

**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**10:00 a.m., Tuesday, November 21, 2023**

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

**ATTENDANCE**

**Commission:**

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

**Staff:**

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; Ray Dwire, Charleston Marina Manager; and Laura Fortin, Administrative Assistant.

**Media & Guests:**

Pat Hennessy, Citizen of Coos Bay; and Christine Moffett, Coos Bay.

**1. CALL MEETING TO ORDER**

Vice President Hanson called the meeting to order at 10:00 a.m.

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

**3. PUBLIC COMMENT**

Ms. Moffett provided public comment, reading from a letter she had written for the comment time allowed. Commissioner Hanson then asked if a written copy could be provided for the Commissioners to review in completion. A copy of the written comment is provided below:

*Good morning Commissioners:*

*The public comments provided at your last Commission meeting may have finally convinced you as a commission that you have problems with your current communications and decision making that reflect a serious lack of concern and engagement in our communities.*

*Members of the community that respect the rules of public participation and principles of land use management have been at odds with decisions made by the Port of Coos Bay regarding estuary development and port project management for some time.*

*I need not remind you of the testimony provided last month by citizens along Coal Bank Slough, and then Ann Donnelly provided extensive comments about the approach for development of a terminal project with details of the difficulties that the public has had*

*throughout the many years. Mike Graybill provided similar testimony of the lack of communication, and access to management to provide and comment on this current port project proposal, and to the fact that the Commissioners are the link appointed by the Governor to provide oversight and leadership.*

*In this same meeting following the public comments regarding lack of communication, your meeting minutes read "Mr. Burns said an advisory committee for the Terminal Development project, known as the Community Development Alliance, will also be created to ensure the impacted community can provide input on the project." To further quote from your own minutes 'This will be a group of about 20 people put together to bridge communications with the public.'*

*What is this bridge? When one visits the new WEB that was referenced in the October meeting, we see the web has a large picture of the proposed terminal site and a quote "Chairman Peter DeFazio, Chad Meyer of NorthPoint Development, and John Burns, CEO of the Port of Coos Bay participated in a forum recently with Oregon Jobs Through Trade regarding the proposed Pacific Coast Intermodal Project!" A link to the recording can be found here: <https://www.oregonjobsthroughtrade.org/ojtt-in-action>.*

*Pursue this link and you find a recording of Through Trade Virtual Town Hall with Chairman Peter DeFazio recorded July 2022 regarding the Terminal Development Project before that project was not selected for funding by the Department of Transportation.*

*Is this communication?*

*Members of the community have repeatedly asked for a copy of both the container proposals submitted to the Department of Transportation, the most recent of which is being marked throughout the region by lobbyists. We have never been provided with a copy. The details are only provided in presentations by lobbyists and staff members to selected audiences.*

*The Coos County League of Women Voters completed its third study review of the Port and clearly documented the lack of a clear asset management plan, failure to support the many needs of a working Charleston Marina, failure to address climate change and challenges related to coastal resources, but instead pursuit of large-scale developments with great risk to the environment.*

*This project is certainly one that should and likely will fail not only because of its risks to the environment, but because there is no need for it as has been repeatedly shown by those who follows the economics and logistics of port container shipping and the associated infrastructure.*

*When will the Port engage to evaluate and propose projects that will benefit the region and support the fishing industry, enhance the recreational assets, and mitigate climate change challenges to provide a safer community?*

*The City of Reedsport and the Oregon Department of Transportation are studying railroad crossing solutions and strategies to prepare for a potential increase in freight trains traveling through the downtown area. More trains are expected to travel through Reedsport. They are working to identify challenges and solutions for safe and efficient traffic flow for motorists, bicyclists, pedestrians, and emergency services throughout Reedsport, and stormwater systems at all rail crossings, and noise ordinances in efforts to support their community economic and sustainable growth. The estimates include changes in the length of trains from 1500 feet to 4000 feet, and numbers from 2 to 14 per day (2 of the smaller and 12 at least 4000 feet long) transversing the city. They also predict that speeds will change from 10 to 25 mph speed, all depending on upgrades to the Umpqua Swing Bridge.*

*The proposed container port can only be developed with a "Channel Modification Project". This feature is also highlighted on the new web, and this modification is an understatement. This massive alteration of the current estuary would require blasting and excavation of bedrock. Roughly half of the material to be excavated from Coos Bay is bedrock and all materials dredged from Coos Bay have been proposed to be dumped in the ocean at a newly developed disposal area covering an area of approximately 2 square miles. The location of the new dredged material disposal area has yet to be determined and no formal proposal seeking authorization has been initiated. The dredging related project cost identified in the Port's 2022 mega grant application was \$459,974,650. This includes \$258,227,000 for "rock dredging".*

*The planning for this enlargement of the FNC has been on the books for years, most of which was funded by the failed Jordan Cove project, and more recently by state funds provided to the port. The plans have not been submitted to the US Corps of Engineers as far as we have been able to determine.*

*The environmental risk assessments that will certainly be required have not been conducted, and no public information is available regarding the project environmental risk assessment. There are multiple risk concerns for human and infrastructure safety. There are likely conflicts with existing land uses of surrounding properties that affect conservation, recreation, and protection of endangered and threatened species. The approval process for this development will likely be lengthy and no applications have been submitted for review.*

*To understand the carbon footprint of this work, a characterization including the distance to disposal site, location of disposal, and methods of removal is needed. To our knowledge this evaluation has not been done. In addition, if toxic materials were identified in any of these sediments, the nature and extent would need to be quantified and remediated. Many models are available to estimate these factors, and they are dependent on the specific limitations of each site.*

*In summary, I urge you as commissioners to seek nominations for an advisory committee to daylight all these concerns and engage in communications regarding this and other projects that can enhance our economy and sustain our communities.*

Commissioner Hanson asked if the topic of the Community Development Alliance Advisory Committee could be put on the agenda for the next Regular Commission Meeting. Mr. Burns replied that it can be done.

4. **CONSENT ITEMS**

- A. Approval of October 17, 2023 Regular Commission Meeting Minutes
- B. Approval of October Invoices
- C. Approval of October Contracts Awarded

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners voted to approve the October 17, 2023, Regular Commission Meeting Minutes, October Invoices and October Contracts Awarded. **Motion Passed Unanimously.**

5. **MANAGEMENT REPORTS**

All Management Reports were included within the Meeting Packet.

6. **ACTION ITEMS/REPORTS**

A. **Wild Coast Running Company Lease Renewal**

On November 1, 2023, Wild Coast Running Company and the Oregon International Port of Coos Bay signed an amended one-year Commercial Lease Agreement for Wild Coast Running Company to continue leasing the space at 145 S Broadway in the Hub Building and storage space within the shared offices located at 145 Central Avenue in the Hub Building. Wild Coast Running Company has been in the leased space since November 2020.

145 S Broadway is approximately 1,421 square feet and includes 235.5 square feet of common space (hallways, shared restrooms, etc.), and the storage space is approximately 70 square feet. The negotiated rate for the one-year agreement is \$1,484.95 per month.

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners motioned to ratify the execution of a one-year lease agreement with Wild Coast Running Company to continue renting space in the Hub Building. **Motion Passed Unanimously.**

7. **COMMISSION COMMENTS**

8. **NEXT MEETING DATE** – Tuesday, December 19, at 10:00 a.m.

9. **ADJOURN**

Vice President Hanson adjourned the meeting at 10:13 a.m. and entered into Executive Session to:

(d) conduct deliberations with person designated by the governing body to carry on labor negotiations;

- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (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;
- (h) consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed;
- (i) review and evaluate the job performance of a chief executive officer, other officers, employees and staff, if the person whose performance is being reviewed and evaluated does not request an open hearing;
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments; and
- (n) discuss information about review or approval of programs relating to the security of a number of specified structures, activities and materials relevant to the operation of the state's infrastructure.