

OREGON INTERNATIONAL PORT OF COOS BAY

Coos Bay, Oregon

REGULAR COMMISSION MEETING

11:00 a.m., Thursday, December 18, 2025

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

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

ATTENDANCE

Commission:

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

Staff:

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

Media & Guests:

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

1. CALL MEETING TO ORDER

President Stevens called the meeting to order at 11:01 a.m.

2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF

3. PORT PROJECT UPDATE

A. Final Strategic Business Plan Update Presentation

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

Consulting's work and indicated the Port's enthusiasm for advancing the goals and objectives outlined in the plan.

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

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

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

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

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

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

B. Port and Rail Financial Update

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

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

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

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

4. CONSENT ITEMS

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

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners voted to approve the November 20, 2025 Regular Commission Meeting Minutes, November Invoices and Lease Agreement Renewal. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

6. ACTION ITEMS/REPORTS

A. **2025Res12: Port of Coos Bay Rate Schedule**

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

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

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

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

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

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

The following are additional proposed changes:

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

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

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

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

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

B. Charleston Advisory Committee Appointments

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

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

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

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

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

Port Staff recognizes the need for more community involvement and recommends the addition of another seat on the committee. This addition would increase the Committee from seven Committee Members to eight. Rex Leach has submitted his letter of interest and Port Staff feel that the addition of Mr. Leach would further diversify the Committee with strong representation of the local commercial fishing fleet. Mr. Leach’s letter of interest was also included within the meeting packet.

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

C. Assignment of Track Miles for 45G Tax Credit

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

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

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

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

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

D. Eric Quella Lease Agreement

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

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

Mr. Quella intends to make improvements to the building, which include removing all interior non load bearing walls except for the restrooms and kitchen, benches, current bar, etc.; redoing all electrical and plumbing to code; ensuring ADA compliant restrooms; repairing the floor and covering with cement tile; building a new bar adjacent to the kitchen area; and adding multiple stand up wall mounted bar style tables and stools.

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

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

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

7. OTHER

A. **Coos Bay Swingspan Bridge Presentation and Discussion**

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

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

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

The CBRL budget covers operations but does not cover major capital repairs to the line. The Port receives revenue for rail crossing agreements, a capital surcharge for each carload, and the 45G tax credit that was brought to Commission earlier in this meeting. The Port then pays for all capital improvement projects and all debt service for the railroad, including the rail acquisition, tunnel rehab loans, and vehicle loans. This year, the Port budgeted \$411,000 for repairs to bridges, track, and tunnels. When capital

repair expenses are more than revenues received the Port pays for this from its General Fund, or more recently from its line of credit which is nearly maxed out.

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

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

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

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

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

In addition to the railroad freight tariff that is listed online, every carload is assessed a capital surcharge fee which the Port receives and uses to invest back into capital repairs of the line, and each car is assessed

a fuel surcharge which is part of the carload revenue in the CBRL budget. Per the tariff, every log or aggregate car that crosses the Swingspan bridge is assessed a \$60.90 capital surcharge fee.

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

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

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

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

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

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

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

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

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

8. PUBLIC COMMENT

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

9. COMMISSION COMMENTS

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

10. NEXT MEETING DATES

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

11. ADJOURN

President Stevens adjourned the meeting at 12:51 p.m. and entered into Executive Session, as authorized under ORS 192.660(2), to:

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