OREGON INTERNATIONAL
Port of Coos Bay

M E M O R A N D U M

TO: Interested Parties

FROM: Kyle Stevens, President

DATE: November 12, 2026

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 **11:00 a.m., Thursday, November 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, November 19, 2026. Written comment will be accepted until 8:30 a.m. on Thursday, November 19, 2026 by sending an email to portcoos@portofcoosbay.com with the subject line 'Public Comment'.

KS/kk

OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR PCIP COMMISSION MEETING
11:00 a.m., Thursday, November 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 southwest Oregon and the State in the international economy.*

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. Project Status.....Melissa Cribbins

4. CONSENT ITEMS **Page**
A. Approval of September 1, 2026 Regular PCIP Commission Meeting Minutes 4
B. Approval of September 14, 2026 Special PCIP Commission Meeting Minutes 8

5. MANAGEMENT REPORTS **Page**
A. PCIP Project Executive Director.....11
B. External Affairs.....13

6. ACTION ITEMS **Page**
A. Approval of Cooperative Agreement with ODOT for Reedsport Rail Crossing Design and Permitting.....Melissa Cribbins, 15

7. OTHER

8. INFORMATION ITEMS **Page**
A. PCIP September Financials.....31

9. PUBLIC COMMENT

10. COMMISSION COMMENTS

11. NEXT MEETING DATES
A. PCIP Commission Meeting - Tuesday, December 1, 2026, 8:00 a.m.
B. Regular Commission Meeting - Thursday, December 17, 2026, 11:00 a.m.

12. ADJOURN

Consent Items

DRAFT MINUTES
Oregon International Port of Coos Bay
Regular PCIP Commission Meeting
8:00 a.m., Tuesday, September 1, 2026
Port Commission Chambers, 125 W. Central Avenue, Suite 230, Coos Bay, Oregon 97420

Meetings are broadcast live on YouTube. Hyperlinks below redirect to the recording.

Attendance

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

Staff: Melissa Cribbins, Executive Director of the PCIP Project; Lanelle Comstock, Chief Executive Officer; Rick Adamek, Director of Asset Management; Brian Early, CBRL, General Manager; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; and Christina Sanders, Administrative Assistant.

Guests: Clinton Herold; Tallon Trentz, IUOE; Jonathan Bates, NCS Carpenters; Mike Graybill; Jan Hodder; Colin Madsen, KPFF; Slaven Ljuboja, Mott MacDonald; Nate Meddings, Stantec; Jamie Fereday; Rick Osborn, Blue Ridge Strategies; and Rick Skinner, Superior Construction Consulting Services.

1. Call Meeting To Order

President Stevens called the meeting to order at 8:00 a.m.

2. Introduction of Commissioners, Guests, and Port Staff

3. PCIP Project Update

A. Project Status

Melissa Cribbins stated that rail project planning and procurement activities continue to advance, with consultant selections underway for the Reedsport Rail Crossing Elimination project and NEPA lead services. She stated that grant coordination efforts remain focused on ensuring clear project boundaries and proper allocation of expenses among funding sources.

4. Consent Items

Upon a motion by Commissioner ViksneHill (second by Commissioner Roblan), the Board of Commissioners motioned to approve the August 20, 2026 Special PCIP Commission Meeting Minutes. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Hamner, and Roblan. Nays: None. Absent: Edwards.).

5. Management Reports

All Management Reports were included within the Meeting Packet.

6. Action Items

Commissioner Stevens declared a conflict of interest arising from his private employment within the energy sector. He disclosed an existing business relationship with North Point Development concerning projects outside of the region and unrelated to the business of the Port. Commissioner Stevens recused himself from all deliberations and voting procedures concerning any items pertaining to this disclosed interest and stated he will reaffirm this disclosure whenever such matters arise.

A. Approval of Subrecipient Agreement for CRISI Grant

Upon a motion by Commissioner Roblan (second by Commissioner ViksneHill), the Board of Commissioners motioned to approve the Port to enter into a subrecipient agreement with Oregon EcoTerminals, LLC, an Oregon limited liability company ("OET"), and NorthPoint Development, LLC, a Missouri limited liability company ("NorthPoint," and together with OET, the "NorthPoint Parties") for CRISI grant administration and execution for the planning and design of the CBRL Improvements and authorize Commission Vice President Nick Edwards to execute all documents needed to give this motion full force and effect. **Motion Passed 3-0-1-1.** (Ayes: ViksneHill, Hamner, and Roblan. Nays: None. Abstain: Stevens. Absent: Edwards.).

Commissioner Hamner asked for clarification regarding the key personnel identified in the subrecipient agreement and requested that staff identify the individuals currently serving in those roles. Ms. Cribbins stated that earlier drafts of the subrecipient agreement specifically identified her and Tiffany Bohlin as key personnel, but because the project will extend over multiple years specific names were removed from the agreement and instead provided that each party will designate its own key personnel. Ms. Cribbins is currently serving as the Port's key representative and Ms. Bohlin is currently serving as the key representative for NorthPoint/OET.

B. Approval of Subrecipient Agreement for INFRA Grant

Upon a motion by Commissioner ViksneHill (second by Commissioner Roblan), the Board of Commissioners motioned to approve the Port to enter into a subrecipient agreement with Oregon EcoTerminals, LLC, an Oregon limited liability company ("OET"), and NorthPoint Development, LLC, a Missouri limited liability company ("NorthPoint," and together with OET, the "NorthPoint Parties") for INFRA grant administration and execution for the planning and design of the terminal and authorize Vice President Nick Edwards to execute all documents needed to give this motion full force and effect.

Commissioner Hamner stated she would abstain from voting because she had not had sufficient time to review the agreement. Following discussion regarding the lack of a voting quorum due to Commissioner Stevens' recusal and Commissioner Edwards' absence, the Board agreed to table the INFRA Grant Subrecipient Agreement until the next Commission meeting.

Commissioner ViksneHill asked whether the channel modification, container terminal, and railroad improvement components of the project are being advanced under a single NEPA process. He also inquired about how costs associated with the environmental review would be allocated among the various grant funding sources supporting the project. Ms. Cribbins confirmed that, excluding activities

funded through the Railroad Crossing Elimination Grant, the project is proceeding under a single NEPA process that includes all three major components. She stated that the Port is receiving technical assistance from the U.S. Department of Transportation (USDOT) regarding the allocation of shared project costs among multiple grants. Ms. Cribbins explained that the project's complexity makes cost allocation more challenging than a simple proportional distribution. She reported that USDOT is currently evaluating allocation methodologies and plans to meet with the Port to discuss an appropriate approach.

C. Approval of Subrecipient Agreement for RCE Grant

Upon a motion by Commissioner ViksneHill (second by Commissioner Hamner), the Board of Commissioners motioned to approve the Port to enter into a subrecipient agreement with Oregon EcoTerminals, LLC, an Oregon limited liability company ("OET"), and NorthPoint Development, LLC, a Missouri limited liability company ("NorthPoint," and together with OET, the "NorthPoint Parties") for RCE grant administration and execution for the planning and design of the Reedsport rail crossing elimination and authorize Vice President Nick Edwards to execute all documents needed to give this motion full force and effect. **Motion Passed 3-0-1-1.** (Ayes: ViksneHill, Hamner, and Roblan. Nays: None. Abstain: Stevens. Absent: Edwards.).

D. Approval of Amendment #4 to Agreement with Confluence Strategies

Upon a motion by Commissioner ViksneHill (second by Commissioner Hamner), the Board of Commissioners motioned to approve the fourth amendment to Professional Services Agreement between the Port of Coos Bay and Confluence Strategies, LLC and authorize Commission Vice President Nick Edwards to sign. **Motion Passed 3-0-1-1.** (Ayes: ViksneHill, Hamner, and Roblan. Nays: None. Abstain: Stevens. Absent: Edwards.).

7. Information Items

A. PCIP July Financials

Commissioner ViksneHill requested that future project reports include additional funding detail as the project advances with multiple federal grants and matching fund requirements. He suggested identifying the specific grant source associated with each project component and distinguishing between Port and NorthPoint contributions to the required match funding.

8. Public Comment

A. Clinton Herold commented on the Proposed Section 204(f)/408 Channel Modification Project, which he stated contains significant engineering, environmental, and regulatory deficiencies. The project would require substantially more dredging than currently disclosed to accommodate fully laden vessels, raising concerns regarding disposal capacity, long-term maintenance costs, environmental impacts, and compliance with applicable federal permitting requirements. Mr. Herold also provided written comment concerning the project cost and the age and condition of railroad infrastructure.

B. Jamie Fereday thanked the Port Commissioners for considering the rails-to-trails option for the rail line south of Coos Bay and expressed appreciation for staff's responsiveness to a recent public records request related to the Marine Terminal Lease and INFRA Grant Agreement. Mr. Fereday

requested that finalized agreements be made available to the public as soon as they are completed, and recommended the Board review the book *Silt, Sand, and Slurry* by the Dredge Research Collaborative.

9. Commission Comments

There were no comments made by the Commissioners.

10. Next Meeting Dates

A. Regular Commission Meeting – Thursday, September 17, 2026, 11:00 a.m.
B. PCIP Commission Meeting – Tuesday, October 6, 2026, 8:00 a.m.

11. Adjourn

President Stevens adjourned the meeting at 8:34 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.

DRAFT MINUTES
Oregon International Port of Coos Bay
Special PCIP Commission Meeting
9:00 a.m., Monday, September 14, 2026
Virtual

Meetings are broadcast live on YouTube. Hyperlinks below redirect to the recording.

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; Lanelle Comstock, Chief Executive Officer; Ray Dwire, Charleston Marina Manager; and Krystal Karcher, Administrative Services Manager.

Guests: None

1. Call Meeting To Order

President Stevens called the meeting to order at 9:00 a.m.

2. Introduction of Commissioners, Guests, and Port Staff

3. Action Items

Commissioner Stevens declared a conflict of interest arising from his private employment within the energy sector. He disclosed an existing business relationship with North Point Development concerning projects outside of the region and unrelated to the business of the Port. Commissioner Stevens recused himself from all deliberations and voting procedures concerning any items pertaining to this disclosed interest and stated he will reaffirm this disclosure whenever such matters arise.

A. Approval of Subrecipient Agreement for INFRA Grant

Commissioner Hamner asked who the key people are for NorthPoint and the Port. Melissa Cribbins stated she is currently the designated key person for the Port, and Tiffany Bohlin is the designated key person for NorthPoint/OET. The current language allows the flexibility for one party to notify the other party of a designation change.

Upon a motion by Commissioner ViksneHill (second by Commissioner Roblan), the Board of Commissioners motioned to approve the Port to enter into a subrecipient agreement with Oregon EcoTerminals, LLC, an Oregon limited liability company ("OET"), and NorthPoint Development, LLC, a Missouri limited liability company ("NorthPoint," and together with OET, the "NorthPoint Parties") for INFRA grant administration and execution for the planning and design of the terminal and authorize Vice President Nick Edwards to execute all documents needed to give this motion full force

and effect. **Motion Passed 4-0-1.** (Ayes: Edwards, ViksneHill, Hamner, and Roblan. Nays: None. Abstain: Stevens.).

4. Next Meeting Dates

A. Regular Commission Meeting – Thursday, September 17, 2026, 11:00 a.m.
B. PCIP Commission Meeting – Tuesday, October 6, 2026, 8:00 a.m.

5. Adjourn

President Stevens adjourned the meeting at 9:04 a.m.

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: Melissa Cribbins, Executive Director of the PCIP Project

DATE: November 12, 2026

SUBJECT: PCIP Project Update

Community Engagement:
See Matt Friesen's report.

Grants and Financing:
On October 19, 2026, it was announced that the Port of Coos Bay has been awarded a $204.8 million grant from the U.S. Department of Transportation for constructing upgrades and improvements to the Coos Bay Rail Line. We appreciate the support of our federal delegation, as well as state and local officials, in this effort.

We continue to meet with the granting agencies, the Federal Railroad Administration (FRA) and U.S. Maritime Administration, on a regular basis regarding our grants as well as for technical assistance. We had a staff visit from the FRA on November 3-5, 2026. They hi-railed the rail line from Eugene to Coos Bay. On November 5, we held joint meetings between the U.S. Army Corps of Engineers, the FRA, and project team members. We welcomed any interested Port Commissioners to join us for any part of the visit.

Rail Crossing Elimination: The Requests for Proposals closed on August 26, 2026, and the team ranked the proposals. Based on those rankings, we have been meeting with the highest rated proposing team, and we are currently negotiating the complete scope of work and fees. We hope to have the contract complete soon and will then ask the Port Commission to approve the award.

Consolidated Rail Infrastructure and Safety Improvements (CRISI): The Request for Proposal for Design and Engineering for the Coos Bay Rail Line improvements closed on October 28, 2026, at 4 pm. The team will rank the proposals, and the highest ranking proposer will be notified to begin negotiations.

Infrastructure for Rebuilding America (INFRA): The Request for Proposal for Design and Engineering for the Terminal closed on October 28, 2026, at 4 pm. The team will rank the proposals, and the highest ranking proposer will be notified to begin negotiations.

Port Infrastructure Development Program: In late April, the Project was awarded $11.25 million from the Port Infrastructure Development Program (PIDP) grant for track construction on the North Spit. We had the kickoff meeting on June 18, 2026. As this is a construction grant, it will not be implemented until after the environmental impact statement is complete. The planning portion of this work will be completed under the CRISI grant.

Grant Meetings: We continue to meet with the granting agencies, Federal Railroad Administration (FRA) and the United States Maritime Administration (MARAD), in a consolidated monthly grant meeting. This is a much more effective method of working with the agencies and ensuring that we make sure that they have the information that they need. We have updated the capital stack memo for the agencies, and it has been accepted.

Grant Applications: In June, we submitted grant applications under the INFRA, RCE and CRISI grant programs for the construction portions of the PCIP project. We are expecting to hear the results soon.

Procurement:
The Request for Proposals for Environmental Permitting (NEPA) and Community Engagement closed on August 26, 2026, and the team ranked the proposals and notified the highest rated proposing team. We are currently negotiating the complete scope of work and fees. We intend to have the contract complete soon and will then ask the Port Commission to approve the award.

Permitting:
We have resumed meetings with David Miller and Associates (DMA) and the US Army Corps of Engineers (USACE) for channel design and permitting. The Task Order with DMA has lapsed, and we are asking the Port Commission to approve the new task order.

Other Items:
We have been receiving questions from the community about the potential community benefit agreement for this project and have encouraged NorthPoint and OET to engage in these conversations with the community.

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: November 12, 2026

SUBJECT: PCIP Management Report

Outreach and Communications:
Staff continued community engagement and communications efforts supporting the Pacific Coast Intermodal Port (PCIP). Activities focused on expanding outreach to community organizations and regional partners, strengthening relationships with local governments and Tribal leadership, and coordinating media communications following the recent federal CRISI grant award announcement. Planning is also underway to expand community engagement activities as the project advances.

- Community Organization Outreach: Continued engagement with local civic and professional organizations, including an upcoming presentation to the Reedsport Rotary Club and scheduling additional update requests from local professional associations.
- Sector-Specific Engagement: Met with local school district staff, faith community leaders, and working waterfront business owners to provide project updates and broaden engagement across community sectors. Continued follow-up with smaller stakeholder groups to facilitate more detailed discussions, address questions, and better understand sector-specific interests and concerns.
- Regional Government Outreach: Continued developing a coordinated outreach plan to reconnect with elected officials and local government staff across the project footprint following the November election. Efforts will focus on providing project updates, maintaining communication, and strengthening coordination with regional jurisdictions as development advances.
- Tribal Engagement: Coordinated with the PCIP project team to respond to a request from the Ko-Kwel Tribal Council for an opportunity to share project progress, answer questions, and maintain ongoing communication with Tribal leadership outside the formal government-to-government consultation process.
- Media Relations and CRISI Grant Announcement: Worked with the PCIP Executive Director to coordinate media responses following the recent $204.8 million federal CRISI grant award announcement. Developed a media kit and briefing materials to support consistent messaging and facilitate coverage by local, regional, and statewide media outlets, as well as national maritime, transportation, and industry trade publications.
- Quarterly Project Newsletter: Developing the next PCIP quarterly newsletter, with distribution anticipated within the next ten days. The newsletter will provide project updates and maintain communication with community members and stakeholders following the project's progress.
- Community Engagement Planning: Continued coordination with the project team on alignment with the project development schedule as additional teams come under contract and begin next steps of the planning and design.

Action Items

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

DATE: November 12, 2026

PROJECT TITLE: Cooperative Improvement Agreement between the Oregon International Port of Coos Bay and Oregon Department of Transportation for OR38 Rail Crossing Elimination Project (Reedsport)

ACTION REQUESTED: Approve Cooperative Improvement Agreement between the Oregon International Port of Coos Bay and Oregon Department of Transportation for OR38 Rail Crossing Elimination Project

BACKGROUND:

The Oregon International Port of Coos Bay ("Port") received a Rail Crossing Elimination ("RCE") grant from the U.S. Department of Transportation for design, engineering and permitting the Coos Bay Rail Line ("CBRL") rail crossing elimination in Reedsport to avoid public safety issues with the intersection of Highway 38. Highway 38 is a part of the state highway system under the jurisdiction and control of the Oregon Transportation Commission (OTC) and CBRL is under the jurisdiction and control of the Port.

The State may enter into cooperative agreements with counties, cities and units of local governments for the performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting parties.

This Cooperative Agreement sets out the terms and conditions of the design and engineering of the highway crossing on OR 38 and the Coos Bay Rail Line. The Project is for the replacement of the current at-grade crossing of OR 38 and the Coos Bay Rail Line with a highway overcrossing that will carry traffic over the railroad and provide highway overcrossing safety improvements. ODOT may be reimbursed up to $30,000 for staff time under this Cooperative Agreement. The funds for reimbursement will come from the RCE Grant funds.

RECOMMENDED MOTION:

Approve Cooperative Improvement Agreement between the Oregon International Port of Coos Bay and Oregon Department of Transportation for OR38 Rail Crossing Elimination Project authorize Port Commission President Kyle Stevens, or in his absence or unavailability Vice President Nick Edwards, to execute the agreement.

COOPERATIVE IMPROVEMENT AGREEMENT
Project Name OR38: Rail Crossing Elimination Project (Reedsport)

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT;" and the Oregon International Port of Coos Bay, acting by and through its Board of Commissioners, hereinafter referred to as "Agency," both herein referred to individually or collectively as "Party" or "Parties."

RECITALS

1. Umpqua Highway No. 45 (OR 38), is a part of the state highway system under the jurisdiction and control of the Oregon Transportation Commission (OTC). Coos Bay Rail Line is a part of the Agency' s railroad system under the jurisdiction and control of Agency.

2. By the authority granted in Oregon Revised Statutes (ORS) 190.110, 366.572 and 366.576, State may enter into cooperative agreements with counties, cities and units of local governments for the performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting parties.

3. State, by ORS 366.220, is vested with complete jurisdiction and control over the roadways of other jurisdictions taken for state highway purposes. By the authority granted by ORS 373.020, the jurisdiction extends from curb to curb, or, if there is no regular established curb, then control extends over such portion of the right of way as may be utilized by State for highway purposes. Responsibility for and jurisdiction over all other portions of a city street remains with the Agency.

4. By the authority granted in ORS 810.080 State has the authority to establish marked pedestrian crosswalks on its highway facilities.

NOW THEREFORE, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Under such authority, State and Agency agree that Agency will design and engineer a highway crossing on OR 38 and the Coos Bay Rail Line, for which Agency shall be fully responsible for the funding, hereinafter referred to as "Project". The Project is for the replacement of the current at-grade crossing of OR 38 and the Coos Bay Rail Line with a highway overcrossing that will carry traffic over the railroad and provide highway overcrossing safety improvements. The location of the Project is approximately as

shown on the sketch map attached hereto, marked Exhibit A, and by this reference made a part hereof.

2. The Project will be financed at an estimated cost of $5,000,000.00 in Agency funds. The estimate for the total Project cost is subject to change. Agency shall be responsible for all Project costs beyond the estimate.

3. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate upon completion of the Project and final payment or ten (10) calendar years following the date all required signatures are obtained, whichever is sooner.

AGENCY OBLIGATIONS

1. Americans with Disabilities Act Compliance:

   Agency agrees that it will design the Project, including all sidewalks, curb ramps, and pedestrian-activated signals, to comply with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as amended (together "ADA") by meeting current ODOT Highway Design Manual standards. Agency further agrees that all Project sidewalks, curb ramps, and pedestrian-activated signals will be designed using ODOT Standard Drawings, and that Agency will follow the ODOT Design Exception process for any sidewalk, curb ramp, or pedestrian-activated signal that cannot be designed to the ODOT standards. The Project design shall include temporary pedestrian routes through or around any work zone. All such temporary pedestrian routes shall include directional and informational signs, comply with ODOT standards, and include accessibility features equal to or better than the features present in the existing pedestrian facility. Agency shall submit the Project plans to State's Project Manager for approval upon completion and prior to final payment.

2. In consideration for the services by State in State Obligations, paragraphs 1 and 2, Agency agrees to pay State within forty-five (45) days of receipt by Agency of a monthly Project invoice. The total amount invoiced by State to Agency under this agreement will not exceed $30,000, including reimbursement for all expenses. Travel expenses shall not be reimbursed.

3. Agency shall provide to State digital "as-constructed" plans for work on state highways in 11x17 Portable Document Format (PDF) form in conformance with Chapter 12H of the ODOT Construction Manual, latest edition. Agency shall follow process outlined in State's Technical Bulletin RD22-01(B) As-Construct Plans Process and Requirements (https://www.oregon.gov/odot/Engineering/Doc_TechnicalGuidance/RD22-01B.pdf).

4. All employers, including Agency, that employ subject workers, as defined in ORS 656.027, shall comply with ORS 656.017 and shall provide Workers' Compensation insurance coverage for those workers, unless they meet the requirement for an exemption under ORS 656.126(2). The coverage shall include Employer's Liability

insurance with coverage limits of not less than $500,000 each accident. Agency shall ensure that each of its contractors complies with these requirements.

5. Agency shall perform the service under this Agreement as an independent contractor and shall be exclusively responsible for all costs and expenses related to its employment of individuals to perform the work under this Agreement including, but not limited to, retirement contributions, workers' compensation, unemployment taxes, and state and federal income tax withholdings.

6. Agency acknowledges and agrees that State, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of Agency which are directly pertinent to the specific Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after final payment (or completion of Project -- if applicable). Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by State.

7. Agency shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279C.505, 279C.515, 279C.520, 279C.530 and 279B.270 incorporated herein by reference and made a part hereof. Without limiting the generality of the foregoing, Agency expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.

8. Agency shall design the Project in accordance with the requirements of ORS 276.071 including the public contracting laws within ORS Chapters 279A, 279B and 279C.

9. If Agency chooses to assign its contracting responsibilities to a consultant or contractor, Agency shall inform the consultant or contractor of the requirements of ORS 276.071, to ensure that the public contracting laws within ORS Chapters 279A, 279B and 279C are followed.

10. Agency shall obtain all necessary permits, licenses, and approvals including land use permits, building permits, and engineering design review approval from State. Agency agrees to comply with all provisions of said permit(s), and reviews and shall require its contractors, performing such work to comply with such permit and review provisions.

11. If Agency enters into a contract for performance of work under this Agreement, Agency agrees to comply with the following:

    a. Contracts:

i. All contracts must be in writing, executed by Agency, and must incorporate and pass through all of the applicable requirements of this Agreement to the other party or parties to the contract. Use of a contract does not relieve Agency of its responsibilities under this Agreement.

ii. Agency shall require all of its contractors performing work under this Agreement to name State as a third-party beneficiary of the resulting contract with the contractor.

iii. Agency shall provide State with a copy of any signed contract upon request by State. This paragraph shall survive expiration or termination of this Agreement.

iv. Agency must report to State any material breach of a term or condition of a contract within ten (10) days of Agency discovering the breach.

b. Contract Indemnification:

i. To the fullest extent permitted by law, and except to the extent otherwise void under ORS 30.140, Agency shall require each of its contractors that are not units of local government as defined in ORS 190.003, if any, to indemnify, defend, save and hold harmless the State of Oregon, the Oregon Transportation Commission, and the Oregon Department of Transportation and their respective officers, members, employees and agents from and against all claims, suits, actions, losses, damages, liabilities, costs and expenses of any nature whatsoever (hereinafter, referred to individually and collectively as “Claims”) to the extent such Claims result from, arise out of, or relate to the activities or omissions of Agency’s contractor, subcontractor(s), or their respective officers, employees, or agents under the resulting contract or otherwise related to the Project.

ii. Any such indemnification shall also provide that Agency’s contractor shall ensure that neither Agency's contractor(s) or its subcontractor(s) nor any attorney engaged by any Agency contractor or subcontractor shall defend any claim in the name of the State of Oregon or any Agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State of Oregon may, at any time at its election assume its own defense and settlement in the event that it determines that any Agency contractor or subcontractor is prohibited from defending the State of Oregon, or that any Agency contractor or subcontractor is not adequately defending the State of Oregon's interests, or that an important governmental principle is at issue or that it is in the best interests of the State of Oregon to do so. The State of Oregon reserves all rights to pursue claims it may have against Agency's contractor(s) and subcontractor(s) if the State of Oregon elects to assume its own defense.

c. Contract Insurance:

i. Agency shall require the other party or parties to each of its contracts, that are not units of local government as defined in ORS 190.003, to meet the minimum insurance requirements provided in Exhibit B, attached hereto and by this reference made a part hereof.

ii. Agency shall perform a risk assessment for the work to be performed under its contract(s) and determine insurance types and amounts as appropriate based on the risk of the work outlined within each contract, and shall require its contractor(s) to carry such insurance, except that the required insurance types and amounts may not be less than those identified in Exhibit B. Agency may specify insurance requirements for its contractor(s) above the minimum insurance requirements specified in Exhibit B.

iii. Agency shall obtain proof of the required insurance coverages, as applicable, from any contractor it hired to provide services related to this Agreement.

iv. Agency shall require each of its contractor(s) to require and verify that all subcontractors carry insurance coverage that the contractor(s) deems appropriate based on the risk of the subcontracted work.

d. Agency shall include provisions in each of its contracts requiring its contractors to comply with the indemnification and insurance requirements in subparagraphs b and c of this AGENCY OBLIGATIONS, Paragraph 11.

12. CONTRIBUTION AND DISPUTE RESOLUTION BETWEEN ODOT AND AGENCY:

This Paragraph 12 applies only between State and Agency and shall survive the termination of this Agreement.

a. If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against State or Agency with respect to which the other Party may have liability, the notified Party must promptly notify the other Party in writing of the Third Party Claim and deliver to the other Party a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to that Party's liability with respect to the Third Party Claim.

b. With respect to a Third Party Claim for which State is jointly liable with Agency(or

would be if joined in the Third Party Claim), State shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by Agency in such proportion as is appropriate to reflect the relative fault of State on the one hand and of Agency on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of State on the one hand and of Agency on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. State's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if State had sole liability in the proceeding.

c. With respect to a Third Party Claim for which Agency is jointly liable with State (or would be if joined in the Third Party Claim), Agency shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by State in such proportion as is appropriate to reflect the relative fault of Agency on the one hand and of State on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of Agency on the one hand and of State on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Agency's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

d. State and Agency shall attempt in good faith to resolve any dispute arising out of this Agreement. In addition, State and Agency may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.

13. Agency shall design the Project in conformance with the current edition of the *ODOT Highway Design Manual* and the *Oregon Standard Specifications for Construction* in place at the time the work is conducted. Agency, or its contractor, understands the Project shall be designed and constructed to State standards and approved by State prior to advertisement for bid or construction of Project.

14. Agency shall notify the State District office at least three (3) business days prior to performing work within state highway right of way to coordinate the work under this Agreement with other work occurring on the state highway.

15. Agency is responsible for and ensures that all survey monuments recorded with a county and within or adjacent to the highway right of way shall be preserved in accordance with ORS 209.140 and 209.150. Any such monumentation that is damaged or removed during the course of the Project must be replaced in compliance with ORS Chapter 209 stipulations, the State Right of Way Monumentation Policy, and at Agency's own expense.

16. Agency certifies and represents that the individual(s) signing this Agreement has been authorized to enter into and execute this Agreement on behalf of Agency, under the direction or approval of its governing body, commission, board, officers, members or representatives, and to legally bind Agency.

17. Agency's Project Manager for this Project is Melissa Cribbins, Executive Director, 125 W Central Avenue, Suite 300, Coos Bay, OR 97420, 541-217-0272, mcribbins@portofcoosbay.com, or assigned designee upon individual's absence. Agency shall notify the other Party in writing of any contact information changes during the term of this Agreement.

STATE OBLIGATIONS

1. State shall attend design review meetings and review plans.

2. State shall keep accurate cost accounting records. State shall prepare and submit monthly itemized, progress invoices for design review directly to Agency's Project Manager for review and approval. Such invoices will be in a form identifying the Project, the Agreement Number, the invoice number or the account number or both, and wil itemize all expenses for which reimbursement is claimed. Under no conditions shall Agency's obligations exceed $30,000, including all expenses. Travel expenses will not be reimbursed.

3. State grants authority to Agency to enter upon State right of way for the design of this Project as provided in this Agreement. .

4. State's Project Manager for this Project is Chris Hunter, PE, SouthWest Area Manager, Roseburg, OR 97470, 541-957-3689, Chris.hunter@odot.oregon.gov, or assigned designee upon individual's absence. State shall notify the other Party in writing of any contact information changes during the term of this Agreement.

5. State's District Office contact for this Project is Glen Pederson, District 7 Manager, 3500 NW Stewart Parkway, Roseburg, OR 97470, 541-957-3527, Glen.o.pederson@odot.oregon.gov.

GENERAL PROVISIONS

1. This Agreement may be terminated by either party upon thirty (30) days' notice, in writing and delivered by certified mail or in person.

2. State may terminate this Agreement effective upon delivery of written notice to Agency, or at such later date as may be established by State, under any of the following conditions:

   a. If Agency fails to provide services called for by this Agreement within the time specified herein or any extension thereof.

   b. If Agency fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.

   c. If Agency fails to provide payment of its share of the cost of the Project.

   d. If State fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.

   e. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or State is prohibited from paying for such work from the planned funding source.

3. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.

4. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.

5. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either Party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.

6. Electronic Signatures. The Parties agree that signatures showing on PDF documents, including but not limited to PDF copies of the Agreement and amendments, submitted or exchanged via email are “Electronic Signatures” under ORS Chapter 84 and bind the signing Party and are intended to be and can be relied upon by the Parties. State

reserves the right at any time to require the submission of the hard copy originals of any documents.

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

OREGON INTERNATIONAL PORT OF COOS BAY, by and through its elected officials

By _____

Date _____

By _____

Date _____

By _____

Date _____

LEGAL REVIEW APPROVAL (If required in Agency's process)

By _____
Agency Counsel

Date _____

STATE OF OREGON, by and through its Department of Transportation

By_____
Region 3 Manager

Date _____

APPROVAL RECOMMENDED

By _____
SouthWest Area Manager

Date _____

APPROVED AS TO LEGAL SUFFICIENCY

By Stacy C. Posegate Via-email
Assistant Attorney General

Date 10/19/26

Agency Contact:
Melissa Cribbins
Executive Director
125 W. Central Ave. Suite 300
Coos Bay, OR 97420
541-217-0272
mcribbins@portofcoosbay.com

State Contact:
Chris Hunter, PE
SouthWest Area Manager
3500 NW Stewart Parkway
Roseburg, OR 97470
541-957-3689
Chris.hunter@odot.oregon.gov

EXHIBIT A – Project Location Map



EXHIBIT B

Agency Contract Insurance Requirements

1. GENERAL

a. Agency shall require, in its contracts with entities that are not units of local government as defined in ORS 190.003 (if any), that its contractors: i) obtain insurance specified under TYPES AND AMOUNTS and meeting the requirements under ADDITIONAL INSURED, "TAIL" COVERAGE, NOTICE OF CANCELLATION OR CHANGE, and CERTIFICATES OF INSURANCE before performance under the contract commences, and ii) maintain the insurance in full force throughout the duration of the contract. The insurance must be provided by insurance companies or entities that are authorized to transact the business of insurance and issue coverage in the State of Oregon and that are acceptable to Agency. Agency shall not authorize work to begin under the contract until the insurance is in full force. Thereafter, Agency shall monitor continued compliance with the insurance requirements on an annual or more frequent basis. Agency shall incorporate appropriate provisions in the contract permitting it to enforce compliance with the insurance requirements and shall take all reasonable steps to enforce such compliance. In no event shall Agency permit work under a contract when Agency is aware that the contractor is not in compliance with the insurance requirements. All references to "contractor" in this Exhibit B refer to Agency's contractor as identified in this Paragraph 1.a.

b. The insurance specified below is a minimum requirement that Agency shall require its contractor to meet, and shall include such requirement in Agency's contract with its contractor. Agency may determine insurance types and amounts in excess of the minimum requirement as deemed appropriate based on the risks of the work outlined within the contract.

c. Agency shall require each of its contractors to require that all of its subcontractors carry insurance coverage that the contractor deems appropriate based on the risks of the subcontracted work. Contractor shall obtain proof of the required insurance coverages, as applicable, from any subcontractor providing services related to the contract.

2. TYPES AND AMOUNTS

a. WORKERS' COMPENSATION AND EMPLOYER'S LIABILITY
All employers, including Agency's contractor, that employ subject workers, as defined in ORS 656.027, shall comply with ORS 656.017 and shall provide Workers' Compensation insurance coverage for those workers, unless they meet the requirement for an exemption under ORS 656.126(2). The coverage shall include Employer's Liability insurance with limits not less than $500,000 each accident. **Contractor shall require compliance with these requirements in each of its subcontractor contracts.**

b. PROFESSIONAL LIABILITY

Architecture and Engineering (A&E) and Related Services:

Professional Liability insurance is required for A&E design services and A&E-related services, except that Professional Liability coverage may be waived by Agency for low-risk related services, such as public involvement or outreach.

General:

Professional Liability insurance must cover damages caused by negligent acts, errors, or omissions of contractor and contractor's subcontractors, agents, officers, or employees related to the professional services to be provided under the contract.

Coverage shall be written with a per claim, incident, or occurrence limit, or the equivalent, of not less than ☒ **$1,000,000** ☐ **$2,000,000** ☐ **$5,000,000.**

Annual aggregate limits shall not be less than ☒ **$2,000,000** ☐ **$4,000,000** ☐ **$10,000,000**.

If this insurance is provided on a "claims made" basis, contractor shall maintain continuous claims made liability coverage or shall acquire tail coverage to continue the same coverage for a duration of at least **2 years** after completion of the contract or for the foregoing extended period beyond contract expiration or termination. Evidence of any required extended period coverage will be a condition of final payment under the contract.

c. COMMERCIAL GENERAL LIABILITY

Commercial General Liability insurance shall be issued on an occurrence basis covering bodily injury and property damage and shall include personal and advertising injury liability, products and completed operations, and contractual liability coverage. When work to be performed includes operations or activity within fifty (50) feet of any railroad property, bridge, trestle, track, roadbed, tunnel, underpass, or crossing, the contractor shall provide the Contractual Liability – Railroads CG 24 17 endorsement, or equivalent, on the Commercial General Liability policy. Amounts below are a minimum requirement as determined by State:

Prime construction contractor:

Coverage shall be written on an occurrence basis in an amount of not less than ☒ **$1,000,000** ☐ **$2,000,000** ☐ **$5,000,000** per occurrence.

Annual aggregate limit shall not be less than ☒ **$2,000,000** ☐ **$5,000,000** ☐ **$10,000,000**.

d. AUTOMOBILE LIABILITY

Automobile Liability insurance covering contractor's business-related automobile use covering all owned, non-owned, or hired vehicles for bodily injury and property damage. Amount below is a minimum requirement as determined by State:

Coverage shall be written with a combined single limit of not less than **$1,000,000**.

e. EXCESS/UMBRELLA LIABILITY

A combination of primary and Excess/Umbrella Liability Insurance may be used to meet the required limits of insurance. If any Excess/Umbrella Liability policies are in place, they must be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying insurance.

f. ADDITIONAL INSURED

The liability insurance coverages, except Professional Liability or Workers' Compensation/Employer's Liability, if included, must endorse the **"State of Oregon, the Oregon Transportation Commission and the Oregon Department of Transportation, and their respective officers, members, agents, and employees"** as an **endorsed** Additional Insured but only with respect to the contractor's activities to be performed under the contract. Coverage shall be primary and noncontributory with any other insurance and self-insurance.

Additional Insured Endorsements on the Commercial General Liability shall be written on ISO Form CG 20 10 07 04, or equivalent, with respect to liability arising out of ongoing operations and ISO Form CG 20 37 07 04, or equivalent, with respect to liability arising out of completed operations.

Additional Insured Endorsements shall be submitted with the Certificate(s) of Insurance and must be acceptable to Agency.

g. "TAIL" COVERAGE

If any of the required insurance policies is on a "claims made" basis, such as Professional Liability insurance or Pollution Liability insurance, the contractor shall maintain either "tail" coverage or continuous "claims made" liability coverage, provided the effective date of the continuous "claims made" coverage is on or before the effective date of the contract, for a minimum of twenty-four (24) months following the later of: (i) the contractor's completion and Agency's acceptance of all Services required under the contract or, (ii) the expiration of all warranty periods provided under the contract. Notwithstanding the foregoing twenty-four (24) month requirement, if the contractor elects to maintain "tail" coverage and if the maximum time period "tail" coverage reasonably available in the marketplace is less than the twenty-four (24) month period described above, then the contractor may request and State may grant approval of the maximum "tail" coverage period reasonably available in the marketplace. If State approval is granted, the contractor shall maintain "tail" coverage for the maximum time period that "tail" coverage is reasonably available in the marketplace.

3. NOTICE OF CANCELLATION OR CHANGE

The contractor or its insurer must provide thirty (30) days' written notice to Agency before cancellation of, material change to, potential exhaustion of aggregate limits of, or non-renewal of the required insurance coverage(s). **Agency shall immediately notify State of any change in insurance coverage.**

4. CERTIFICATE(S) OF INSURANCE.

Agency shall obtain from the contractor a certificate(s) of insurance for all required insurance before the contractor performs under the contract. The certificate(s) or an attached endorsement must endorse: i) **"State of Oregon, the Oregon Transportation Commission and the Oregon Department of Transportation, and their respective officers, members, agents, and employees"** as an **endorsed** Additional Insured in regards to the Commercial General Liability and Automobile Liability policies and ii) that all liability insurance coverages shall be primary and noncontributory with any other insurance and self-insurance, with exception of Professional Liability and Workers' Compensation/Employer's Liability.

Informational Items

Oregon International Port of Coos Bay
PCIP Grant Summary
September 2026

Terminal (and on-terminal railyard) Design	**Federal**	**State**	**Private Partner**	**Total Funds**	**Spend to Date**	**Remaining Funds**
INFRA (planning scope only)	25,000,000	-	25,000,000	50,000,000	-	50,000,000
	50%	*0%*	*50%*		*0%*	*100%*
CBRL Upgrades Design	**Federal**	**State**	**Private Partner**	**Total Funds**	**Spend to Date**	**Remaining Funds**
CRISI (planning scope only)	29,700,000	19,800,000	-	49,500,000	-	49,500,000
As executed	*60%*	*40%*	*0%*		*0%*	*100%*
Reedsport Grade Separation Project	**Federal**	**State**	**Private Partner**	**Total Funds**	**Spend to Date**	**Remaining Funds**
RCE (planning scope only)	3,900,000	900,000	-	4,800,000	-	4,800,000
	80%	*20%*	*0%*		*0%*	*100%*
Channel Modification & PCIP Administration	**Federal**	**State**	**Private Partner**	**Total Funds**	**Spend to Date**	**Remaining Funds**
C2022388 Channel Modification Project	-	15,000,000	-	15,000,000	11,662,840	3,337,160
		100%			*78%*	*22%*

Oregon International Port of Coos Bay

Grant C202238 - Actual vs. Budget

C202238 Amendment 3 Budget	*C202238 Grant Funding*	*Current Period* *September*	*Fiscal Year to Date*	*Prior Fiscal Years* *FY25/26*	*FY24/25*	*FY23/24*	*FY22/23*	*Total*	*Remaining Grant Funds*
Interest Earned	-	12,674	39,094	90,060	84,158	116,960	123,028	453,301	453,301
Channel: Engineering / Design / Geo-Technical	6,240,000		-	402,741	712,932	3,411,501	679,766	5,206,940	1,033,060
Channel: Economic Benefit Study	1,000,000		-	14,875	53,375	320,450	365,858	754,558	245,442
Channel: Environment Studies / Environmental Impact Statement	3,900,000		-	50,234	178,856	300,558	117,775	647,423	3,252,577
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		-	14,875	137,200	100,975	17,052	270,102	(45,102)
Channel: Project Management (DMA)	250,000		-	95,595	467,163	715,908	283,586	1,562,252	(1,312,252)
PCIP: Engineering / Design / Geo-Technical	1,500,000		10,000	198,004	621,139	168,210	-	997,353	502,647
PCIP: Environment Studies	100,000		-	82,203	271,610	-	-	353,813	(253,813)
PCIP: Permitting & Regulatory Fees	50,000		-	-	-	320	-	320	49,680
PCIP: Legal Costs	50,000	485	9,633	89,421	28,507	-	-	127,561	(77,561)
PCIP: Project Managers (Federal & State)	324,000	40,103	141,229	507,819	244,082	-	-	893,130	(569,130)
PCIP: Community Engagement Coordinator	136,000		-	18,224	135,224	-	-	153,448	(17,448)
PCIP: Project Management(Permitting / NEPA)	375,000		-	1,715	40,415	-	-	42,130	332,870
OIPCB: Recipient Project Support (Travel & Lodging)	20,000		-	9,766	4,582	18,806	3,657	36,810	(16,810)
	15,000,000	40,588	160,862	1,663,472	3,073,085	5,238,727	1,526,694	11,662,840	3,790,461

Oregon International Port of Coos Bay
Oregon Business Development Department
C2022388 Channel Modification Project
Cash Position

Date	Name	Memo	Amount	Balance	Business Oregon	Project Expenses	Interest Rate	Interest
8/31/2022	Business Oregon	Deposit	5,000,000.00	5,000,000	5,000,000			
9/30/2022	Umpqua Bank	Interest Allocation - September 2022	7,492.88	5,007,493			1.58%	7,493
10/31/2022	Umpqua Bank	Interest Allocation - October 2022	8,907.55	5,016,400			1.84%	8,908
11/30/2022	Umpqua Bank	Interest Allocation - November 2022	9,584.21	5,025,985			2.68%	9,584
12/31/2022	Umpqua Bank	Interest Allocation - December 2022	13,355.98	5,039,341			3.04%	13,356
1/31/2023	Port of Coos Bay	Disbursement #1	(271,997.28)	4,767,343		(271,997)		
1/31/2023	Umpqua Bank	Interest Allocation - January 2023	13,662.62	4,781,006			3.37%	13,663
2/28/2023	Umpqua Bank	Interest Allocation - February 2023	13,704.82	4,794,711			3.75%	13,705
3/15/2023	Port of Coos Bay	Disbursement #2	(414,336.41)	4,380,374		(414,336)		
3/31/2023	Umpqua Bank	Interest Allocation - March 2022	13,889.12	4,394,263			3.75%	13,889
4/30/2023	Umpqua Bank	Interest Allocation - April 2022	14,932.36	4,409,196			3.75%	14,932
5/31/2023	Umpqua Bank	Interest Allocation - May 2022	14,757.23	4,423,953			3.88%	14,757
6/20/2023	Port of Coos Bay	Disbursement #3	(695,375.20)	3,728,578		(695,375)		
6/30/2023	Umpqua Bank	Interest Allocation - June 2023	12,741.67	3,741,320			4.05%	12,742
7/31/2023	Port of Coos Bay	Disbursement #4	(146,206.71)	3,595,113		(146,207)		
7/31/2023	Umpqua Bank	Interest Allocation - July 2023	11,740.18	3,606,853			4.11%	11,740
8/3/2023	Port of Coos Bay	Disbursement #5	(308,575.00)	3,298,278		(308,575)		
8/31/2023	Umpqua Bank	Interest Allocation - August 2023	13,280.37	3,311,558			4.42%	13,280
9/30/2023	Port of Coos Bay	Disbursement #6	(229,133.00)	3,082,425		(229,133)		
9/30/2023	Umpqua Bank	Interest Allocation - September 2023	12,312.07	3,094,737			4.63%	12,312
10/31/2023	Port of Coos Bay	Disbursement #7	(102,401.82)	2,992,336		(102,402)		
10/31/2023	Umpqua Bank	Interest Allocation - October 2023	12,697.04	3,005,033			4.90%	12,697
11/30/2023	Umpqua Bank	Interest Allocation - November 2023	11,910.38	3,016,943			5.00%	11,910
12/31/2023	Port of Coos Bay	Disbursement #8	(1,622,790.23)	1,394,153		(1,622,790)		
12/31/2023	Umpqua Bank	Interest Allocation - December 2023	7,957.55	1,402,110			5.00%	7,958
1/31/2024	Port of Coos Bay	Disbursement #9	(901.04)	1,401,209		(901)		
1/31/2024	Umpqua Bank	Interest Allocation - January 2024	6,387.00	1,407,596			5.00%	6,387
2/1/2024	Port of Coos Bay	Disbursement #10	(876,269.82)	531,327		(876,270)		
2/26/2024	Business Oregon	Deposit	5,000,000	5,531,327	5,000,000			
2/29/2024	Umpqua Bank	Interest Allocation - February 2024	6,269.97	5,537,596			5.20%	6,270
3/31/2024	Umpqua Bank	Interest Allocation - March 2024	*6,627.69*	5,544,224			*5.20%*	*6,628*
4/30/2024	Port of Coos Bay	Disbursement #11	*(1,338,822.70)*	4,205,401		(1,338,823)		
4/30/2024	Umpqua Bank	Interest Allocation - April 2024	*8,782.96*	4,214,184			*5.20%*	*8,783*
5/31/2024	Port of Coos Bay	Disbursement #12	*(102,162.39)*	4,112,022		(102,162)		
5/31/2024	Umpqua Bank	Interest Allocation - May 2024	*9,640.84*	4,121,663			*5.20%*	*9,641*
6/30/2024	Port of Coos Bay	Disbursment #13	*(238,608.00)*	3,883,055		(238,608)		
6/30/2024	Umpqua Bank	Interest Allocation - June 2024	*9,353.85*	3,892,409			*5.20%*	*9,354*
7/25/2024	Port of Coos Bay	Disbursement #14	*(281,650.00)*	3,610,759		(281,650)		
7/31/2024	Port of Coos Bay	Disbursement #15	*(580,274.35)*	3,030,484		(580,274)		
7/31/2024	Umpqua Bank	Intersest Allocation - July 2024	*10,503.20*	3,040,988			5.27%	*10,503*
8/31/2024	Port of Coos Bay	Disbursement #16	(58,729.55)	2,982,258		(58,730)		
8/31/2024	Umpqua Bank	Interest Allocation - August 2024	9,992.42	2,992,250			5.30%	9,992
9/30/2024	Port of Coos Bay	Disbursement #17	(20,595.07)	2,971,655		(20,595)		
9/30/2024	Umpqua Bank	Interest Allocation - September 2024	10,539.62	2,982,195			5.30%	10,540
10/31/2024	Port of Coos Bay	Disbursement #18	(529,883.10)	2,452,312		(529,883)		
10/31/2024	Umpqua Bank	Interest Allocation - October 2024	10,625.22	2,462,937			5.11%	10,625
11/30/2024	Port of Coos Bay	Disbursement #19	(12,630.48)	2,450,307		(12,630)		
11/30/2024	Umpqua Bank	Interest Allocation - November 2024	9,156.38	2,459,463			4.99%	9,156
12/31/2024	Port of Coos Bay	Disbursement #20	(235,360.60)	2,224,102		(235,361)		
12/31/2024	Umpqua Bank	Interest allocation - December 2024	9,242.08	2,233,345			4.85%	9,242
1/31/2025	Port of Coos Bay	Disbursement #21	(708,181.41)	1,525,163		(708,181)		
1/31/2025	Umpqua Bank	Interest allocation - January 2025	7,674.96	1,532,838			4.73%	7,675
2/28/2025	Port of Coos Bay	Disbursement #22	(362,521.60)	1,170,316		(362,522)		
2/28/2025	Umpqua Bank	Interest allocation - February 2025	5,414.81	1,175,731			4.70%	5,415
3/31/2025	Port of Coos Bay	Disbursement #23	(67,109.96)	1,108,621		(67,110)		
3/31/2025	Umpqua Bank	Interest allocation - March 2025	5,157.57	1,113,779			4.64%	5,158
4/30/2025	Port of Coos Bay	Disbursement #24	(384,389.42)	729,389		(384,389)		
4/30/2025	Umpqua Bank	Interest allocation - April 2025	467.25	729,857			4.60%	467
5/31/2025	Port of Coos Bay	Disbursement #25	(36,626.30)	693,230		(36,626)		
5/31/2025	Umpqua Bank	Interest allocation - May 2025	2,712.08	695,942			4.60%	2,712
6/30/2025	Port of Coos Bay	Disbursement #26	(27,689.52)	668,253		(27,690)		
6/30/2025	Umpqua Bank	Interest Allocation - June 2025	2,672.13	670,925			4.60%	2,672

Oregon International Port of Coos Bay
Oregon Business Development Department
C2022388 Channel Modification Project
Cash Position

Date	Name	Memo	Amount	Balance	Business Oregon	Project Expenses	Interest Rate	Interest
7/31/2025	Port of Coos Bay	Disbursement #27	(143,851.65)	527,073		(143,852)		
7/31/2025	Umpqua Bank	Interest Allocation - July 2025	2,385.09	529,459			4.60%	2,385
8/31/2025	Port of Coos Bay	Disbursement #28	(104,115.54)	425,343		(104,116)		
8/31/2025	Umpqua Bank	Interest Allocation - August 2025	1,908.60	427,252			4.60%	1,909
9/30/2025	Port of Coos Bay	Disbursement #29	(300,610.15)	126,641		(300,610)		
9/30/2025	Columbia Bank	Interest Allocation - September 2025	490.63	127,132			4.60%	491
10/31/2025	Port of Coos Bay	Disbursement #30	(57,577.05)	69,555		(57,577)		
10/31/2025	Columbia Bank	Interest Allocation - October 2025	232.48	69,788			4.57%	232
11/30/2025	Port of Coos Bay	Disbursement #31	(65,863.64)	3,924		(65,864)		
11/30/2025	Columbia Bank	Interest Allocation - November 2025	9.93	3,934			4.43%	9
12/31/2025	Port of Coos Bay	Disbursement #32	(18,732.95)	(14,799)		(18,733)		
12/31/2025	Columbia Bank	Interest Allocation - December 2025	(52.46)	(14,852)			4.25%	(52)
1/31/2026	Port of Coos Bay	Disbursement #33	(221,724.63)	(236,576)		(221,725)		
1/31/2026	Business Oregon	Deposit	5,000,000.00	4,763,424	5,000,000			
1/31/2026	Columbia Bank	Interest Allocation - January 2026	11,358.49	4,774,782			4.16%	11,359
2/28/2026	Port of Coos Bay	Disbursement #34	(16,447.50)	4,758,335		(16,448)		
2/28/2026	Columbia Bank	Interest allocation - February 2026	15,268.08	4,773,603			4.04%	15,268
3/31/2026	Port of Coos Bay	Disbursement #35	(242,008.79)	4,531,594		(242,009)		
3/31/2026	Columbia Bank	Interest allocation - March 2026	15,438.32	4,547,032			4.00%	15,438
4/30/2026	Port of Coos Bay	Disbursement #36	(196,214.64)	4,350,818		(196,215)		
4/30/2026	Columbia Bank	Interest allocation - April 2026	14,742.65	4,365,560			4.00%	14,743
5/31/2026	Port of Coos Bay	Disbursement #37	(189,562.29)	4,175,998		(189,562)		
5/31/2026	Columbia Bank	Interest allocation - May 2026	14,475.79	4,190,474			4.00%	14,476
6/30/2026	Port of Coos Bay	Disbursement #38	(35,468.78)	4,155,005		(35,469)		
6/30/2026	Columbia Bank	Interest allocation - June 2026	13,803.43	4,168,809			4.00%	13,803
7/31/2026	Port of Coos Bay	Disbursement #39	(307,481.74)	3,861,327		(307,482)		
7/31/2026	Columbia Bank	Interest allocation - July 2026	13,403.03	3,874,730			4.00%	13,403
8/31/2026	Port of Coos Bay	Disbursement #40	(51,842.35)	3,822,887		(51,842)		
8/31/2026	Columbia Bank	Interest allocation - Aug 2026	13,016.98	3,835,904			4.00%	13,017
9/30/2026	Port of Coos Bay	Disbursement #41	(38,154.00)	3,797,750		(38,154)		
9/30/2026	Columbia Bank	Interest allocation - Sep 2026	12,674.39	3,810,425			4.00%	12,674
				3,810,425	**15,000,000**	**(11,642,877)**		**453,301**