of content serves to obscure the forward-looking action elements that form the substance of the strategic plan that will be the focus of the work of the port during the next decade.

Comments regarding the portion of the document that contains forward-looking information that is traditionally included in a strategic plan

1. The mission and vision statements presented on page 7 of the report are commendable. My only suggestion would be to include a reference in the preamble to the Mission and Vision section, affirming that as a government organization, the port is chartered and operates as a special tax district. The mission statement should include a reference that, as a special district, the commission has an obligation to provide services benefiting the taxpayers of the district.

2. Despite being clearly articulated, a number of objectives are presented under goal headings that lack a clear nexus with that heading. As an example, items 2.2 and 2.3 (Page 10) appear under the heading "property goals" yet it is not clear what nexus "Consider sitting on a tourism board…" or "Increase collaboration/partnership with the Bandon Dunes foundation…" has with how the port intends to manage property under its jurisdiction in the next 10 years. I have provided other examples to Director Comstock.

3. Other objectives are listed under goal headings that appear to constrain the ability of the commission to attain the intent of the objective. For example: item 1.2 is listed as an objective of the property goal entitled "Set priorities for involvement in regional economic development". An objective under this broad goal is to "pursue methods of industry diversification outside of wood products industries…." While I'm in support of this objective, I believe and hope you would agree that attaining the intent of this goal and this objective is likely to necessitate port involvement in regional economic development activities and initiatives that do not have any direct nexus with property owned or managed by the port. For example, I expect the port would be a strong advocate for economic development in the port district that is centered on property outside of property owned by the port (e.g. the wood pellet transload facility on the Coquille tribal property) yet by presenting this objective under the Port's property goal a reader will be left with the impression that the port will confine its participation in regional economic development ventures to the property under its management. I doubt that is the commission's intent.

4. There are several glaring omissions of goals and objectives that should be included in the strategic plan. As an example, the strategic plan makes almost no reference to how the port intends to engage in the process to revise the Coos Bay Estuary Management Plan (CBEMP). The

omission of substantive reference to the CBEMP revision plan in the report is understandable given that there was no active work on the plan revision underway during the time that the consultants were under contract. It is clear that work to revise this fundamental land use policy document will take place during the next 5 years, and it is clear that changes to the plan will define allowable land uses within the port district that have major links to how the estuary and its adjacent shorelands might be used to support economic development. The Port is a central estuary user and estuary property owner. The port was a central player in the development of the existing estuary management plan, and it is advisable that it should play a similar role in the revision of the plan. The strategic plan for the port should address the omission of reference to the CBEMP in the report by developing one or more goals and objectives to articulate the port's intent to participate in the CBEMP revision process. I have provided other examples of possible omissions to director Comstock.

Recommendations to the Port Commission for next steps toward adoption of a 2026-2036 strategic plan.

1. The commission should move to "accept" the findings and recommendations included in the document prepared by Points Consulting.

2. In order to facilitate use and distribution of the action element of the strategic plan, the commission should direct staff to edit the November 2025 report from Points Consulting in a manner that presents the forward-looking action-oriented content in a brief, free-standing document.

3. The voluminous, context setting content in the consultant's report should be compiled and made available as a separate companion piece that supports the strategic plan document.

4. The staff should be directed to address gaps or omissions in the plan and to respond to comments that were identified during the public comment period.

5. A deadline for the above actions should be established that provides adequate consideration of staff workload and capacity.

6. The commission should acknowledge the efforts of the staff to solicit comments as well as the voluntary efforts of those who provided comments and recommendations during the comment period.

Steve Skinner – Public Comment Regarding Strategic Business Plan – 1/29/2026

- Reformatting:
  - Charts, graphs, etc. moved to addenda.
  - Properties need to be identified by street addresses (tax lots moved to appendices/addenda) accompanied by a map/maps showing locations. Use more than one map if data shown is too small to read.

    - Introductions followed by narratives are too redundant and add to length. Less introduction, narratives to be followed by succinct summaries.
    - Currently too long, too redundant. Needs to be more of a working document in specific suggested plans.
- No overall summary.
- No suggested roadmap to begin moving forward, E.g. financial stability & how to achieve.
- Individual interviews are maybe too few and not explained why chosen, others left out. Some interview statements beg more explanation, E.g. "We should sell (g-p?) site…" Why?
- Port has jurisdiction over bay/shoreline(?) Can it leverage that to work with property/business owners?
- Need strong, clear language to prevent future cart before the horse scenarios. Large corporate clients, in particular, need to do their due diligence before the Port takes them on as a client and should be required to be responsible for an evenly shared (?) degree of financing so the public taxpayer sector is not carrying the entire burden. Expand on this - needs robust discussion and review.
- NOTE: Discrepancy between client in Charleston (he pays) and PCIP (Port pays) in a nutshell.
- Community advisory board(s) selection should reflect the entire (stakeholder) community and never be a rubber-stamp insider body. Membership should require active involvement and responsibilities, not just showing up for meetings.
- What does "international" mean? Can it be leveraged?
- Can Port go after grant monies, E.g. Walton Family Foundation "working to provide clean water during climate change".
- Can Eastside property be used to/for a solar array or mixed use agri-voltaic?
- Expand on aqua-culture. Bring back native clams.
- Diversity equals resiliency.

Ashley Audycki – Public Comment Regarding Strategic Business Plan – 01/29/2026

Hello,

I wish I could submit a more substantive comment on the Port of Coos Bay's Strategic Plan. I was made aware today by an engaged community member that the public comment on the Port's Strategic Plan was due by 5 pm. I recommend that the Port extend the public comment period and communicate about the opportunity more intentionally.

The start of this process had a strong sense of transparency and intentions to engage with community members in a meaningful manner. Through online surveys, stakeholder interviews, meetings, and a highly attended public open house, an immense number of community members took the time and effort to share their input on how the Port of Coos Bay should move forward. I

applaud the Port's initial efforts to make this strategic planning process a community-focused endeavor. I was surprised that this public comment period has not been highlighted in numerous places where Port of Coos Bay staff have been over the last month, which would have provided opportunities to share directly with local partners.

It is not in the public's best interest to not communicate more directly and openly about this opportunity to see how their feedback was incorporated. If the Port of Coos Bay is aiming to build trust with the community, I highly suggest that the Port of Coos Bay extend the public comment opportunity by 30 days from the date of the following communication tactics:

- Press release about the public comment opportunity with local media outlets (the last press release on the Port's website is dated August 2025).
- Send an announcement email to participants who shared their email with the Port for completing the survey, attending the open house event, and participating in the interviews.
- Share an outreach toolkit with an email template and social media post to engaged community organizations and other entities to add to the Port's reach

Again, I recommend that the Port of Coos Bay maintain the original tone for transparent, intentional outreach efforts, similar to those conducted last year for this Strategic Plan process, by extending the comment deadline and implementing the above-listed outreach tactics.
I welcome any follow-up discussions and opportunities to engage with the Port of Coos Bay to build out a Strategic Plan that reflects the public's best interest.

Sincerely,
Ashley Audycki
South Coast Regional Coordinator
Rogue Climate

Christine Moffitt – Public Comment Regarding Strategic Business Plan – 01/29/2026

Dear Port Commissioners. I have been working on reviewing the strategic plan draft and am requesting that you extend the deadline for comments. I did not find out that the link was provided until this past weekend and have been really busy with other projects that had deadlines this week. I am delighted that this process was done, but request extension of the time for the community to review it. Also, this opportunity needs to be publicized as many of us missed that this was posted.

Mandy Watson – Public Comment Regarding Strategic Business Plan – 01/29/2026

Hello,

I am writing to request an extension of the public comment period for the Port of Coos Bay’s Strategic Plan, currently scheduled to close today at 5:00 pm. I was only made aware of this opportunity today and I'm sure other people who would like to comment are in the same position. Given the strong community engagement efforts earlier in this process, extending the comment period would better ensure the public has a meaningful opportunity to review how their input was

incorporated and to provide feedback. Please extend the deadline and to communicate the opportunity more broadly.

Thank you for your consideration.

Kindly,
Mandy Watson

Strategic Business Plan Update - Public Comment Period

Summary of SBP Recommendations Received (in writing and in person)

Justin Ludwig – Public Comment Regarding Strategic Business Plan – 01/17/2026

- Opposition points of the Pacific Coast Intermodal Port Project
- Possible Recommendation: If a project must be built, build something helpful as opposed to harmful (such as a desalination plant)

Jack O'Leary – Public Comment Regarding Strategic Business Plan – 01/19/2026

- The Ford Family Foundation and Weyerhaeuser should have a say in the development on the North Spit
- Develop on the northern part of the North Spit across from North Bend where there is no housing

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John Blanchard – Public Comment Regarding Strategic Business Plan – 01/24/2026

- Repair existing infrastructure, ensuring that urgent local needs are addressed
- Incorporate public input and independent analyses to strengthen the Port's responsiveness to community perspectives.
- Explore offering current leaseholders in the Charleston Marina the option to purchase leased properties, fostering private investment and alleviating some Port burdens.
- Prioritize replacing aging docks and upgrading electrical systems at Charleston Marina to improve safety and reliability, tackling deferred maintenance.
- Bolster commercial fishing, a cornerstone for local and national food security and sustainable marine resources, through dedicated infrastructure improvements, partnerships (e.g., with Tribes and agencies), and initiatives for local processing and marketing.

Karie Silva – Public Comment Regarding Strategic Business Plan – 01/26/2026

- Restore and modernize the Charleston Shipyard's marine ways system.
- Including a timeline, identified funding pathways, and a plan for maintaining shipyard operations during construction.

Shelley Estes – Public Comment Regarding Strategic Business Plan – 01/27/2026

- Invest in Charleston.
- Leave the Clam Gardens and Eel Grass alone, which could be impacted by the PCIP.
- Invest in local businesses that are making a difference in our community.

- Promote bird tourism, wooden boat tourism, Whiskey Run Bike Trails, Food Map for eateries, Marine Vessel and Fishing tourism and repair.
- Tell the Coast Guard to paint their buildings.
- Look at other ports that are economically and environmentally friendly to cross reference their successes in the region.

Mike Graybill – Public Comment Regarding Strategic Business Plan – 01/29/2026

- The strategic plan should be in the voice of the management Commission, not the voice of the contractors who compiled the report.
- Include a reference in the preamble to the Mission and Vision section, affirming that as a government organization, the Port is chartered and operates as a special tax district. The mission statement should include a reference that, as a special district, the Commission has an obligation to provide services benefiting the taxpayers of the district.
- Address objectives listed under goal headings that lack a clear nexus with that heading (i.e. what does "sitting on a tourism board" have to do with "Property Goals")
- Address objectives listed under goal headings that appear to constrain the ability of the commission to attain the intent of the objective (i.e. property goals)
- Goals and Objectives should include how the port intends to engage in the process to revise the Coos Bay Estuary Management Plan (CBEMP)

Additional recommendations received, as compiled and summarized by CEO (a copy of the entire SBP with Mr. Graybill's recommendations and comments are on file and available to view):

- Shorten and simplify the Plan.
- Add elected representation from the district to the Board, increasing Board members but keeping majority appointed (5 appointed, 2-4 elected).
- Rename "Marketing Goals" or move associated goals elsewhere.
- Prioritize the Port's function in how it relates to property assets.
- Use assets and mission to engage in activities that benefit/support environmental conditions.
- When listing assets in the capital improvement plan, consider addressing all assets (miscellaneous properties, DB Western, T Dock, Anadromous Fish Farm, tidelands, etc.).
- Address how a healthy ecosystem will be accomplished in the Oregon's Bay Area, as mentioned in the Port's vision.
- Under Property Goal 1, consider supporting the airport, hospital and housing initiatives, and being involved in coastal resilience and the blue economy.
- Is Property Goal 2 (Involvement in Tourism & Recreation) a property goal? Consider moving.
- Remove reference of PCIP from Charleston property goals.
- Provide clarification under Property Goal Objective 1.2 regarding diversification outside of wood products.

- Include others in Property Goal Objective 2.2 regarding collaboration with tourism (Charleston Marine Life Center, Hollering Place, Oregon Coast Trail, etc.)
- Include research and education as part of the maritime industry in Property Goal 3.
- Property maps should include Coos Bay Railyard property.
- The post office should be mentioned in Marina Complex properties.
- Replace the word "barges" under the PCIP narrative.
- Under Taxation, Bonds, and Borrowing, fix Appendix A to Appendix C.
- The Port should take measures to improve the quality and productivity of the environment beyond just minimizing impact.

Steve Skinner – Public Comment Regarding Strategic Business Plan – 1/29/2026

- Move charts and graphs to addenda.
- Identify properties by street addresses (move tax lots to appendices/addenda) accompanied by a map/maps showing locations. Use more than one map if data shown is too small to read.
- Provide a brief summary of the Plan.
- Provide road map on how to achieve goals.
- Explain how/why decisions were made (i.e. to divest property)
- Leverage bay/shoreline jurisdiction with property/business owners.
- Require large project partners to be more responsible for funding of the project and require them to do their due diligence.
- Community advisory boards selection should reflect the entire stakeholder community and never be a rubber-stamp insider body. Membership should require active involvement and responsibilities, not just showing up for meetings.
- Leverage "international" in Oregon *International* Port of Coos Bay.
- Pursue more grant monies (i.e. Walton Family Foundation)
- Look into solar array or mixed use agri-voltaic on the Eastside property.
- Expand on aqua-culture. Bring back native clams.
- Diversify projects.

Ashley Audycki – Public Comment Regarding Strategic Business Plan – 01/29/2026

- Extend Public Comment Period

Note from CEO: A meeting has been scheduled on February 18 to review and discuss Ms. Audycki's comments regarding the Strategic Business Plan Update.

Christine Moffitt – Public Comment Regarding Strategic Business Plan – 01/29/2026

- Extend Public Comment Period

Note from CEO: An invitation has been offered to Dr. Moffitt to meet in person to review and discuss her comments regarding the Strategic Business Plan Update.

Mandy Watson – Public Comment Regarding Strategic Business Plan – 01/29/2026

- Extend Public Comment Period

Note from CEO: An invitation has been offered to Ms. Watson to meet in person to review and discuss her comments regarding the Strategic Business Plan Update.

Summary of Additional Comments Received

Business Oregon:

- Update page 1 to reflect required updates every five years, per IGA with Business Oregon.

Haley Lutz, Executive Director, Coos Watershed Association:

- Include CoosWA as a Strategic Partner (inadvertently omitted from the Strategic Partner list)
- Consider including CoosWA as a strategic partner in Community Advisory Groups, as appropriate. Take time and thought into forming and developing Community Advisory Groups.
- Consider separating Environmental and Emergency Preparedness Goals to support a more holistic approach to the Port's role in environmental stewardship.
- Include objectives directed at the Port playing an active role (as it relates to their property and goals) in environmental restoration, resilience, and conservation.
- Consider including objectives for supporting work that improves salmon population since healthy salmon populations are a driver for the sport and commercial fisheries that the Port depends on for economic prosperity.
- Ensure relationship building goals are not housed in "Marketing Goals".
- Use a Community Advisory Group to update the Port's environmental plan (an outdated plan is included on the Port's website).

OREGON INTERNATIONAL PORT OF COOS BAY
BOARD OF COMMISSIONERS

ACTION/DECISION REQUEST

DATE: February 12, 2026

PROJECT TITLE: Solicitation of 341 Newmark Avenue

ACTION REQUESTED: Direct Port Staff to begin the process of selling the Port owned property at 341 Newmark Avenue by soliciting a Request for Interest

BACKGROUND:

At the December Port Commission Meeting, the Board recommended Staff look into selling Port property in an effort to quickly payoff outstanding CBRL payables. The Port is typically not in favor of divesting property, however the need to pay debt and open cash flow is critical.

Per Port Policy 6.7: Disposition of Surplus Real Property (see the entire policy following this backgrounder):

- Section 7.1: The LCRB, in its discretion, may lease, rent, sell, and/or convey without consideration any real property of the Port as may not, in the judgment of the LCRB, be required for Port purposes.
- Section 7.3: The Port may sell and dispose of real property utilizing procedures adopted by the LCRB prior to solicitation of prospective purchasers and/or sale of the real property. (Section 7.4 outlines possible competitive processes that *may* be used by the Board [public auction, competitive bids, and utilizing a real estate agent].)
- Section 7.4: Before offering any real property for sale the Port shall cause the real property to be appraised in a manner which it considers to be appropriate…..

341 Newmark Avenue:

The Strategic Business Plan recommends divesting the property at 341 Newmark Avenue (the site of Tyree Oil Company).

This 1.5 acres of waterfront property (upland, tideland and submerged land) is located along Hwy 101 in North Bend and contains approximately 13 tanks, a small office and warehouse, and a dock. Tyree has leased this Property since November 2000. Tyree's current lease rate is $6,367.

In June 2025, the Port and Tyree amended their lease agreement when Tyree agreed to contract and pay for $102,136 of repairs to their seawall. This property requires significant maintenance and repairs to the dock infrastructure and land that the Port is unable to finance.

In anticipation of divesting the property, Port Staff contracted with Marineau & Associates to complete an appraisal of the property. The appraisal has been completed and a final market value by income and cost approach has been received.

Displacing Tyree, which has been a long time tenant and is a predominant business in the

community, is a concern of the Port. Thus, Port Staff is Recommend using a "Request for Interest" process to sell this Property.

Request for Interest Process:

- Following Board approval to proceed with a Request for Interest process, Port Staff will solicit a simple request asking interested parties to submit a letter of interest for the purchase of the property.
- The request will describe the property, the current use of the property, the fact that the property is encumbered by a lease by Tyree, and the sale price of the property. The request will ask for a letter of interest describing potential terms of a purchase, why the Port should consider negotiating a sale with the interested party, and anything else we think should be provided with this initial letter of interest, such as the expected future use of the property by Tyree.
- Port Staff will then evaluate all letters of interest received, report the results of the request process to the Board, and recommend negotiating a sale with one party.
- During this period, the Port will also comply with ORS 271.310(3) by providing notice to ODOT of the Port's intent to sell the property since it is within 100 feet of a railroad right of way.

RECOMMENDED MOTION:

Direct Port Staff to begin the process of selling the Port owned property at 341 Newmark Avenue by soliciting a Request for Interest.

POLICY 6.7: DISPOSITION OF SURPLUS REAL PROPERTY

7.1 The LCRB, in its discretion, may lease, rent, sell, and/or convey without consideration any real property of the Port as may not in the judgment of the LCRB be required for Port purposes.

7.2 Contracts for the sale of Port real property shall be exempt from the provisions of ORS 279A, B, and C.

7.3 The Port may sell and dispose of real property utilizing procedures adopted by the LCRB prior to solicitation of prospective purchasers and/or sale of the real property.

7.4 Before offering any real property for sale the Port shall cause the real property to be appraised in a manner which it considers to be appropriate. The Port may sell the real property to the highest and best offeror at public auction, through competitive sealed bids or proposals, or may employ the services of a real estate agent to solicit offers for the real property. Prior to the sale of Port real property the Port shall give notice for not less than two (2) weeks prior to the proposed sale by publication once each week in one or more newspapers of Port circulation in Coos County, or in any such other manner as the Port considers appropriate, including posting notice of the proposed sale on the Port internet website or by selecting a realtor to represent the Port in the proposed sale, with the understanding that the realtor will use their best efforts to advertise the sale as widely as practical or convenient. The Port may use one or more alternative notice procedures.

7.5 Contracts for the sale of Port real property shall be awarded to the highest responsible bidder, proposer, or offeror, taking into account the previous experience the Port has had with the proposed buyer; the financial stability of the proposed buyer; the performance under previous contracts by the proposed buyer and any contractual arrangements between the Port and its realtor governing the sale. Contracts for the sale of Port real property may not necessarily be awarded to the purchaser offering the greatest sales price if, in the judgment of the Port, the performance of the contract by the proposed purchaser would create a risk to the Port.

7.6 Port real property may be offered and sold separately, in separate lots, or in one parcel, as the Port considers appropriate.

7.7 In cases which notice of a proposed sale of real property has been given by publication or other method permitted under these rules, and no satisfactory proposal has been received, or in cases in which a prospective purchaser fails to complete the purchase, the Port may, at any time during a period of six (6) months after the advertised date of sale, sell the real property in any such manner as it considers appropriate. In such event, the sale price may be less than the minimum terms offered in the notice of sale, or the highest purchase price offered.

7.8 When more than one offer has been received, or in case of doubt as to which number of offers is the highest and most advantageous to the Port, the decision of the LCRB is conclusive and is not subject to review by the courts.

7.9 Contracts for the sale of Port real property shall include all such provisions as determined by the LCRB to be convenient or necessary to permit the sale.

7.10 The LCRB may authorize real property to be transferred to another government agency or a non-profit organization without cost if the LCRB determines that the value of and condition of the property does not warrant the cost of conducting a sale or if, in the opinion of the LCRB, the real property cannot be sold without the expenditure of Port funds to place the real property in a condition where it could be sold, which expenditure, in the sole opinion of the LCRB, could not be realized from a sale of such property.

Informational Items

Coos Bay Rail Line Serving Western Lane, Western Douglas and Coos Counties in Southwest Oregon

Owned by the Oregon International Port of Coos Bay

Operations by Coos Bay Rail Line, Inc. (CBRL) began on November 1, 2018.

Monthly Revenue Car Loads and Equivalent Highway Truck Loads / 2022-2026

One (1) revenue car load = 3.3 highway truck loads

	2022		2023		2024		2025		2026	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	**445**	1,468.5	**473**	1,560.9	**363**	1,197.9	**269**	887.7	**303**	999.9
Feb	**502**	1,656.6	**393**	1,296.9	**598**	1,973.4	**379**	1,250.7		0.0
Mar	**694**	2,290.2	**498**	1,643.4	**488**	1,610.4	**415**	1,369.5		0.0
Apr	**668**	2,204.4	**407**	1,343.1	**456**	1,504.8	**476**	1,570.8		0.0
May	**707**	2,333.1	**454**	1,498.2	**548**	1,808.4	**286**	943.8		0.0
Jun	**595**	1,963.5	**468**	1,544.4	**420**	1,386.0	**260**	858.0		0.0
Jul	**530**	1,749.0	**473**	1,560.9	**465**	1,534.5	**283**	933.9		0.0
Aug	**597**	1,970.1	**388**	1,280.4	**433**	1,428.9	**330**	1,089.0		0.0
Sep	**524**	1,729.2	**372**	1,227.6	**351**	1,158.3	**365**	1,204.5		0.0
Oct	**488**	1,610.4	**393**	1,296.9	**498**	1,643.4	**324**	1,069.2		0.0
Nov	**512**	1,689.6	**409**	1,349.7	**335**	1,105.5	**294**	970.2		0.0
Dec	**493**	1,626.9	**440**	1,452.0	**347**	1,145.1	**283**	933.9		0.0
Total	**6,755**	**22,291.5**	**5,168**	**17,054.4**	**5,302**	**17,496.6**	**3,964**	**13,081.2**	**303**	**999.9**

Coos Bay Rail Line-CBRL operates at the U.S. shortline railroad industry standard of 286,000 lbs/143 short tons (weight of car plus commodity weight) per loaded revenue car.

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2026 are as follows:

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	5,302	rail carloads =	530,200	short tons =	17,496.6	highway truck loads
2025:	3,964	rail carloads =	396,400	short tons =	13,081.2	highway truck loads
2026:	303	rail carloads =	30,300	short tons =	999.9	highway truck loads

*Start up in 2011, Data includes 4th Quarter / Oct – Dec.

The Coos Bay rail line was embargoed by the previous owner/operator in September 2007. The Port acquired the 111-miles of the line owned by RailAmerica, Inc. in spring 2009 through an order from the U.S. Surface Transportation Board at the completion of a Feeder Line Application process initiated in July 2008. The Port acquired the Union Pacific (UP) Railroad owned 23-mile section of the line through a negotiated agreement with UP in late December 2010.

SUMMARY OF
CHARLESTON MARINA ADVISORY COMMITTEE MEETING
10:00 a.m., Wednesday, January 28, 2026

All eight of the Advisory Committee members and eight Port staff members were present. Five public guests, including one County Commissioner, were present.

Ray Dwire provided the Financial Data Review as well as the Current Projects Update.

The Committee discussed ongoing maintenance needs throughout the Charleston Marina Complex, including completing dock repairs, addressing RV Park fencing issues, improving Troller Road, and resolving electrical problems on the docks. Concerns were also raised about garbage overflow and general upkeep across marina facilities.

Members reviewed several planning and funding items, including the need for improved lighting, multiple grant opportunities for Shipyard improvements, derelict vessel removal, restroom upgrades, and Ice Plant repairs. The Committee also considered long-term options for the Point Adams building and proposed forming a subcommittee to evaluate Marina buildings and recommend whether to repair, lease, or divest them.

Public and committee comments centered on traffic flow, parking challenges, and safety concerns. Visitors frequently drive into work zones or the wrong direction due to damaged or unclear signage, prompting calls for updated signs, directional arrows, and “additional parking” notices. Safety concerns were emphasized for events involving children, with members urging improved traffic control and event related warning signs to reduce risks.

OREGON INTERNATIONAL PORT OF COOS BAY
CHARLESTON MARINA ADVISORY COMMITTEE MEETING
10:00 a.m., Wednesday, January 28, 2026
Charleston Marina RV Park, Recreation Room

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

DRAFT MINUTES

ATTENDANCE

Advisory Members:
Nick Nylander, Chair; John Blanchard; Knute Nemeth; Kathleen Hornstuen; Rex Leach; Aaron Simons; Lou Leberti; and Katherine McUne.

Port Staff:
Lanelle Comstock, Chief Executive Officer; Ray Dwire, Charleston Marina Manager; Heather Watson, Charleston Office Assistant; Danny Jaszay, Charleston Office Assistant; Mickey Pulse, Maintenance Foreman; Krystal Karcher, Administrative Services Manager; Matt Friesen, Director of External Affairs; and Christina Sanders, Administrative Assistant.

Guests:
Melissa Clemens, Charleston Fishing Families; Jeri Watson, Charleston Fishing Families; Jen Shafer, OIMB; Connie Douglas, Charleston Fishing Families, and Drew Farmer, Coos County.

1. CALL MEETING TO ORDER

Chair Nick Nylander called the meeting to order at 10:00 a.m.

2. INTRODUCTION OF GUESTS

Chair Nylander welcomed new Advisory Members Rex Leach, Aaron Simons, and Katherine McUne. Lou Leberti congratulated John Blanchard for being nominated for Citizen of the Year. Mr. Blanchard stated it was the work with Fisherman's Wharf. He stated it is important to recognize the community and the value they are placing on having the small fishermen being able to bring fish to the local market. He stated that some of the benefits to that is being able to donate to the food donors.

3. REVIEW AND APPROVAL OF MEETING MINUTES

A. Approval of October 22, 2025 Meeting Minutes

Upon a motion by Knute Nemeth (Second by Lou Leberti), the Charleston Advisory Committee Members voted to approve the October 22, 2025 Meeting Minutes. **Motion Passed Unanimously.** (Ayes: Blanchard, Hornstuen, Leach, Leberti, Nemeth, Nylander, and Simons. Nays: None. Absent: McUne.)

4. FINANCIAL DATA REVIEW

Ray Dwire reviewed the financial data for Charleston Operations. Charleston Marina's Operating Result is a net gain of $244,000. Charleston's total Net Result is a $33,000 net gain. Year-to-date revenues are greater than projected due to an increase in moorage, higher occupancy in the RV Park, and greater ice sales. Year-to-date expenses are underspent by approximately 16%. Operating expenses exceed the prior year expenses by $215,000. This increase is for dredging completed in the Charleston Marina. Other Revenues include small grants, loan proceeds, the administration fee for lodging tax, credit card surcharge fees, and insurance claim reimbursement for damage done to Charleston property. The increase seen this quarter is from the loan proceeds received for dredging completed in the Charleston Marina. Other Expenses include merchant fees, property taxes assessed on the storage units building, insurance claim repairs, and debt service payments for vehicles.

Based on current information, if Charleston would perform to budget for the remaining fiscal year, the projected Operating Result would end the year with a net gain of $156,000. Total Charleston Net Result is projected to be a net gain of $359,000.

Committee members commented that the numbers look encouraging. Mr. Dwire stated the Port created a very lean budget, expanding services as best as possible, recouping all the dollars that can be. There was not a lot of money designated for capital repairs. Mr. Dwire stated although the numbers look really good, there is still a lot of work that needs to be done in Charleston. Lanelle Comstock stated that Charleston's expenses have been "uncomfortably lean" but thinks circumstances are starting to turn around, giving more flexibility to make some much-needed repairs.

5. CURRENT PROJECTS UPDATE

Mr. Dwire asked for a moment of silence for Ed Fleming, who frequently attended these meetings and passed away October 23, 2025, and for local Commercial Fisherman Jeff Fletcher's passing.

Mr. Dwire congratulated Mr. Blanchard of Sharky's Charters, on his nomination for Citizen of the Year, stating it was a huge accomplishment for Mr. Blanchard personally, and a good representation of the Charleston Marina. Mr. Blanchard thanked the Committee and stated that he is appreciative of the support.

Mr. Dwire stated there were some staff changes in the Charleston Marina. Mickey Pulse has returned to working in the Maintenance department on a part-time basis after a 3-year retirement. Mr. Dwire stated Danny Jaszay was promoted to Marina Office Assistant.

Mr. Dwire discussed the Marina's Operating Revenue for the first half of FY 2025/26. He stated several key areas are performing strongly including Annual Moorage which is at 159% of budgeted levels so far, while the Semi-Annual Moorage is significantly higher at 247% of budget. Work Docks are over budget due to very busy activity at the Shipyard, Short-Term Boat Storage is also over budget, and these overruns represent good indicators of strong demand. Mr. Dwire stated the RV Park is currently 130% over budget and attributed much of that success to Heather Watson's efforts in the RV Park and expressed confidence that the RV Park will continue to see strong performance going forward. Ms. Comstock noted that the budgeted amounts had been set realistically based on prior years' revenue.

Mr. Dwire discussed historical trends for the first half of each fiscal year since 2016/17, describing a pattern of gradual annual increases prior to COVID, followed by a decline during the pandemic, a strong recovery and upswing afterward, then another downswing in 2023/24. Mr. Dwire stated the Marina is in a good pattern and wants to keep moving forward.

Mr. Dwire stated the Port is trying to be more active in the Charleston community by putting up Christmas lights this year, and successfully bringing back the crab pot Christmas tree, with assistance from the Charleston Fishing Families. Mr. Dwire described how he worked with Charleston Fishing Families a couple of times during the Holiday Lights. Melissa Clemens stated that 1,100 visitors came through the Charleson Fishing Families office, and those who were returning visitors commented positively on the Christmas lights around the Marina. She stated it was a palpable feeling of change, and that people felt more comfortable in the parking lot because it was lit up. Ms. Clemens stated more work with the Downtown Association is needed, for signage and directing people around the Marina during events, as the signs on the ground are hard to see.

Mr. Dwire stated that on December 1, 2025, the Marina office was reopened to the public by opening its doors fully. The office doors had been closed since COVID times, during which walk up windows were installed at the front, so customers could conduct business from outside. New windows were installed, so guests have to go inside for assistance. The change has been positively received by customers.

Mr. Dwire stated there are many projects around the Marina that have been 90% completed but that last 10% hasn't been finished. He stated staff are working on not only starting new projects, but getting projects completed as well.

Mr. Dwire discussed dock work and completed repairs including new pile hoops and quarter brackets. He stated the Marina Maintenance staff has the ability to tailor-make the quarter brackets. Mr. Dwire stated the Port is in a better position to complete some necessary repairs. He stated there is still a lot of work to do on the docks, and the list is ever growing.

In addition to the dock work, Mr. Dwire discussed repairs needed in the RV Park, stating that Yurt A's deck needs replacing, and the Park's north chain link fence needs fixed after the recent windstorm. Mr. Dwire stated that Troller Road will need the asphalt patched in some areas even though the gravel area has been well maintained and graded on a regular basis.

Committee members asked about the electricity on the docks. Mr. Dwire stated progress is being made and that Maintenance is taking care of bad outlets. Mr. Dwire stated electricians have been out to work on the end of D Dock, and he feels that some of the issue is due to larger boats drawing too much power. Mr. Dwire states that currently there is only 30 amp service available, and the bigger boats are using 50 amp's. Mr. Dwire stated that switching to 50 amp service is certainly a topic for discussion at a later date.

Committee members asked about adding an additional garbage dumpster. Katherine McUne stated that a nice change was having taken a dumpster to the fish cleaning station, cutting down on the number of flies that were around. Ms. McUne stated that the dumpster is being overwhelmed. Mr. Dwire stated that the dumpster is being dumped twice a week. He stated that the Marina is working on getting the trash compacter working to help with some of the overflow garbage. Mr. Blanchard asked why the other dumpsters were removed. Mr. Dwire stated they were removed to save on costs, but also because it was taking a lot of staff time to empty them.

The Committee asked more about Troller Road, and if the Port was still working with the Coos County for its upkeep, and that potholes are forming. Mr. Dwire stated the County had confirmed that Troller Rd. is the Port's responsibility. He stated that a few years ago a cold patch was laid to fill in the potholes, and the Port is looking into different solutions.

6. ROUNDTABLE DISCUSSION ON FACILITIES MAINTENANCE NEEDS

Mr. Dwire announced a new tenant at the Charleston Marina. Breakers, Billiards and Brew, owned by Eric Quella, will be coming to where the Sea Basket was. Mr. Dwire stated he looks forward to seeing new business and new entertainment activity coming to Charleston. Mr. Dwire stated he has been approached by a couple of food trucks saying they would like to set up in the Marina, and he will be working with them to get something set up for maybe spring or summer. The Committee asked additional questions about electricity and lighting in the area for food trucks. Mr. Dwire stated there is no electricity currently available, so the trucks would have to be self-contained, and that he is working on different grants to get some additional lights.

Mr. Dwire discussed the Charleston Shipyard Connect Oregon project. He stated Connect Oregon is a program that was established in 2005, and as of 2024 had awarded $512 million to 240 projects across the state, and anticipating approximately $75 million will be available for projects. Mr. Dwire stated the grant would be for the marine ways.

Mr. Dwire discussed another grant opportunity for the abandoned derelict vessel program. He stated that the Port has been working with the State and with the ADV program. Mr. Dwire stated the Port currently has about 40 vessels that need to be destroyed and stated an estimate of $150.00/ft. or approximately $300,000, noting that steel vessels cost more to destroy.

Mr. Dwire stated the Port recently applied for a grant with the Oregon State Marine Board to get the inner basin restrooms cleaned up and fixed up. This includes resealing the roof, painting inside and out, new doors with card lock access, new lights and ventilation fans, as well as new hot water heaters, hand dryers, and mirrors. Mr. Dwire stated it will be approximately $50,000 for the project, and the State Marine Board will match $.75 on the dollar up to $30,000. Port staff will be doing the work, thus saving on labor costs. If the grant gets awarded, Mr. Dwire stated to hopefully have the repairs done right before the busy season.

Mr. Dwire discussed the current issues happening with the Ice Plant. While going through the fire inspections, it was discovered that the bin that holds the ice needs to have new freezing units. There are two units and one is completely inoperable. The other has been recharged, but it is leaking Anhydrous Ammonia. Currently, there is no cost estimate yet for replacement. Mr. Dwire discussed preventative measures and maintenance that are taking place to make sure the Ice Plant has minimal to no delays during the busy fishing season.

Mr. Dwire discussed Point Adams and what to do with the building. He provided several different options including restoration, leasing it out, or using it for cold storage. He also mentioned possible demolition of the building and just keeping it as a dock, or possible new development opportunities. Mr. Dwire stated he is looking to the Charleston Advisory Committee for some input on what the Committee thinks about the future of Pt. Adams stating that the building is in very bad repair. He stated that in 2015 an engineering estimate to do repairs on the building was $1.5 million at the time, and that the electrical repair alone was estimated to cost over $500,000.

Mr. Blanchard suggested the Charleston Advisory Committee create a subcommittee that would discuss and make recommendations on what to do with Point Adams and potentially other buildings and property in the Charleston Marina Complex, like the Power Squadron building. The subcommittee would discuss which buildings or properties to repair, to divest, or to lease out.

The Committee discussed Urban Renewal Agencies not being available to the Charleston area. Drew Farmer stated that in order to form a Charleston Urban Renewal Agency, Coos County would have to vote for the initiative and approve it. Mr. Farmer stated it would take a while to generate revenue, but it is debt-driven so you could prove that before the revenue comes in. Funding mechanisms increment based on the current amount, and however much increased value the area generates. The increment in taxes between those two would fund the debt payment.

Ms. McUne inquired about a flyer posted at Monkey Business. Ms. Comstock explained that it advertised the Strategic Business Plan Open House. She noted the Port completed its previous Strategic Business Plan in 2015, and the plan establishes objectives for the next ten years, focusing on property, management, external affairs, and comprehensive Port operations. Ms. Comstock clarified the flyer was not about revitalization.

Mr. Dwire explained that certain grant funds can only be used for the specific development projects for which they are awarded. He noted that this creates challenges, as many people assume the Port has large amounts of unrestricted funding, when in reality much of it is earmarked exclusively for terminal development or rail line improvements associated with the terminal. He also discussed the ongoing effort to pursue additional grants for the Marina, including the shipyard improvement grant referenced earlier, which requires highly specific applications. Mr. Dwire stated that securing new funding is becoming increasingly difficult, but staff continue to seek out every opportunity. Ms. Comstock stated that an intern from OIMB will be starting the following day and will assist one day per week for the next six weeks. Beginning in March, the intern will focus on identifying grant opportunities and developing a spreadsheet tracking potential grants, application timelines, and relevance to both the Port and the Charleston Marina.

7. PUBLIC COMMENT

Ms. Clemens presented a 36-page petition filed by several environmental groups against the commercial crab industry. She explained that current regulations already require fishermen, beginning May 1, to remove 20% of their crab pots from the water and comply with depth-related limitations. After fishermen have already purchased permits, tagged gear, and prepared for the season, the petition seeks to move the 20% removal date up to April 1. It further proposes that within approximately four years, the entire fleet must transition to popup gear; an upgrade that would cost her vessel, equipped with 300 pots, about $125,000. She asked Rex Leach to describe the popup system; he explained that the rope and buoys remain contained on the pot on the seafloor and surface electronically only when triggered.

Ms. Clemens noted that popup gear has been tested only under limited conditions in California, with smaller boats and minimal current, and has not been evaluated for large-scale fleet deployment, raising significant safety and operational concerns.

Ms. Clemens also referenced past industry attempts to prevent similar rules, including testimony in 2023 when commercial fishermen were given only two minutes to speak late in the evening. She stated that

ODFW has until mid-March to respond to the current petition but is responding earlier, in mid-February, and is now accepting public comments. While environmental groups pay individuals to submit support letters, she urged attendees to help "flood" ODFW with opposition letters. The Crab Commission is drafting a letter, and Fishing Families staff are preparing iPads, QR codes, and other tools to collect as many signatures as possible in the coming weeks.

She stressed that fishermen cannot absorb the proposed costs or the projected 20% loss of income, with smaller fleets facing particularly severe impacts. She stated there is no justification for the proposal, noting that whale populations, including humpbacks, are increasing by roughly 8% annually and that she believes the industry is not harming whales. She added the issue originally began on the East Coast concerning lost gear and has since spread, even as environmental groups support offshore wind projects that affect marine life.

Ms. Clemens also discussed newly required line-marking rules that will force fishermen to replace all pot lines with state-specific colored rope by 2026, so entanglements can be traced to the state of origin. She stressed the urgency of gathering public comments and offered to provide email links and contact information, noting that Jeri Watson will be available in the Fishing Families office to assist.

She further reported that ODFW has enacted a temporary rule for the current year, moving the 20% pot-removal deadline from May 1 to April 1, although no additional 20% reduction is required this season. If the petition succeeds, however, the extra 20% removal will take effect next year. Fishermen will also be required to re-permit every pot redeployed after removal, meaning that as much as one-quarter to one-half of the fleet could be out of the water at a time, significantly affecting moorage.

Ms. Clemens added that additional letters opposing the petition are being drafted to simplify public participation, with plans to distribute QR codes for digital signatures. Outreach to legislators and NOAA is underway to raise awareness, as many outside the fishing community are unaware of the petition. She expressed concern that, based on recent meetings, ODFW appears likely to adopt a majority of the environmental groups' recommendations, increasing the urgency for public comment.

Kathy Hornsteun mentioned the applications for the Fishermen's Memorial are due by March 31, 2026.

Ms. Clemens stated the Easter Extravaganza for 2026 will be held on April 4, from 11:00 a.m. to 3:00 p.m. There will be a scavenger hunt with participating businesses around Charleston. She stated that Charleston Fishing Families will even supply stuffed eggs if a business wants. This event is an opportunity to bring in business during the slow part of the year, giving them an opportunity to interact with more people. Ms. Clemens stated she is trying to secure three to five food trucks for the event and ODFW for the frog pond.

8. COMMITTEE COMMENT

Mr. Blanchard discussed ongoing concerns about traffic flow, signage, and parking throughout the Charleston Marina area. He described an incident in which he unintentionally drove into an active offloading zone, creating safety concerns due to forklifts and heavy equipment moving nearby. Mr. Blanchard stated he found the sign intended to guide visitors safely along the scenic route and away from work areas was damaged and barely noticeable.

Committee Members agreed that updated, more visible signage, potentially sponsored by local businesses such as Monkey Business and others, would help direct visitors safely around the corner and toward available parking areas rather than into congested work zones. They noted that customers often drive the wrong way or become confused about where to park, especially during the busy crab season when the front area is full. Suggestions included adding signs for additional parking, improving directional markings, and painting arrows on the pavement to prevent the head on encounters that are occurring now.

9. NEXT MEETING DATE

The next meeting is scheduled for Wednesday, April 22, 2026 at 10:00 a.m.

10. ADJOURN

Chair Nick Nylander adjourned the meeting at 11:54 a.m.