

OREGON INTERNATIONAL PORT OF COOS BAY

Coos Bay, Oregon

REGULAR COMMISSION MEETING

11:00 a.m., Thursday, February 20, 2025

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

ATTENDANCE

Commission:

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

Staff:

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

Media & Guests:

Franziska Elliott, JLA Public Involvement; Garth Johnson, ILWU; Tallon Trentz, IUOE Local 701; Aaron Simons, ILWU; Roger Morgan, KLJN; Brad Coleman, ILWU; Frank Williams; Jan Hodder; George Walberg; Patrick Momsen; Christine Moffitt; and Jamie Fereday.

1. CALL MEETING TO ORDER

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

2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF

3. PORT PROJECT UPDATE

A. Charleston Marina RV Park Project Update by Ray Dwire

Mr. Dwire reported that the RV Park generated \$365K in revenue for FY 23/24, reflecting a 16% increase due to higher visitor numbers. This figure does not account for additional indirect revenue from moorage slips, storage units, dry storage, boat launches, and other community purchases. Mr. Dwire emphasized the RV Park's critical role in the Port's budget and overall revenue, underscoring the importance of ongoing upkeep and maintenance.

At the Charleston Advisory Committee Meeting held on July 17, 2024, several necessary improvements were identified for the RV Park. There were concerns raised regarding poor lawn maintenance, faded signage, and general upkeep issues. During a follow-up inspection on January 9, Mr. Dunning, Mr. Dwire, and Ms. Williams identified several key maintenance priorities, that included:

General Maintenance – Immediate low-cost fixes such as pressure washing, repainting buildings, repairing cracks in asphalt, re-stripping, flowers at the entrance, and restroom/shower upgrades.

Moderate-Cost Repairs – Included replacing damaged window seals and eaves, maintaining yurt ramps and porches, and considering porch roofs for two yurts, depending on the budget.

Capital Improvements – Long-term projects such as upgrading electrical panels, replacing perimeter fencing and gates, possibly refurbishing the mural, and assessing asphalt repairs.

Additional concerns included replacing picnic tables with more weather-resistant materials and ensuring that electrical pedestals meet current standards. While a grant was secured to reseal the Marina boat ramp parking lot, funding for the RV Park parking lot remains uncertain. The Marina is evaluating all areas to identify necessary improvements for both the RV Park and Shipyard.

Commissioner Stevens inquired about the construction year of the RV Park, to which Mr. Dwire responded that he would need to gather more information. Commissioner Stevens also asked whether replacing pedestals would require additional permits or if they could be swapped out. Mr. Dwire stated that he would need to investigate further.

Mr. Dwire noted that Thomas Morton, who oversees Purchasing and Procurement, has inventoried the pedestals at both the RV Park and the docks. He explained that due to the cost of \$1,600 per pedestal, bulk purchases are not feasible. Instead, they have implemented a standing order to replace five pedestals at a time. Regarding the RV Park, Mr. Dwire acknowledged that infrastructure updates have been considered for years but have not yet been implemented. Commissioner Stevens pointed out that pedestal spacing requirements have changed over the past 25 years and questioned whether updates would necessitate additional considerations. Mr. Dwire indicated that major restructuring would likely require electrical permits, which would need further review.

Commissioner Hamner emphasized the significance of the work being done at the RV Park, highlighting that it enhances the park's appeal and relevance, making it a more attractive destination. Commissioner Hamner praised Mr. Dwire's contributions in aligning with the Strategic Plan. Ms. Comstock stated that the RV Park rehabilitation is a top priority and would provide regular updates, including photos, as the work progresses.

B. Port Financial Update by Megan Richardson

Ms. Richardson presented the financial review for December 2024. The operating income in the general fund totaled \$235K, compared to a budgeted \$356K, resulting in a shortfall of \$121K. Administration had a shortfall of approximately \$3K primarily due to vacant space in the Hub Building. The budget had assumed full tenancy, leading to a year-to-date shortfall of around \$20K. Port Operations saw an excess revenue of about \$3K, attributed to an unplanned dock lease at the Terminal One facility. Year-to-date, this lease generated approximately \$10K in additional revenue.

Rail Ops experienced a \$65K shortfall for the month of December. The three main revenue sources for Rail Ops are the management fee from CBRL to the Port, Port surcharges, and rail leases. The management fee and surcharges depend on the number of carloads moved each month. December's budget projected 600 carloads, but actual figures came in at 347, reducing revenue in these areas.

For the Charleston Revenue, shortfalls were recorded across business lines due to seasonal downturns, resulting in a \$55K deficit for the month. Year-to-date, Charleston revenue has a total shortfall of approximately \$103K.

Total operating expenses for December were \$537K, compared to a budget of \$606K, representing a \$69K underspend. Most departments had a favorable expense-to-budget ratio, except for Rail Ops, which exceeded budget due to emergency bridge repairs on the North Bend Swing Span Bridge.

The total operating loss for December was \$301K, exceeding the budgeted loss of \$250K by \$51K. This greater-than-expected loss is attributed to lower revenue and higher expenses in the Rail Ops Department. Total Other Income in December saw a total of \$390K, falling short of the budgeted \$555K by \$165K. This shortfall resulted from the timing of property tax collections; a payment expected in December was instead received in November, shifting revenue between months. Year-to-date, property tax revenue remains on budget.

Other Income includes transfers from the dredge fund, public records request fees, and payments for damages to the Port facilities. Other Expenses totaled \$23K against a budgeted \$101K, leading to an underspend of \$78K. Debt Services appeared high due to a budget allocation issue but overall remains on track for the fiscal year. December Net Result was a gain of \$66K compared to a budgeted net gain of \$204K, resulting in a shortfall of \$138K. Year-to-Date Net Result (July-December) is a net gain of \$793K versus a budgeted net gain of \$375K, exceeding expectations by \$418K. This includes a \$405K contribution from the sale of three surplus locomotives.

Overall, while December's financial performance reflected some revenue shortfalls, particularly in Rail Ops and Charleston operations, the year-to-date figures remain strong, primarily due to the locomotive sales and cost savings in several departments.

4. PUBLIC COMMENT

A. Aaron Simons, a former Port employee, who is presently with ILWU Local 12, stated that the Union asked him to convey their support for the container terminal, and added that some of the Union officers from San Francisco met with Val Hoyle and other representatives in Washington, D.C. Their main request was to explore the possibility of working with the Port and Melissa Cribbins to develop a Memorandum of Understanding (MOU). Once an MOU is established, it could be reviewed by the Union, which may then consider issuing a letter of support. Additionally, Mr. Simons shared his observations from a visit to Charleston, where he met with Mr. Dwire and assessed the current conditions. He noted that the area, including the RV Park and Marina, are in disrepair. The docks are deteriorating due to a lack of maintenance. To him, it seemed that other projects, such as dredging in Garibaldi, were being prioritized instead. Furthermore, he highlighted staffing shortages, with no backfill for vacant positions. Mr. Simons urged the Port to address these issues by replenishing staff and allocating resources to necessary maintenance and infrastructure improvements, if funding is available.

B. Frank Williams, a retired longshoreman, became involved with Community Access Television (PEG TV), producing shows under the theme 'Build docks, and they will come,' though he is still waiting for the docks to materialize. In the past, he traveled to Salem to advocate for the replacement of the Port Commission, with the goal of accelerating dock development, but saw little progress. He recalled a meeting with the previous Port manager where an engineer was consulted on rail-to-dock infrastructure. Mr. Williams also noted that during Ken Messerle's time in Salem, he learned that increasing tunnel clearances could facilitate piggybacking on railroads.

Mr. Williams explained that since he does not have a computer, the only way to get updates from the Port is by attending meetings. Mr. Williams provided some historical context, explaining that the bay

at one time had 300 ships coming and going during high tide, whereas today, that number has dwindled to only 50 or 60. Mr. Williams originally went to Salem because shipping activity had declined drastically, and despite all efforts, there has been little improvement. He wanted to know, now that a Republican Administration is in office, if the Port had secured the state funding of \$29M for shipping expansion.

Mr. Williams expressed frustration over time limits on public comments and questioned if the Commissioners would address his concerns. Commissioner Stevens clarified that public comment sessions are not for discussions but assured him his questions would be answered in the presentation. Mr. Williams also voiced disappointment that he and Roger Morgan never received a response from Ms. Comstock regarding a meeting request, stating he should not have to attend Port meetings for basic information.

Mr. Williams asked the Commissioners directly whether shipping was part of the Port's plans and if the necessary funds were available. Commissioner Stevens confirmed that the Port has the funds but clarified that the Port itself is not a shipper. Mr. Williams stated that, as a taxpayer contributing \$16K annually, he is particularly concerned about how federal dollars—his tax money—are being allocated to the Port. He emphasized his desire for transparency regarding the use of these funds.

C. Roger Morgan, representing KLJN, attended the Commission meeting to express his enthusiasm for the Port of Coos Bay's developments, particularly the container project. He shared his 67-year journey in radio, which began in Salem and led him through various major markets before settling in Coos Bay eight years ago with BiCoastal Radio. Initially thinking his career was winding down, he now sees Coos Bay's growth as an exciting new chapter. As a local station owner, he is eager to support and promote the Port's efforts and welcomes ongoing collaboration with the Board of Commissioners.

D. Patrick Momsen, who was representing the Empire Association, presented on a packet he emailed to the Commissioners and which is attached to the end of these minutes, highlighting research on world ports and the challenges they posed to nearby residents. He referenced key findings from the packet, emphasizing concerns observed in ports across the United States and beyond. He stated that as the Pacific Coast Intermodal Port (PCIP) project continues to develop, residents of Empire are increasingly concerned about its environmental impacts. He believes that the project aims to enhance intermodal transportation efficiency, but there is little indication that the Port Commission will adequately address the pressing environmental challenges facing Empire and the broader Coos Bay community. Mr. Momsen has requested that, before the construction of the PCIP project begins, the Port clarify its plans for mitigating potential environmental impacts. Specifically, he seeks information on measures to protect marine life and water quality, as well as strategies for addressing noise and light pollution. Mr. Momsen noted that the report includes alternative solutions adopted by other ports worldwide and offers recommendations on how the Port could proceed. Mr. Momsen believes it is critical for the Port Commission to clearly outline its plans for addressing these concerns to ensure that the development of the PCIP project does not come at the expense of the health and well-being of Empire's residents.

E. Jan Hodder, followed up on a request she previously emailed to Ms. Comstock and Ms. Cribbins, seeking information on whether the Port has sponsored any legislation in the Oregon legislature or requested funds for Port operations. She emphasized that providing this information would help taxpayers understand the Port's funding priorities, as they have previously been left uninformed about such matters. Ms. Hodder appreciates the Commission's growing interest in public participation and

hopes this continues by keeping taxpayers informed. Ms. Hodder believes that transparency allows the public to engage with legislators, voice support, and express concerns regarding the Port's requests. Ms. Hodder specifically inquired about legislative support for projects such as the Charleston Shipyard, Point Adams shoaling, and making Terminal One usable. Additionally, she asked whether the Port plans to seek amendments to House Bill 3050 to facilitate these efforts. She urged the Port to share this information with residents so they can stay informed and continue to support its initiatives.

F. **Jamie Fereday**, read from written testimony, which is attached to the end of these minutes.

5. **CONSENT ITEMS**

- A. Approval of January 16, 2025 Regular Commission Meeting Minutes
- B. Approval of January Invoices
- C. Approval of January Contracts Awarded

Upon a motion by Commissioner Roblan (second by Commissioner Edwards), the Board of Commissioners voted to approve the January 16, 2025 Regular Commission Meeting Minutes, January Invoices and January Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, Hamner, and Roblan. Nays: None. Absent: ViksneHill).

6. **MANAGEMENT REPORTS**

All Management Reports were included within the Meeting Packet.

7. **ACTION ITEMS/REPORTS**

A. **Charleston Advisory Committee Member Appointments**

The Charleston Advisory Committee was established by the Board of Commissioners of the Oregon International Port of Coos Bay on September 17, 2003 to serve in an advisory capacity to the Port Commission in developing strategies and guidelines for various projects and issues concerning the Charleston Marina Complex. The function of the Committee includes but is not limited to:

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

The terms of Kathleen Hornstuen, Lou Leberti, and Knute Nemeth expired in January 2025. All three have agreed to continue serving on the Charleston Advisory Committee for another three-year term.

Port Staff recommend re-appointing Kathleen Hornstuen, Lou Leberti, and Knute Nemeth to the Charleston Advisory Committee.

Commissioner Edwards expressed gratitude to Mr. Nemeth, Ms. Hornstuen, and Mr. Leberti for their dedication and the time they have invested in the committee. After reviewing the minutes from the January 15 Charleston Advisory Committee meeting, he acknowledged the significant effort put into it

and encouraged anyone interested in the Marina to read the minutes for valuable insights. Commissioner Stevens also recommended attending the meetings, noting that the three individuals are highly active in the community.

Commissioner Hamner acknowledged the significant volunteer efforts of both Mr. Nemeth and Ms. Hornstuen, who have been actively involved in numerous events throughout Charleston over the years. Additionally, she highlighted Mr. Leberti's role on the Port's Budget Committee. Commissioner Hamner emphasized their commitment and active participation in representing the public. Commissioner Hamner expressed sincere appreciation for their contributions and hoped the community would continue to engage with them, recognizing their vital role as advocates for the constituents of Charleston.

Commissioner Roblan expressed his full agreement with everything that had been said. He mentioned that his wife had served as the principal at Charleston Elementary School for many years and had interacted with the three committee members. He acknowledged that it's a consistent group of individuals who deeply care about the area and are always willing to dedicate their time and effort toward making a positive impact. Commissioner Roblan concluded by offering his sincere thanks to everyone involved.

Upon a motion by Commissioner Hamner (second by Commissioner Roblan), the Board of Commissioners motioned to re-appoint Kathleen Hornstuen, Lou Leberti, and Knute Nemeth to the Charleston Advisory Committee for a three-year term, expiring January 31, 2028. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, Hamner, and Roblan. Nays: None. Absent: ViksneHill).

B. Seat Position on South Slough's Management Commission

Per ORS 273.554, the South Slough National Estuarine Research Reserve created a Management Commission to:

- (a) Conduct the day-to-day operation and management of the reserve management area with the administrative support of the Department of State Lands;
- (b) Appoint a manager and other staff necessary to carry out this section; and
- (c) Apply for, receive and expend moneys.

The commission consists of nine members appointed by the Governor:

- (a) A representative of common schools in the area of the South Slough National Estuarine Research Reserve;
- (b) One authorized representative of the Coos County Board of Commissioners;
- (c) One authorized representative of the governing body of the Oregon International Port of Coos Bay;
- (d) The Director of the Department of State Lands or a designee thereof;
- (e) One authorized representative of the federal Office for Coastal Management;
- (f) Two representatives with an interest in marine science, one from the University of Oregon Institute of Marine Biology at Charleston and one from Oregon State University;
- (g) One member selected from the general public at large; and
- (h) One representative of Oregon Indian tribes appointed after consultation with the Commission on Indian Services.

The authorized representative of the governing body of the Oregon International Port of Coos Bay shall serve for a term of two years. This seat was most recently occupied by the previous Port CEO John

Burns, and before that, by Port Commission President David Kronsteiner. Current Port Commissioner Arnie Roblan has expressed interest in serving on the South Slough Management Commission on behalf of the Port.

Commissioner Roblan shared that working in the schools and the South Slough Estuary has been one of the most rewarding aspects of his career. He praised the team's efforts in the estuary, highlighting their consistent community engagement and the underrecognized contributions of those behind the work. While the preservation efforts are ongoing and impactful, they often go unnoticed. Commissioner Roblan expressed excitement about continuing this work.

Upon a motion by Commissioner Edwards (second by Commissioner Hamner), the Board of Commissioners motioned to select Port Commissioner Roblan to serve on the South Slough Management Commission on behalf of the Oregon International Port of Coos Bay. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, Hamner, and Roblan. Nays: None. Absent: ViksneHill).

C. Community Engagement Plan for PCIP Project

The Port contracted with JLA Public Involvement to create a pre-NEPA Scoping Community Engagement Plan for the PCIP project to help inform the Port on community interests and best practices for community engagement. JLA engaged in a robust stakeholder engagement process and presented the draft Community Engagement Plan to the Port Commission at their December 2024 meeting.

JLA has received feedback on the draft plan and has incorporated the feedback into the final plan. This Community Engagement Plan will be a living document that maintains the flexibility needed for the Port and PCIP staff to make changes as the project progresses.

Ms. Cribbins stated that the Commission is accepting this document in order to close out the scope of work and inform JLA that this phase of the project is considered accepted, allowing implementation to move forward. The Corps will be responsible for its own community engagement in line with the National Environmental Policy Act (NEPA), which will differ from this process. Ms. Cribbins added that the Corps will handle their part independently.

Ms. Cribbins emphasized that the Port is proactively engaging with the community to understand potential concerns and feedback, a move not driven by legal requirements but by the Port's commitment to community perspectives. Matt Freisen from the Port has been actively working with JLA to implement this initiative. Ms. Cribbins also mentioned the possibility of hiring additional contract staff to assist with the plan's implementation, though this decision has not been finalized.

Ms. Cribbins noted that the Port is still in the early stages of planning. It is less than 10% into the design process for both the terminal and the railroad. Ms. Cribbins added that questions are welcome, but the Port may not currently have answers. However, the Port is committed to incorporating feedback into future discussions and engineering RFPs.

Ms. Cribbins discussed the ongoing efforts to secure federal funding for the Port, emphasizing collaboration with relevant agencies to finalize contracts and agreements. She acknowledged that while there is a desire for quicker progress in government projects, it's essential to thoroughly negotiate contracts for a solid foundation. Ms. Cribbins said that the federal grants are moving forward, and the Port is actively working with agencies to finalize the funding agreements.

Commissioner Hamner inquired about the implementation plan and how the costs would be covered after JLA closes the project. Ms. Cribbins responded that the implementation would either require an additional contract or the allocation of staff time, which would need to be further discussed with the Commissioners. Additionally, Ms. Cribbins mentioned that the Port had secured state funding for the project in the upcoming legislative session, which could be allocated to cover the implementation costs.

Commissioner Roblan praised the Port's thoughtful approach to the project but raised concerns about potential overlaps between state and federal efforts. He asked how the plan would ensure coordination and whether the state would act independently of federal involvement to avoid conflicts. He also questioned whether JLA or another agency would handle the implementation. Ms. Cribbins clarified that there was no commitment to JLA and explained that the Port, understanding the limitations of federal engagement processes, aimed to go beyond standard procedures. She emphasized that the Port's approach would be more flexible and adaptable, allowing for meaningful public dialogue and incorporating community feedback into decision-making throughout the process.

Commissioner Hamner expressed her agreement with Ms. Cribbins' remarks and appreciated Ms. Cribbins' presentation on the implementation plan to the Commissioners. Commissioner Hamner noted that her assumption was that this plan would serve to gather information that could be used collaboratively with the federal process while also helping the North Point community better understand the local area. She emphasized that she did not view it as conflicting with the federal process and hoped that federal entities would encourage the Port to engage with the public.

Ms. Cribbins emphasized that while the federal government encourages engagement, it does not replace the established process, that the plan is to go above and beyond existing requirements, rather than serve as a substitute. The Corps wanted to make it clear that this plan is not intended to replace the federal process but rather to align with requirements.

Commissioner Roblan highlighted the common lack of comprehensive information in public processes but praised this effort for effectively covering all key components. He emphasized the importance of examining various community aspects and acknowledged the effort involved. Drawing from his experience, he noted that public engagement often occurs only during times of concern but fades once the issue is resolved. He appreciated JLA's proactive approach in encouraging participation. Commissioner Roblan stressed that ongoing, clear communication with the public is vital for the success of any Port project, viewing this initiative as a crucial step toward sustained engagement and transparency.

Upon a motion by Commissioner Roblan (second by Commissioner Hamner), the Board of Commissioners motioned to accept and approve the revised Community Engagement plan for the PCIP Project. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, Hamner, and Roblan. Nays: None. Absent: ViksneHill).

8. OTHER

9. INFORMATIONAL ITEMS

Ms. Comstock mentioned that the budget planning calendar includes several budget committee meetings in May, with the first one scheduled for the week of May 12. Additionally, the Charleston Advisory Committee Meeting will also take place in April.

10. COMMISSION COMMENTS

Commissioner Edwards asked Brian Early about FEMA reimbursement for cleanup following the January 2025 incident. Mr. Early confirmed the Port is eligible for 75% reimbursement, about \$60K, but FEMA has placed a hold on the funds, delaying the timeline. Commissioner Edwards also raised concerns about rail cars, specifically the engine and repeated damage to an auxiliary generator from stolen copper. Mr. Early explained that the locomotive's side panels are not locked for safety, making copper theft possible. They are working to minimize the time of the engine being at the downtown depot. The labor-intensive solution has cost CBRL about \$2K due to downtime.

Commissioner Roblan announced that a public engagement event on tsunami evacuation will be held at Sunset Library. Representatives from the police department, school district, and fire department will be in attendance, encouraging community members to participate, learn about evacuation efforts, and stay engaged as planning moves forward.

Commissioner Hamner praised JLA for its contributions to PCIP efforts, especially in rail work and the North Point Terminal project. However, she emphasized the need to consider future generations in decision-making and ensure that marginalized communities are included and their long-term interests protected. She specifically underscored the importance of including marginalized communities, who often lack a voice in these conversations, in shaping long-term, sustainable solutions. She encouraged those engaging with the Board of Commissioners and Port staff to think about the long-term impact of this project. Commissioner Hamner emphasized that North Point has been clear about making this a green project, incorporating technology and innovation. She urged everyone involved to consider what the project will mean 75 to 100 years from now, especially given the state of the 110-year-old railroad infrastructure that was not designed with the future in mind. While aging infrastructure presents challenges, it also creates a great opportunity for long-term strategic planning.

Commissioner Hamner pointed out that if the rail development involves 75-year loans, future generations will bear the financial responsibility for this investment. She praised JLA for providing the most comprehensive information she has seen on the PCIP project but stressed the importance of further collaboration with North Point. Specifically, understanding the financial implications for the railroad—how the investment will be reinvested into public infrastructure and what opportunities it will create for the community. Transparency about how the debt will be repaid is crucial for the public and constituents. Additionally, Commissioner Hamner highlighted the importance of the Community Benefits Plan. If community benefits are being discussed, it is essential to consider the long-term impact on future generations. She acknowledged the focus on job creation and the importance of keeping longshoremen employed and ships coming into the bay. However, she encouraged deeper conversations about what this project will mean 50 to 75 years from now and how it can be leveraged to drive future innovation.

Commissioner Roblan emphasized the importance of financial sustainability for the Port and the broader community. Having served on the Commission and reviewed the finances, he is deeply concerned about ensuring the Port's continued functionality in the future.

Commissioner Roblan has been closely monitoring the financial stability of hospitals and school districts, acknowledging the challenges they face in maintaining operations. He noted that with tax measures already capped, many citizens believe taxes have reached their limit. Regarding communities like Coos Bay, he observed that growth is often constrained, as expansion can sometimes come at the expense of others. Commissioner Roblan emphasized the need for a long-term strategy to sustain and

maintain essential infrastructure, recognizing it as a critical issue that must be addressed. Commissioner Roblan emphasized road maintenance as a major concern, noting that while many complain about potholes, few are willing to contribute to the cost of repairs. He stressed the need for society to find sustainable ways to maintain the infrastructure that is being dependent on. Using the rail system as an example, Commissioner Roblan pointed out how neglect led to its deterioration. Although efforts were made to restore it, the community is still repaying a loan used for those repairs. Looking ahead, he warned that maintenance costs remain a pressing issue. He estimated that bringing the rail service back to Coquille would require at least another million dollars just to make it operational, while fully restoring and maintaining the system would demand investments in the billions. Additionally, Commissioner Roblan highlighted the necessity of ongoing repairs to keep the rail bridge in service for the current population. He emphasized that these long-term infrastructure challenges must be addressed in a sustainable manner. Commissioner Roblan concluded by emphasizing that as community projects advance, it is crucial to ask: How will this investment support the long-term sustainability of the services and infrastructure of our community.

Commissioner Hamner added that if the project moves forward, the North Spit will undergo changes that could impact the thousands of people who access the area for various activities. She noted that this aspect was not addressed in the JLA report and emphasized the importance of considering it in the planning process moving forward.

11. NEXT MEETING DATE – Thursday, March 20, 2025, 11:00 a.m.

12. ADJOURN

President Stevens adjourned the meeting at 12:05 p.m. and entered into Executive Session, as authorized under ORS 192.660(2), to:

- (f) consider information or records that are exempt by law from public inspection;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.