



M E M O R A N D U M

TO: Interested Parties
FROM: Kyle Stevens, President
DATE: December 30, 2025
SUBJECT: Port of Coos Bay PCIP Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular PCIP Commission Meeting at **8:00 a.m., Tuesday, January 6, 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 3:30 p.m. on Monday, January 5, 2026. Written comment will be accepted until 3:30 p.m. on Monday, January 5, 2026 by sending an email to portcoos@portofcoosbay.com with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, January 6, 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; and
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations.

KS/cs

**OREGON INTERNATIONAL PORT OF COOS BAY
PCIP REGULAR COMMISSION MEETING**

8:00 a.m., Tuesday, January 6, 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

3. PCIP PROJECT UPDATE

- A. PCIP Project UpdateMelissa Cribbins
- B. Update from NorthPoint..... Brian Forquer

4. CONSENT ITEMS

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8. INFORMATION ITEMS

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9. PUBLIC COMMENT

10. COMMISSION COMMENTS

11. NEXT MEETING DATES

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

12. RECESS TO EXECUTIVE SESSION

13. ADJOURN

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR PCIP COMMISSION MEETING
8:00 a.m., Tuesday, December 2, 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:

Melissa Cribbins, Executive Director of the PCIP Project; Keith Leavitt, Chief Commercial Officer of the PCIP Project; Lanelle Comstock, Chief Executive Officer; Matt Friesen, Director of External Affairs; Rick Adamek, Director of Asset Management; Ray Dwire, Charleston Marina Manager; and Krystal Karcher, Administrative Services Manager.

Media & Guests:

Christine Moffitt; Jan Hodder; Mike Graybill; Caddy McKeown, PCIP; Rick Osborn, PCIP; Aaron Simons, ILWU; Steve Erickson, ILWU Local 12; Tallon Trentz, IUOE 701; Nate Meddings, Stantec; and Jonathan Bates, UBC.

1. CALL MEETING TO ORDER

President Stevens called the meeting to order at 8:02 a.m.

2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF

3. MANAGEMENT REPORTS

Melissa Cribbins noted continued progress on federal grant negotiations following the government shutdown. FRA and US Army Corps of Engineers work has resumed. Keith Leavitt provided an update on Rebel Consulting's economic and commercialization studies for PCIP, focusing on investment case development and cargo flow analysis. The final report is expected first quarter of 2026.

4. ACTION ITEMS/REPORTS

A. Ratify Commission President's Signature on Task Order #19 with DMA

The Port of Coos Bay has been working with David Miller and Associates (DMA) on the Coos Bay Channel Modification. The previous Task Order #18 had been expended, and DMA was unable to do any

further work on the Channel Modification until a new Task Order was completed. Staff have bi-weekly meetings with the US Army Corps of Engineers that DMA attends, and these meetings are critical to moving the channel modification permits forward. As such, Business Oregon reviews these task orders, as well as the PCIP Executive Director and the Port CEO and Finance Department.

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners motioned to ratify the Port Commission President's signature on DMA Task Order #19. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

5. PUBLIC COMMENT

A. Christine Moffitt, representing the League of Women Voters, requested responses to community questions from the April and November forums and provided handouts with organized questions and video links, which are attached to the end of these minutes.

6. COMMISSION COMMENTS

Commissioners praised the recent Millicoma Marsh trail reopening and recognized community contributions.

7. NEXT MEETING DATES

- A.** Regular Commission Meeting - Thursday, December 18, 2025, 11:00 a.m.
- B.** PCIP Commission Meeting - Tuesday, January 6, 2026, 8:00 a.m.

8. ADJOURN

President Stevens adjourned the meeting at 8:22 a.m. and entered into Executive Session, as authorized under ORS 192.660(2), to:

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

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

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

PCIP- A Deeper Understanding, Part 2
Informational Presentation by the League of Women Voters, Coos County
November 19, 2025

Brief Bio of Guest Professionals in Discussion and Presentations

<https://my.lww.org/oregon/coos-county/event/deeper-understanding-pcip-presentation-recordings>

Steve Hughes

Steve is the president and CEO of HCS International, a consulting firm that focuses on the international supply chain to the automotive industry. Through his company Steve represents the Gemini Shippers Association, a non-profit that is the 8th largest importer of goods in North America.

Prior to this position he was head of supply chain operations and government affairs for Centric Parts, the third largest brake importer in the US. The company moved over 5,000 containers each year. Steve has an impressive resume with over 50 years of supply chain experience in the automotive industry, and he is the lead voice for the automotive aftermarket industry regarding ocean transportation issues. He is a member of the Federal Maritime Commissions' National Shipper Advisory Committee and has served on the Federal Maritime Commissions' Supply Chain Innovations Team and Demurrage/Detention Innovations Team. Steve is a regular speaker on shipping issues at maritime conferences and has run education sessions focusing on supply chain issues, and, in partnership with the Journal of Commerce, he has produced and run dozens of webinars on supply chain and ocean shipping topics for various associations.

Bill Burgel

Bill has over five decades of experience in the railroad industry as an employee and consultant. He holds degrees in engineering and a masters in Structural Geology and has worked in railroad engineering and operations, including serving as Chief Train Dispatcher for Union Pacific, serving four years with the Surface Transportation Board for Conrail and Canadian National Railroad's Elgin, Joliet & Eastern Chicago acquisitions.

He played a critical role in the development of the world's first Computer Aided Train Dispatching Office. In 2010, he managed Passenger Rail Investment and Improvement Act submittal for Washington State's Department of Transportation's Higher Speed Rail effort. He also managed the passenger station siting effort for the Amtrak's Albany and the Oregon City passenger stations. He is a professional geologist.

Bob Morrow

Bob holds an MBA and is a certified Project Management Professional. He has extensive experience in strategic business development, and operational project management for various industries. He has served as a consultant in stevedore operations and marine terminals technology for multiple international ports and terminal operators based in Asia and North America. He has provided expertise regarding container throughput at terminals in Long Beach, Oakland, Tacoma, and Seattle. He has special expertise and skills in assessment of markets, and technology and infrastructure implementation.

**Questions from the audience members attending the League of Women Voters of
Coos County informational meeting. November 19, 2025**
Summary Prepared by LWW Coos County Port Study Team

This document provides a compilation of handwritten questions, some of which were asked at the event, but many were not asked due to the time available in the session. They have been organized into categories.

A link to our LWWCC Web with the recorded presentations and expert panel is provided below.

<https://my.lww.org/oregon/coos-county/event/deeper-understanding-pcip-presentation-recordings>

The Q and A panel session recording YouTube link is provided here for easy reference.
<https://www.youtube.com/watch?v=kp6L0pE55w8>

Shipping

Who owns the containers on a ship?

How do ocean carriers decide on which route and port to use?

How do shippers decide on which port to use?

How do US companies decide which ports to use to ship their goods out of the US?

If a ship arrives at a port and unloads a certain number of containers, does it need to pick up a similar number before it leaves?

How are empty containers returned to Asia? Who pays to do this?

What is the depth and width of the ships coming to Coos Bay? How much dredging will be needed to accommodate them?

I thought our port would be in competition with Portland, not with containers going up and down the west coast. Please clarify.

What percentage of west coast capacity is the proposed 2 million TEUs? Would this be of interest to supply chain executives?

When a ship arrives in port do all the containers get taken off?.

Terminal

Does the electrical utility have sufficient power to run the terminal?

Would electrical power be from fossil fuel or hydro?

How much water is needed to run a terminal?

How do containers get from crane to rail car? Electric or diesel? How much more to upgrade for passengers?

How is the port eco-friendly?

What will be the influence of the terminal on residential property values?

When will we meet or hear from the terminal property developer?

Have any companies that would use the terminal shown any interest?

How do you plan to attract shipping companies who already have long-term contracts with other ports?

How many cranes do you need for 2M TEUs?

How will the port deal with hazardous materials that might be on a ship?
What noise and light abatements will be at the terminal?
Will there be a curfew as there is for ATV riders on the North Spit, or will it operate 24/7?

Rail

The train with containers will increase the delay at crossings and increase traffic back up. Are there plans to alleviate the delay?
What is the cost of fuel, time and overall impact for the longer distance from Coos Bay compared to doing shipments directly from Portland?
How likely is it that a decision maker would choose a port that only has a rail line – particularly one with so many bridges and tunnels?
How many minutes for a train to cross the intersection of the train tracks to cross causeway on the spit on a daily basis?
Who owns the rail carriages that will transport the containers?
Who do we contact with questions and concerns about current and future safety issues on the Coos Bay rail line?

Economics

What is the bottom line? – sure sounds like the PCIP is not attractive to the supply chain industry.
Is a cost/benefit analysis done? Is it available?
If Portland is not a popular port destination what would motivate shippers to come to Coos Bay?
PCIP promoters say 2,500 permanent jobs will be created at Coos Bay. How realistic is this number?
PCIP is touting 3,000 – 4,000 jobs. My research shows job numbers closer to 400.
What is automation likely to do to the job numbers?
Is our port in competition with Portland?
Who is financing this project?
Have environmental impacts been estimated and permits been granted?
Why is this project needed if business is lower at Los Angeles?
PCIP proponents have talked about the imports going to Walmart. Would the goods need to be trucked back to Coos Bay?
How is being close to a terminal likely to affect residential property values?
What is the most important due diligence that should be researched before this project goes forward?

Miscellaneous

Will staffing increase at the Port?
Do voters have to vote for approval of this project?
Who has the final say for approval of this project?
Coos Bay has always been the industrial and commercial center of the coast. Will this project spur economic development?
Who is running the group that is focused on community benefits?

Management Reports



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Melissa Cribbins, Executive Director of the PCIP Project
DATE: December 30, 2025
SUBJECT: PCIP Project Update

Community Engagement:

We are currently drafting and finalizing responses to questions from the Coos County League of Women Voters' forum that was held November 19, 2025. We were provided with a list of questions that were gathered from the audience at the event, and we have been reviewing them and drafting responses to the questions. Some of the questions do not have responses at this time because they require additional design and engineering before we will know the answer; however, we anticipate that the design and engineering contracting process will occur in the first quarter of 2026, and we will update questions as we go. We have used previous questions that we have received from the public and the League of Women Voters to craft our frequently asked questions section on our website. They can be found at <https://pcipproject.com/faqs>.

Grants and Financing:

I recently completed the quarterly financial and performance reports for the Rail Crossing Elimination (RCE) and Consolidated Rail Infrastructure and Safety Improvements (CRISI) grants. We continue to work towards getting the Infrastructure for Rebuilding America (INFRA) grant under contract. We are meeting with the Build America Bureau twice per month to discuss the potential RRIF loan as well as any other financing issues that are needed to move the project forward. In addition, a PIDP grant application has been submitted to help with additional railroad design and engineering costs.

The granting agencies, Federal Rail Administration (FRA) and the United States Maritime Administration (MARAD), have created a consolidated grant meeting that we have monthly under our new grant manager. This will be a much more effective method of working with the agencies and ensuring that we are making sure that they have all of the information that they need.

Permitting:

We have continued to move forward the permitting applications that have been filed for the channel modification. David Miller and Associates (DMA) is our primary contractor for the channel modification design and permitting, and they have multiple subcontractors that are reviewing the USACE's comments on our 204f/404 applications, as well as providing responses to those comments. DMA is responding to the edits to the documents that have been filed.

We continue to meet with the Army Corps of Engineers (USACE) twice per month and meet weekly with DMA.

Legislative:

We are planning a trip to Washington DC in February 2026, to have face to face meetings with the agencies involved in this project. Staff is working on setting up meetings for this trip, and we expect to have a solidified agenda in mid-January.



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Keith Leavitt, Chief Commercial Officer, PCIP Project
DATE: December 30, 2025
SUBJECT: PCIP Project Update

Market Analysis:

Rebel Consulting is on schedule with the updated market analysis for the Pacific Coast Intermodal Port (PCIP). This work will directly inform commercial strategy and outreach with ocean carriers, rail providers, terminal operators, and prospective public and private investors. The analysis will update and refine the market proposition for Coos Bay as a West Coast gateway for containerized cargo moving to Midwest markets, while also evaluating opportunities to expand export capacity for Pacific Northwest producers. These findings will help guide positioning, phasing, and partner engagement as the project advances.

We expect to continue refining the analysis through the first quarter of 2026, with a formal briefing and discussion planned for the Commission at the February meeting.

U.S. Army Corps of Engineers (USACE) / NEPA:

Engagement with the U.S. Army Corps of Engineers (USACE), Portland District, remains active as we plan for the upcoming National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) process. In parallel with finalizing grant agreements and preparing for the EIS consultant procurement, the PCIP team is working with USACE to develop a joint Memorandum of Understanding (MOU) that will formalize roles, responsibilities, and process expectations, with PCIP serving as the project sponsor and USACE as the NEPA lead agency.

The EIS is anticipated to be completed within a two-year timeframe and will be conducted under updated federal NEPA guidance intended to streamline review timelines while maintaining robust public engagement and rigorous environmental standards. A dedicated Request for Proposals (RFP) will be issued to select a qualified firm to manage and prepare the EIS in close coordination with both PCIP and USACE. Selection of the EIS consultant is anticipated in the first quarter of 2026 and will align with the issuance of additional RFPs for planning, engineering, and design of the terminal and rail components.

Public Inquiry and Outreach:

December was an active period for responding to public and media inquiries regarding the commercial and financial viability of the PCIP project. Working closely with Melissa and Matt, we coordinated timely responses to media questions and prepared written responses addressing questions and commentary from the League of Women Voters.

A key point reinforced through this outreach is that PCIP is based on reasonable, long-term growth forecasts for container volumes at U.S. West Coast ports over a 20-year planning horizon. The project

does not rely on assumptions that existing West Coast ports must reach capacity in order to justify cargo volumes through Coos Bay. Instead, PCIP is intended to provide incremental ship-to-rail capacity that complements—rather than replaces—planned investments and improvements at other West Coast ports. The development of Prince Rupert as a successful rail-centric gateway to inland North American markets provides a clear proof of concept for how strategically located ports can add capacity, resiliency, and capture incremental volumes without displacing established gateways.



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: December 30, 2025
SUBJECT: PCIP External Affairs Management Report

Pacific Coast Intermodal Port (PCIP) – Community, Communications, and Outreach:

- Working with team to confirm date for meeting with Concerned Citizens of Empire.
- Attended Public Ports Association Business Meeting.
- Attended Federal Coordination Meeting with Business Oregon and federal partners.
- Met with Port of Humboldt regarding community outreach efforts they have conducted and opportunities for both Port and PCIP teams to utilize these approaches. Conducted thorough document review of materials used and approaches.
- Updated PCIP websites.
- Attended Oregon Business Leadership summit and Bay Area Chamber Economic Forum.
- Met with state economist to answer project questions.

Action Items

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

DATE:

December 30, 2025

PROJECT TITLE:

Letter to Confirm the Declaration of Official Intent to Reimburse Capital Costs with Lottery Revenue Bonds

ACTION REQUESTED:

Authorize President Kyle Stevens to sign and submit to Business Oregon the letter to confirm the Declaration of Official Intent to Reimburse Capital Costs with Lottery Revenue Bonds

BACKGROUND:

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

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

RECOMMENDED MOTION:

Authorize President Kyle Stevens to sign and submit to Business Oregon the letter to confirm the Declaration of Official Intent to Reimburse Capital Costs with Lottery Revenue Bonds.

January 5, 2026

Department of Administrative Services
Chief Financial Office
Capital Finance & Planning Manager
155 Cottage Street NE
Salem, OR 97301

Re: Request for Declaration of Official Intent to Reimburse Capital Costs with Lottery Revenue Bonds

Dear Capital Finance & Planning Manager:

The Oregon International Port of Coos Bay requests that Capital Finance and Planning prepare and execute a *Declaration of Official Intent to Reimburse Capital Costs with Lottery Revenue Bonds* for the grantee's Pacific Coast Intermodal Port Project.

Based on the planned timing of bond sales to finance this project, the grantee would like to begin the project prior to the time bond proceeds are expected to be available. Therefore, the grantee would like to pay for project costs using its own resources and then reimburse itself for the expenditures after the bonds are issued. The grantee understands that Lottery Revenue bond proceeds can only be used for capital expenditures; that is, costs that are capitalized to an asset.

This project has been authorized for bond financing by the Legislature through 2024 Enrolled House Bill 5201. The total amount of bonds authorized for the project is \$20,000,000. As authorized in the lottery revenue bond bill, the project description and scope include design, engineering, permitting and land acquisition efforts related to the Pacific Coast Intermodal Port Project.

If you have any questions about this request, please feel free to contact Melissa Cribbins, Executive Director of the PCIP Project.

Sincerely,

Kyle Stevens
Commission President

Informational Items

Oregon International Port of Coos Bay

Grant C202238 - Actual vs. Budget



C202238 Amendment 3 Budget	C202238 Grant Funding	Current Period	Fiscal	Prior Fiscal Years			Total	Remaining Grant Funds
		November	Year to Date	FY24/25	FY23/24	FY22/23		
Interest Earned	-	34	5,050	84,158	116,960	123,028	329,196	329,196
Channel: Engineering / Design / Geo-Technical	6,240,000	-	38,183	712,932	3,411,501	679,766	4,842,382	1,397,618
Channel: Economic Benefit Study	1,000,000	-	3,500	53,375	320,450	365,858	743,183	256,817
Channel: Environment Studies / Environmental Impact Statement	3,900,000	-	1,400	178,856	300,558	117,775	598,589	3,301,411
Channel: United States Army Corp of Engineering Agreement	700,000	-	178,000	178,000	202,000	59,000	617,000	83,000
Channel: Permitting & Regulatory Fees	25,000	-	-	-	-	-	-	25,000
Channel: Legal Costs	105,000	-	-	-	-	-	-	105,000
Channel: Section 204/408 Report	225,000	-	5,600	137,200	100,975	17,052	260,827	(35,827)
Channel: Project Management (DMA)	250,000	-	9,890	467,163	715,908	283,586	1,476,547	(1,226,547)
PCIP: Engineering / Design / Geo-Technical	1,500,000	-	22,020	621,139	168,210	-	811,369	688,631
PCIP: Environment Studies	100,000	-	-	271,610	-	-	271,610	(171,610)
PCIP: Permitting & Regulatory Fees	50,000	-	-	-	320	-	320	49,680
PCIP: Legal Costs	50,000	-	43,463	28,507	-	-	71,970	(21,970)
PCIP: Project Managers (Federal & State)	324,000	43,603	191,197	244,082	-	-	435,279	(111,279)
PCIP: Community Engagement Coordinator	136,000	13,598	33,963	135,224	-	-	169,187	(33,187)
PCIP: Project Management(Permitting / NEPA)	375,000	-	1,715	40,415	-	-	42,130	332,870
OIPCB: Recipient Project Support (Travel & Lodging)	20,000	-	638	4,582	18,806	3,657	27,682	(7,682)
	15,000,000	57,200	529,569	3,073,085	5,238,727	1,526,694	10,368,075	4,961,122