



M E M O R A N D U M

TO: Interested Parties
FROM: Eric Farm, President
DATE: February 13, 2024
SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Tuesday, February 20, 2024**, 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 9:00 a.m. on Tuesday, February 20, 2024. Written comment will be accepted until 9:00 a.m. on Tuesday, February 20, 2024 by sending an email to portcoos@portofcoosbay.com with the subject line 'Public Comment'.

An **Executive Session** has also been scheduled on **Tuesday, February 20, 2024**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (f) consider information or records that are exempt by law from public inspection;
- (h) consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed;
- (i) review and evaluate the job performance of a chief executive officer, other officers, employees and staff, if the person whose performance is being reviewed and evaluated does not request an open hearing; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.

EF/lc

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
11:00 a.m., Tuesday, February 20, 2024**
Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420
Watch Live on YouTube: www.youtube.com/portcoos

T E N T A T I V E A G E N D A

- 1. CALL MEETING TO ORDER**
- 2. INTRODUCTION OF GUESTS AND PORT STAFF**
 - A. Presentation of 2022/23 Annual Financial Report..... Amanda McCleary-Moore, Moss Adams
- 3. PUBLIC COMMENT**
- 4. PORT PROJECT UPDATE**
 - A. Charleston Marina Project Update Ray Dwire
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- 10. COMMISSION COMMENTS**
- 11. NEXT MEETING DATE** – Tuesday, March 19, 2024, 11:00 a.m.
- 12. RECESS TO EXECUTIVE SESSION**
- 13. ADJOURN**

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
10:00 a.m., Tuesday, December 19, 2023

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

ATTENDANCE

Commission:

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

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; Rick Adamek, Director of Asset Management; Ray Dwire, Charleston Marina Manager; and Laura Fortin, Administrative Assistant.

Media & Guests:

Michael Graybill, Steve Miller, and Christine Moffitt.

1. CALL MEETING TO ORDER

President Farm called the meeting to order at 10:01 a.m.

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

Michael Graybill

Mr. Graybill read the following public comment, in which he also provided a hard copy to the Port Commissioners:

In May of 2023 Port staff requested a \$40,000,000 lottery bond allocation from the Oregon legislature to support the Coos Bay Federal navigation channel modification project. This request was in addition to the \$20 million previously awarded in 2007 to the port in support of this project.

The Port's 2023 request was explicitly tied to the need to modify the navigation channel to accommodate the proposed Pacific Connector intermodal container terminal on the North Spit. The port's request letter also explicitly states "We respectfully request a final \$40 million investment, which will serve as matching funds to support Federal investment for this project".

In response to the Port's request, in June 2023, the Oregon Legislature passed HB 5030. (<https://olis.oregonlegislature.gov/lr/2023R1/Downloads/MeasureDocument/HB5030>)

Sections 44-46 of HB 5030 directs the Oregon Business Department to deposit \$20 million of state lottery bond proceeds from the 2023-2025 biennial budget and \$20 million of lottery bond proceeds from the 2025-2027 biennial budget in the Coos Bay Channel Fund, "For distribution to the Oregon International Port of Coos Bay to deepen and widen the Coos Bay Federal Navigation Channel". Further HB 5030 carries approximately \$15 million of unexpended funds allocated in 2007 forward into the 2023-2025 biennium for the purpose of continuing environmental studies tied to the navigation channel expansion.

The state bond funds were appropriated to the Port to serve as a nonfederal match commitment for the federal mega grant tied to the proposed container terminal. With the recent news that the port's proposal was not selected to receive federal funds, there no longer appears to be a need to use the \$55 million appropriation as match for the federal grant submitted in support of the container terminal project.

SECTION 43 of HB 5030 states

“(1) Prior to requesting the issuance of lottery bonds pursuant to this 2023 Act, the Oregon Department of Administrative Services shall review each authorized use of lottery bond proceeds and determine whether the recipient is ready to expend the proceeds for the authorized use.

(2) If the department determines that a recipient is not ready to expend the proceeds for an authorized use, the State Treasurer may not issue lottery bonds under this 2023 Act for the authorized use.”

My question to the port commission is:

In the absence of a demonstrated need to use the \$55 million of state fund appropriations as a nonfederal cost share match for the federal mega grant program, How does the port intend to use the state funds appropriated for this purpose?

My request to the Port Commission is:

Back in May the port indicated that more than 90% of the environmental, engineering and design studies related to the navigation channel expansion project funded by the 2007 \$20 million lottery fund appropriation have been completed. These include but are not limited to geotechnical studies, ship simulations, eelgrass inventories and hydrodynamic side slope equilibration studies. I formally request that studies commissioned by the port related to the federal navigation channel expansion be released for public review.

President Farm thanked Mr. Graybill and said he would like to have these requests entered into the new request portal for public record. He asked Mr. Burns when a response would be available to Mr. Graybill. Mr. Burns replied, two weeks.

Steve Miller

Mr. Miller said it is clear that addressing promotion of several big industrial projects on the bay in recent

years, even with the enthusiastic support of the Port Administration and almost all of the elected officials across governments, has not been enough to ensure their development. He said, as a citizen, he encourages the Port to take a hard look at development proposals that will not land so far outside of laws and regulations made to protect the public's natural resources or fail to meet the qualifications of granting agencies to qualify for project grant funding. Mr. Miller said a few opportunities that could be considered include securing funds that would make existing Port facilities and operations more carbon neutral and reduce air pollutants, upgrading the CBRL Diesel Engines to reduce CO2 emissions, seeking grant funding for Estuary restoration, and continuing upgrades to port facilities and properties in Charleston. He asked if choices can be made that won't be so damaging to the natural resource that is already the area's greatest economic resource: our bay.

Christine Moffitt

Ms. Moffitt read the following public comment, in which she also provided a hard copy to the Port Commissioners:

With the news that the 2nd proposal to the Department of Transportation regarding the proposed intermodal container port was not funded. I once again request a copy of this proposal to be shared with us in the community. Only with that document we can finally learn the intended markets and approaches as we heard conflicting information that the destination markets for the imported goods would be the Midwest, but then we heard that the goods would be for Oregon to help us fight inflation. Of particular interest is the nature of the exports proposed for containers that are returned during the loading and offloading process.

My second request is for you to engage in an advisory committee of community members that could hold a constructive dialog regarding revisions to your strategic planning. Our aim is to explain and address opportunities for projects that would enhance the climate resilience of our communities, and strategically build improvements to address the viability of our fishery and recreational economy, such as a wastewater treatment for fish processors, improvements for ship repairs and services, and improved community involvement. There are opportunities to use the knowledge and expertise available in our region to build a robust and resilient community that is focused on improving the functions of our natural systems to benefit all. For example, restoring wetland habitats and enhancing selected tidal areas will help accommodate sea level rise and mitigate the increasing probability of flood flows. The science and engineering behind these activities is proven. All such activities produce jobs, decrease costs for repairs, and enhance training opportunities.

*In conclusion, I urge you to look for projects that do not destroy existing habitat, double the size of the Federal Navigation Channel and developments that pose serious risks to the existing citizens and surrounding communities. Please reflect that the goal of enlarging the Fed Nav Channel has been attached to the **failed** LNG import project, the **failed** export proposal, and of course the two **failed** iterations of the container project.*

I end with the famous quote from Einstein that "insanity is doing the same thing over and over again and expecting different results."

President Farm said he would take Ms. Moffitt's request for the Mega Grant application, and for the advisory committee, and enter them into the public information request portal. He asked Mr. Burns if

two weeks was still a good timeline. Mr. Burns replied no, as the DOT must give authority to release the documents. President Farm said there will be a response in two weeks, however there could still be some delay as the formal grant award announcements are not expected until mid-January.

Mr. Graybill said the ports of Seattle and Tacoma published their grant requests on their websites. He asked why it is not possible for the Port of Coos Bay to do the same. President Farm said the DOT has told the Port of Coos Bay that they do not want the documents released. Mr. Graybill said he was told the documents were to be held during the review process. President Farm said additional information regarding the release should be provided in mid January.

4. PORT PROJECT UPDATE: VAUGHN VIADUCT PROJECT REVIEW

Rick Adamek, the Port's Director of Asset Management, gave a PowerPoint presentation showing the stages and overview of the Vaughn Viaduct Bridge Replacement Project. The presentation provided photos of the various stages of the bridge including conditions before destruction, the demolition, and the reconstruction. West Coast Contractors was contracted to replace the bridge funded with the BUILD Grant. The whole bridge was taken apart and rebuilt in 14 days.

President Farm asked how this project came in on budget. Mr. Adamek said the total contract price was \$6,750,000, which was a little over budget. He said there was one change order to decrease the steel thickness on the new towers in an effort to make a stronger structure with less sway. President Farm asked if there was contingency built in. Mr. Adamek said some will come from Port funds. Commissioner Edwards commented that the project was impressive.

5. CONSENT ITEMS

- A. Approval of November 21, 2023 Regular Commission Meeting Minutes
- B. Approval of November Invoices
- C. Approval of November Contracts Awarded
- D. Monthly Lease Agreements

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners voted to approve the November 21, 2023 Regular Commission Meeting Minutes, November Invoices, November Contracts Awarded and the Monthly Lease Agreements. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, and Edwards. Nays: None).

6. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

7. ACTION ITEMS/REPORTS

A. 2023Res14: 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 December of each year to better serve our summer customers. This ensures that our long-term summer customers do not experience an unknown rate adjustment mid-season.

Port Staff compared similar RV Parks in the region and found the Port’s daily, weekly, and monthly rates continue to be below the market average. Port Staff recommends a rate adjustment of 3.3% per category based on market analysis, capital improvement projects, and overall maintenance needs.

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 9.5% Charleston Area Lodging Tax, which are not included in these listed rates.

Rate Type	2023 Rates	Recommended for 2024
Standard Hook Up - Daily	\$46.20	\$47.72
Standard Hook Up - Weekly	\$255.26	\$263.68
Standard Hook Up - Monthly	\$681.45	\$703.94
Deluxe Hook Up - Daily	\$48.51	\$50.11
Deluxe Hook Up - Weekly	\$271.43	\$280.39
Deluxe Hook Up - Monthly	\$720.72	\$744.50
Pull Through Hook Up - Daily	\$51.98	\$53.70
Pull Through Hook Up - Weekly	\$286.44	\$295.89
Pull Through Hook Up - Monthly	\$758.84	\$783.88
Pull Through Deluxe Hook Up - Daily	-	\$57.73
Pull Through Deluxe Hook Up - Weekly	-	\$318.08
Pull Through Deluxe Hook Up - Monthly	-	\$842.67
Yurts - Daily	\$65.84	\$68.02
Yurts - Weekly	\$309.54	\$319.75

The following are additional proposed changes:

- Going forward, due to a demand for larger RV spaces, two standards sites will be combined to create “Pull Through Deluxe” sites. The rates for these sites are listed in the table above.
- Currently, customers may store their RVs in the park during the winter season, unplugged and unoccupied for \$95.00 per month. Going forward, due to customers needing their RV to be plugged in during winter storage to control dampness, RVs in storage may be connected to electrical hookups. The rate for RV Storage will increase to \$125.00 due to the increase in electrical costs.
- An RV sewage dump is available for use by the general public. This rate has not increased since 2016, when it increased \$0.25. To be comparable with other RV dumps, the rate is increasing from \$7.00 to \$15.00.

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 2023/24 Rate Schedule will be

republished with an effective date of January 1, 2024.

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners voted to approve resolution 2023Res14 revising the 2023/24 Port of Coos Bay Rate Schedule effective January 1, 2024. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, and Edwards. Nays: None).

Commissioner Hanson asked if the increased rates would impact winter occupancy. Mr. Dwire explained that Charleston is still lower in price than comparable parks. He said being lower than the average, he said Charleston should have no problem with occupancy capacity.

B. Assignment of Track Mile 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 \$2,200 per track mile or \$332,200. The fee for this Agreement of Assignment is \$20,838, which provides the Port with revenue of \$311,362. 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 Hanson), the Board of Commissioners voted to approve the 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: Farm, Hanson, and Edwards. Nays: None).

8. PCIP COMMUNITY DEVELOPMENT ALLIANCE

Port Chief Executive Officer, John Burns, gave a PowerPoint Presentation discussing the overview and plans for the Pacific Coast Intermodal Port (PCIP) Community Development Alliance Group (CDA). The PCIP CDA will be an advisory board that will provide insight and feedback on the design, development, and operation of the PCIP. The purpose of the CDA is to integrate community engagement into the decision process. Understanding the community's values and needs will be critical in the ultimate success of the PCIP. Mr. Burns further explained the guiding principles of the CDA are open lines of communications, environmental stewardship, economic development, and cultural preservation. The CDA will be structured with a CDA Board composed of PCIP partners (OIPCB & NorthPoint) and

community stakeholders. Quarterly meetings will be held to review the project and impacts, and to establish task forces. Task Forces will address specific areas such as workforce development.

9. COMMISSION COMMENTS

10. NEXT MEETING DATE – Tuesday, January 16, 2024, 10:00 a.m.

11. ADJOURN

President Farm adjourned the meeting at 10:43 a.m. and entered into Executive Session to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;
- (h) consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed;
- (i) review and evaluate the job performance of a chief executive officer, other officers, employees and staff, if the person whose performance is being reviewed and evaluated does not request an open hearing; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
SPECIAL COMMISSION MEETING
11:00 a.m., Tuesday, January 17, 2024

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

ATTENDANCE

Commission:

Eric Farm, President; Kyle ViksneHill, Treasurer; Kyle Stevens, Secretary; and Nick Edwards, Commissioner. Brianna Hanson, Vice President, was absent.

Staff:

John Burns, Chief Executive Officer; and Lanelle Comstock, Chief Administrative Officer.

Media & Guests:

None

1. CALL MEETING TO ORDER

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

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. ACTION ITEMS/REPORTS

A. Disposal of Surplus Locomotives via Public Auction

In 2018, the Port of Coos Bay purchased multiple locomotives from Western Rail, Inc. Two of the locomotives purchased at this time were:

Locomotive No.	Make & Model	Purchase Price
1859	EMD Locomotive Type MP15DC	\$339,210
1869	EMD Locomotive Type MP15DC	\$366,950

Over time, the locomotives have been found to be surplus to our needs.

Per Port Policy 6.6: Disposition of Surplus Personal Property, to dispose of surplus personal property greater than \$50,000, the Chief Executive Officer shall make a recommendation to the Board of Commissioners, acting as the Local Contract Review Board, identifying the property determined to be

surplus and the means of disposal. Section 6.4.2 of the policy states that surplus property greater than \$50,000 shall be sold at public auction.

A draft version of the Notice of Auction to sell the two surplus locomotives via a sealed bid process was included with the meeting packet for Commissioner review. Staff recommends immediately soliciting the notice via the Port's website and social media, and to known interested parties; and conducting the auction on Thursday, February 15, allowing ample time for interested bidders to inspect and view the locomotives and submit sealed bids. The locomotives will be sold as is, without any warranty, either express or implied.

President Farm recommended requiring a bid deposit to the Notice of Public Auction. Commissioner Viksnehill asked how the reserve amount was determined. Mr. Burns said the reserve amount is based on information received on market value. Commissioner Viksnehill asked if there were any concerns the reserve would not be met. Mr. Burns said if the reserve is not met, the auction would be resolicited with a lower reserve.

Upon a motion by Commissioner Edwards (second by Commissioner Stevens), the Board of Commissioners motioned to authorize Port Chief Executive Officer John Burns to dispose of two surplus locomotives via a sealed bid public auction and award to the highest bidders. **Motion Passed Unanimously.** (Ayes: Farm, ViksneHill, Steven, and Edwards. Nays: None).

7. **OTHER**

8. **COMMISSION COMMENTS**

9. **NEXT MEETING DATE** – Tuesday, February 20, 2024, 11:00 a.m.

10. **ADJOURN**

President Farm adjourned the meeting at 11:06 a.m.



M E M O R A N D U M

To: John Burns, Chief Executive Officer
From: Amanda Cordova, AP / AR Clerk
Date: February 13, 2024
Subject: Invoices Paid for Commission Approval for December 2023 and January 2024

A/P checks issued per NetSuite financial system	158,788.82
Payroll disbursement per Umpqua Bank statement	162,896.62
Misc electronic disbursements per Umpqua Bank statement	1,939,773.67

Total December Disbursements **\$ 2,261,459.11**

A/P checks issued per NetSuite financial system	3,066,137.75
Payroll disbursement per Umpqua Bank statement	248,755.07
Misc electronic disbursements per Umpqua Bank statement	1,581,595.21

Total January Disbursements **\$ 4,896,488.03**



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Director of Finance and Accounting

DATE: February 13, 2024

SUBJECT: December 2023 & January 2024 Contracts Awarded

The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the months of December 2023 and January 2024. All solicitations comply with the requirements of the Port’s Local Public Contracting Rules.

The following projects are included in the appropriate fiscal year budget:

Contract	Description	Cost
Greg Matuzak Environmental Consulting LLC	MARAD Build Grant Environmental Support	\$1,750.00
Scott Partney Construction Inc	2023 On Call Bridge Repair Section #3 MP 725-770 TO#2	\$91,239.00
Total Contracts Awarded for December 2023:		\$92,989.00

Contract	Description	Cost
No Contracts Awarded for January 2024:		\$0

Management Reports



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Lanelle Comstock, Chief Administrative Officer
DATE: February 13, 2024
SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- President’s Day (offices closed): Monday, February 19
- February Regular Commission Meeting: Tuesday, February 20, 11:00 am
- March Regular Commission Meeting: Tuesday, March 19, 11:00 am

ADMINISTRATION

Regular Commission Meeting Time Change Reminder:

The time of the regularly scheduled Port Commission Meetings (regularly scheduled on the third Tuesday of each month) has changed from 10:00 am to 11:00 am, effective January 1.

Statement of Economic Interest Reminder:

The Port of Coos Bay Commissioners are required to file an Annual Verified Statement of Economic Interest with the Oregon Government Ethics Commission by April 15 of each year. Please be prepared to receive a notice from the Oregon Government Ethics Commission and to complete the form by April 15.

SDAO 2023 Annual Conference:

I attended the Special Districts Association of Oregon Annual Conference in Seaside, Oregon, February 8-10. I participated in the pre-conference seminar regarding “Board Relations, Conflict Resolution, an Acceptable Conduct” and attended other courses on cybersecurity; Paid Leave Oregon; SAIF (workers comp) resources; public meetings, records, and retention requirements; and “How to Keep You and Your Board out of Trouble and Out of the Press”. I also attended the Ports Caucus meeting where all the ports discuss their project and issues they are facing, as well as receive an update on the current legislation that could have a significant impact on the Port of Coos Bay. About 49 participants (employees and board members) from most of the Oregon ports had a presence at the conference. The conference is a great opportunity to network with other Oregon Port employees and board members, SDAO employees, and vendors. In the near future I will be providing reminders to the Board of the information I gleaned from the Board related courses at the conference.

RISK MANAGEMENT

Budget Planning:

We have begun the administrative budget planning process for the 2024/25 fiscal year budget, which includes drafting an Operating Plan with KPIs. The tentative 2024/25 Budget Planning

Calendar is included within the Information Section of this packet as a general guideline of the budget process. Please be advised of the following public meetings regarding the Port's budget (exact dates to be determined):

- End of May - Budget Committee Meeting(s)
- June 18 - Regularly Scheduled Port Commission Meeting and Budget Hearing

LEASE MANAGEMENT

Below is a listing of leasable Port property and the status of each space.

Property Address	Sq. Ft.	Tenant Name	Lease End Date
HUB:			
101 Central Ave	1,822	H&R Block, Wombly Tax Svc.	4/30/2026
125 Central Ave. Ste. 250	650	Info4HR, Mike & Deborah Will	Monthly
125 Central Ave. Ste. 380	1,140	Vacant (Actively Marketed)	
125 Central Ave. Ste. 400	3,122	Waste Connections of Oregon, Inc.	8/31/2024
145 Central Ave. (A)	193	Shoji Planning / Crystal Shoji	7/31/2024
145 Central Ave. (D)	764	Bay Area Chamber of Commerce	7/31/2024
145 Broadway	1,421	Wild Coast Running Company	10/31/2024
147 Broadway	2,366	Vacant (Actively Marketed)	
Charleston:			
Bldg. # 6 & 7	2095	Monkey Business / Jon McUne	3/31/2025
Bldg # 8 (Basin Tackle)	1995	Vacant (Under Maintenance)	
Bldg. # 9,10,11 (Sea Basket)	3820	Vacant (Under Maintenance)	
Dock # 13	-	Oregon Seafoods	12/31/2026
Dock # 15	2875	Long Fisheries	4/30/2025
Bldg. # 19	1170	Charleston Fishing Families	Monthly
Bldg. # 20	440	Sharky's Charters	Monthly
Bldg. # 21	313.5	Oregon Trawl Foundation	Monthly
Bldg. # 30	1480	Oregon Local Coast Seafood LLC	Monthly
Bldg #32 (Office Space)	320	Vacant	
Bldg. # 33	646	Charleston Post Office	Monthly
Bldg. # 35	939	Betty Kay Fishing	Monthly
Dock # 36	4200	Bandon Pacific	11/30/2029
Bldg. # 37	-	Russel Marine	4/31/2024
Bldg. # 38	10,000	Vacant (Under Maintenance)	
Bldg. # 41 (Fisherman's Wharf)	1,296	Vacant (Under Maintenance)	
Terminal One:			
Office	3,040	Vacant	



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Megan Richardson, Director of Finance
DATE: February 13, 2024
SUBJECT: Accounting & Finance Management Report

We hereby present December and December Year-to-Date (6 months) of financial results for the Port.

Operating Revenue:

Total operating revenues were \$205K, which was \$93K less than the budget. All departments reported revenues that fell short of budget except for Charleston Ops. Admin has vacant space in the Hub building. External Affairs revenue is short because there were no background checks for possible new tenants to bill this month. Rail Ops fell short this month due to lower rail car movements which affects the surcharges received and the management fee billed to CBRL. Rail had 440 total car movements for December compared to a budget projection of 1,400 cars. Charleston has had losses across three main business lines including Building and Dock Leases, RV Park, and Travel Lift. The Ice Plant was back in operation and sold 56 tons of ice. This was almost double the projection for December.

Operating Expense:

Operating expenses totaled \$477K, which was \$60K less than the budget. All departments, except Rail Ops, underspent their budgets this month. The overspending was for repairs on the rail bridges.

Operating Result:

The Port ended December with a net loss of \$272K against a planned net loss of \$240K, which is a greater loss than planned by \$33K. Port Ops and Rail Ops performed less than planned this month. The unfavorable operating result for those departments is due to lower than projected revenues and greater expenses in the Rail Ops department.

Other Income & Expense:

Other revenues totaled \$564K which is less than the budget by \$482K. This decrease is due to the projected timing of property tax. Other Expenses are underspent by \$772K. This underspending is the timing of debt service payments that were paid in the prior month and the timing of capital outlay projects.

Net Result & Year to Date:

December had a net gain of \$119K compared to a budgeted net loss of \$137K resulting in a \$257K positive variance. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

Other Comments:

January Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
4,735,197.44	2,894,229.85	1,840,967.59	4,798.94	428,572.30	1,407,596.35

The total cash balances in all bank accounts for the January month end were \$4,735,197.44 which is an increase from December of \$833K. Restricted funds are detailed in the table above. Total interest earnings totaled \$12,210.77 with \$3,879.11 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate remained at 5.00% pa. This is an increase in the pool interest rate of 0.89% since the beginning of the fiscal year.

The Finance team is preparing for the upcoming fiscal year budget by putting together budget schedules and revenue and expense projections to assist Department Managers with their upcoming budget plans. Per the budget calendar, which is included in this month's packet, managers have already started putting together their operating plans and will begin to put together their operating budgets soon.

Financial Report - Actual vs. Budget - General Fund
For Period Ending Dec 2023



	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
Administration	12,272	17,524	(5,251)	(30%)	15,470	(3,198)	(21%)	66,036	105,142	(39,107)	(37%)	80,539	(14,503)	(18%)	171,178	210,284	(19%)
External Affairs	10,014	10,029	(15)	0%	15,000	(4,986)	(33%)	60,114	60,175	(61)	(0%)	90,124	(30,010)	(33%)	120,289	120,350	(0%)
Port Operations	25,831	50,615	(24,784)	(49%)	32,605	(6,774)	(21%)	140,179	249,450	(109,271)	(44%)	146,860	(6,681)	(5%)	372,338	481,609	(23%)
Railroad Operations	47,294	158,323	(111,029)	(70%)	77,516	(30,222)	(39%)	424,080	928,402	(504,322)	(54%)	557,522	(133,442)	(24%)	2,338,220	2,842,542	(18%)
Charleston Operations																	
Building & Dock Leases	24,028	27,201	(3,173)	(12%)	25,438	(1,410)	(6%)	147,144	163,208	(16,065)	(10%)	158,512	(11,369)	(7%)	310,352	326,416	(5%)
Marina	70,060	40,371	29,689	74%	62,215	7,844	13%	603,228	550,149	53,079	10%	538,742	64,486	12%	1,200,954	1,147,875	5%
Shipyards	28,556	20,506	8,050	39%	28,663	(107)	(0%)	151,843	123,037	28,806	23%	142,714	9,129	6%	274,880	246,074	12%
RV Park	18,658	19,974	(1,316)	(7%)	18,162	495	3%	263,214	332,193	(68,979)	(21%)	276,220	(13,007)	(5%)	417,721	486,700	(14%)
Ice Plant	5,500	2,700	2,800	104%	183	5,317	2905%	116,511	199,800	(83,289)	(42%)	151,078	(34,567)	(23%)	186,711	270,000	(31%)
Travel Lift	2,112	2,425	(313)	(13%)	2,833	(721)	(25%)	21,314	22,310	(996)	(4%)	25,264	(3,951)	(16%)	47,504	48,500	(2%)
Other	(39,657)	(52,083)	12,426	(24%)	(5,344)	(34,313)	642%	(55,368)	10,500	(65,869)	(627%)	(3,879)	(51,490)	1327%	(44,869)	21,000	(314%)
Total Charleston Operations	109,256	61,094	48,163	79%	132,150	(22,894)	(17%)	1,247,885	1,401,197	(153,312)	(11%)	1,288,652	(40,768)	(3%)	2,393,253	2,546,565	(6%)
Total Operating Income	204,667	297,584	(92,918)	(31%)	272,741	(68,074)	(25%)	1,938,294	2,744,366	(806,072)	(29%)	2,163,698	(225,404)	(10%)	5,395,278	6,201,350	(13%)
Operating Expenses																	
Administration	150,562	161,776	11,214	7%	130,723	(19,839)	(15%)	937,055	1,017,330	80,274	8%	789,177	(147,879)	(19%)	2,137,086	2,217,360	4%
External Affairs	39,088	46,919	7,831	17%	35,301	(3,787)	(11%)	203,877	290,422	86,545	30%	204,965	1,089	(1%)	494,298	580,843	(15%)
Port Operations	76,344	91,400	15,056	16%	72,999	(3,345)	(5%)	447,429	565,837	118,408	21%	420,617	(26,811)	6%	1,012,016	1,130,424	(10%)
Railroad Operations	73,661	36,600	(37,061)	(101%)	41,490	(32,171)	(78%)	521,188	219,600	(301,588)	(137%)	841,530	320,341	(38%)	740,788	439,200	69%
Charleston Operations	137,605	200,773	63,168	31%	111,347	(26,258)	(24%)	1,026,584	1,209,701	183,117	15%	927,389	(99,196)	11%	2,261,972	2,445,089	(7%)
Total Expenses	477,260	537,469	60,209	11%	391,860	(85,400)	(22%)	3,136,134	3,302,890	166,756	5%	3,183,678	47,544	1%	6,646,161	6,812,917	2%
Operating Results																	
Administration	(138,290)	(144,252)	5,963	(4%)	(115,253)	(23,037)	20%	(871,020)	(912,187)	41,168	(5%)	(708,638)	(162,382)	23%	(1,965,908)	(2,007,076)	(2%)
External Affairs	(29,074)	(36,890)	7,816	(21%)	(20,301)	(8,773)	43%	(143,763)	(230,247)	86,484	(38%)	(114,841)	(28,921)	25%	(374,009)	(460,493)	(19%)
Port Operations	(50,514)	(40,785)	(9,728)	24%	(40,394)	(10,119)	25%	(307,250)	(316,387)	9,137	(3%)	(273,757)	(33,493)	12%	(639,678)	(648,815)	(1%)
Railroad Operations	(26,367)	121,723	(148,090)	(122%)	36,026	(62,393)	(173%)	(97,108)	708,802	(805,910)	(114%)	(284,007)	186,899	(66%)	1,597,432	2,403,342	(34%)
Charleston Operations	(28,349)	(139,679)	111,331	(80%)	20,803	(49,152)	(236%)	221,300	191,495	29,805	16%	361,264	(139,963)	(39%)	131,281	101,476	29%
Totals Operating Results	(272,593)	(239,884)	(32,708)	14%	(119,119)	(153,474)	129%	(1,197,840)	(558,524)	(639,316)	114%	(1,019,980)	(177,860)	17%	(1,250,883)	(611,567)	105%
Tax Collected	549,239	927,739	(378,500)	(41%)	461,114	88,125	19%	2,225,138	2,714,869	(489,732)	(18%)	2,554,542	(329,404)	(13%)	2,360,183	2,849,915	(17%)
Financial Income	14,493	13,207	1,286	10%	17,384	(2,891)	(17%)	67,655	79,244	(11,589)	(15%)	72,893	(5,238)	(7%)	146,899	158,487	(7%)
Grant Income	0	25,000	(25,000)	(100%)	0	0	-	0	25,000	(25,000)	(100%)	9,726	(9,726)	(100%)	0	25,000	(100%)
Loan Receipts	-	80,000	(80,000)	(100%)	0	0	-	0	80,000	(80,000)	(100%)	0	0	-	0	80,000	(100%)
Other Income	125	0	125	-	10,500	(10,375)	(99%)	14,087	0	14,087	-	92,610	(78,523)	(85%)	14,087	0	-
Total Other Income	563,857	1,045,946	(482,089)	(46%)	488,998	74,859	15%	2,306,880	2,899,113	(592,233)	(20%)	2,729,770	(422,891)	(15%)	2,521,169	3,113,402	(19%)
Financial Expenses & Taxes	2,216	6,079	3,862	(64%)	4,672	2,456	(53%)	137,673	58,070	(79,603)	137%	48,269	(89,404)	185%	162,753	83,150	(96%)
Debt Service	120,322	433,399	313,077	(72%)	17,687	(102,635)	580%	1,114,776	975,897	(138,879)	14%	932,597	(182,179)	20%	1,410,565	1,271,686	(11%)
Capital Outlays	49,194	503,917	454,723	(90%)	54,298	5,104	(9%)	381,830	823,500	441,670	(54%)	73,623	(308,208)	419%	705,330	1,147,000	39%
Total Other Expenses	171,732	943,394	771,662	(82%)	76,657	(95,075)	124%	1,634,279	1,857,467	223,188	(12%)	1,054,489	(579,790)	55%	2,278,648	2,501,836	(9%)
Net Result	119,532	(137,332)	256,865	187%	293,223	(173,691)	(59%)	(525,239)	483,123	(1,008,362)	209%	655,302	(1,180,540)	180%	(1,008,362)	0	(100836164000%)

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: General Fund Department: Administration Location: All Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	10,742	16,274	(5,531)	-34%	13,765	(3,023)	-22%	57,536	97,642	(40,107)	-41%	73,824	(16,288)	-22%	155,178	195,284	-21%
4125 Launch Ramp	280	0	280	-	0	280	-	1,000	0	1,000	-	0	1,000	-	1,000	0	-
4245 CCURA	1,250	1,250	0	0%	1,000	250	25%	7,500	7,500	0	0%	6,000	1,500	25%	15,000	15,000	0%
4290 Other	0	0	0	-	705	(705)	-100%	0	0	0	-	715	(715)	-100%	0	0	-
Total Operating Income	12,272	17,524	(5,251)	-30%	15,470	(3,198)	-21%	66,036	105,142	(39,107)	-37%	80,539	(14,503)	-18%	171,178	210,284	-19%
Expenses																	
Personnel Services																	
5005 Salaries	69,298	71,814	2,516	4%	60,044	(9,255)	-15%	431,085	466,933	35,848	8%	367,159	(63,926)	-17%	898,018	933,866	4%
5010 Other compensation	0	663	663	100%	0	0	-	0	4,310	4,310	100%	0	0	-	4,310	8,619	50%
5015 Overtime	0	0	0	-	0	0	-	47	0	(47)	-	13	(35)	-271%	47	0	-
5050 Merit Pool	0	0	0	-	0	0	-	0	0	0	-	0	0	-	20,000	20,000	0%
Total Compensation	69,298	72,477	3,179	4%	60,044	(9,255)	-15%	431,132	471,243	40,110	9%	367,172	(63,960)	-17%	922,375	962,485	4%
5100 Federal Payroll taxes	3,944	5,178	1,234	24%	3,304	(641)	-19%	26,600	33,669	7,069	21%	21,592	(5,008)	-23%	60,268	67,337	10%
5105 State Payroll taxes	182	0	(182)	-	13	(170)	-1321%	1,209	0	(1,209)	-	84	(1,125)	-1341%	1,209	0	-
5110 Unemployment Insurance	384	1,354	970	72%	285	(99)	-35%	4,163	8,802	4,639	53%	3,415	(747)	-22%	12,965	17,604	26%
5115 Workers compensation	232	283	51	18%	219	(13)	-6%	822	1,840	1,019	55%	820	(2)	0%	2,662	3,680	28%
Total Payroll Taxes	4,743	6,815	2,072	30%	3,820	(922)	-24%	32,793	44,311	11,518	26%	25,911	(6,882)	-27%	77,104	88,621	13%
5200 Medical insurance	12,824	14,789	1,965	13%	9,138	(3,686)	-40%	75,167	88,733	13,565	15%	51,138	(24,030)	-47%	163,900	177,466	8%
5205 Dental insurance	1,089	1,341	252	19%	0	(1,089)	-	6,154	8,045	1,892	24%	5,165	(989)	-19%	14,199	16,091	12%
5215 Term life insurance	121	138	17	12%	108	(13)	-12%	743	825	82	10%	637	(106)	-17%	1,568	1,650	5%
5220 Long Term Disability insurance	407	438	31	7%	354	(54)	-15%	2,466	2,848	382	13%	2,106	(360)	-17%	5,314	5,697	7%
5225 PERS Employer Contributions	11,221	15,907	4,686	29%	8,364	(2,857)	-34%	89,788	103,424	13,636	13%	70,586	(19,202)	-27%	193,211	206,847	7%
5230 PERS Employee Contributions	2,974	4,246	1,272	30%	2,311	(663)	-29%	23,545	27,606	4,061	15%	19,678	(3,867)	-20%	51,151	55,212	7%
5295 Allocations	0	(165)	(165)	100%	0	0	-	0	(1,071)	(1,071)	100%	0	0	-	(1,071)	(2,143)	50%
Total Insured Benefits	28,636	36,693	8,057	22%	20,274	(8,362)	-41%	197,863	230,410	32,547	14%	149,309	(48,553)	-33%	428,272	460,819	7%
Total Personnel Services	102,677	115,985	13,308	11%	84,138	(18,539)	-22%	661,788	745,963	84,175	11%	542,392	(119,396)	-22%	1,427,751	1,511,926	6%
Goods & Services																	
6005 Seminars & training	150	1,340	1,190	89%	370	220	59%	12,643	8,037	(4,606)	-57%	599	(12,044)	-2011%	20,681	16,075	-29%
6010 Educational reimbursement	0	83	83	100%	0	0	-	1,104	500	(604)	-121%	0	(1,104)	-	1,604	1,000	-60%
Total Staff Training	150	1,423	1,273	89%	370	220	59%	13,747	8,537	(5,210)	-61%	599	(13,148)	-2195%	22,285	17,075	-31%
6020 Travel - airfare	0	83	83	100%	0	0	-	1,349	500	(849)	-170%	2,648	1,299	49%	1,849	1,000	-85%
6025 Travel - lodging & transportation	0	167	167	100%	0	0	-	382	1,000	618	62%	816	435	53%	1,382	2,000	31%
6030 Travel - Per Diem & mileage reimbursement	100	250	150	60%	0	(100)	-	700	1,500	800	53%	586	(113)	-19%	2,200	3,000	27%
6035 Meals & Entertainment	58	146	88	61%	445	387	87%	1,342	875	(467)	-53%	1,308	(34)	-3%	2,217	1,750	-27%
Total Travel & Entertainment	158	646	488	76%	445	287	65%	3,772	3,875	103	3%	5,358	1,585	30%	7,647	7,750	1%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: General Fund Department: Administration Location: All Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	477	779	302	39%	1,097	620	57%	5,079	4,675	(404)	-9%	5,470	391	7%	9,754	9,350	-4%
6055 Kitchen supplies	147	279	132	47%	206	59	29%	1,004	1,674	670	40%	882	(122)	-14%	2,678	3,348	20%
6060 IT supplies	64	1,000	936	94%	142	78	55%	2,179	6,000	3,821	64%	5,592	3,413	61%	8,179	12,000	32%
6070 Postage & courier services	800	333	(467)	-140%	400	(400)	-100%	2,000	2,000	(0)	0%	2,060	60	3%	4,000	4,000	0%
6085 Office equipment lease	462	154	(308)	-200%	535	73	14%	923	923	0	0%	1,070	146	14%	1,847	1,847	0%
6087 Office equipment repairs & maintenance	192	375	183	49%	213	21	10%	1,527	2,250	723	32%	1,433	(94)	-7%	3,777	4,500	16%
6090 IT SW subscriptions & licenses	25,760	13,764	(11,996)	-87%	13,346	(12,414)	-93%	94,675	82,584	(12,091)	-15%	75,995	(18,680)	-25%	177,258	165,167	-7%
6095 Commission expenses	0	640	640	100%	491	491	100%	378	3,840	3,462	90%	662	284	43%	4,218	7,680	45%
Total Office Expense	27,902	17,324	(10,578)	-61%	16,430	(11,472)	-70%	107,765	103,946	(3,820)	-4%	93,163	(14,602)	-16%	211,711	207,892	-2%
6100 Telephone - landline	452	460	8	2%	432	(19)	-4%	2,655	2,760	105	4%	2,902	247	9%	5,415	5,520	2%
6105 Telephone - mobile	794	625	(169)	-27%	530	(264)	-50%	4,873	3,750	(1,123)	-30%	2,766	(2,107)	-76%	8,623	7,500	-15%
6110 Internet services	633	637	4	1%	619	(14)	-2%	3,754	3,820	66	2%	3,682	(71)	-2%	7,574	7,640	1%
6130 Electricity	1,598	1,532	(66)	-4%	1,509	(89)	-6%	5,892	5,812	(80)	-1%	5,062	(830)	-16%	14,480	14,400	-1%
6135 Water/Sewer	233	250	17	7%	183	(50)	-28%	1,226	1,500	274	18%	1,201	(25)	-2%	2,726	3,000	9%
6140 Garbage/Sanitation Collection	342	300	(42)	-14%	287	(55)	-19%	1,799	1,800	1	0%	1,661	(138)	-8%	3,599	3,600	0%
Total Utilities	4,051	3,804	(247)	-7%	3,560	(491)	-14%	20,199	19,442	(757)	-4%	17,274	(2,925)	-17%	42,417	41,660	-2%
6205 Janitorial services	840	857	17	2%	1,284	444	35%	5,040	5,140	100	2%	7,701	2,661	35%	10,180	10,280	1%
6215 Payroll services	654	703	48	7%	719	65	9%	3,487	4,215	728	17%	3,916	428	11%	7,702	8,430	9%
6245 Legal advertising	0	167	167	100%	0	0	-	0	1,000	1,000	100%	0	0	-	1,000	2,000	50%
6250 Legal services	3,212	8,333	5,122	61%	1,065	(2,147)	-202%	42,052	50,000	7,948	16%	25,622	(16,430)	-64%	92,052	100,000	8%
6255 Auditing	4,350	6,250	1,900	30%	6,350	2,000	31%	47,150	37,500	(9,650)	-26%	51,350	4,200	8%	84,650	75,000	-13%
6260 Consulting services	0	67	67	100%	8,888	8,888	100%	0	400	400	100%	10,688	10,688	100%	400	800	50%
6265 Recruiting services	0	0	0	-	408	408	100%	0	0	0	-	512	512	100%	0	0	-
6290 Commercial insurance	2,757	3,129	371	12%	3,097	340	11%	15,885	18,771	2,887	15%	15,396	(488)	-3%	34,656	37,543	8%
Total Professional Services	11,813	19,504	7,691	39%	21,810	9,996	46%	113,614	117,027	3,412	3%	115,185	1,570	1%	230,641	234,053	1%
6351 Awards & Recognitions	55	446	391	88%	0	(55)	-	3,878	2,675	(1,203)	-45%	3,985	107	3%	6,553	5,350	-22%
Total Marketing Expense	55	446	391	88%	0	(55)	-	3,878	2,675	(1,203)	-45%	3,985	107	3%	6,553	5,350	-22%
6400 Small equipment & tools	399	63	(337)	-538%	83	(316)	-378%	1,252	375	(877)	-234%	83	(1,169)	-1400%	1,627	750	-117%
6405 Safety/hazardous materials	0	0	0	-	0	0	-	676	0	(676)	-	0	(676)	-	676	0	-
6420 Janitorial supplies	24	125	101	81%	0	(24)	-	859	750	(109)	-15%	351	(508)	-145%	1,609	1,500	-7%
6425 Operational supplies	19	0	(19)	-	0	(19)	-	112	0	(112)	-	9	(103)	-1152%	112	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	35	35	100%	0	0	-
6450 Fuel - Gas	0	0	0	-	598	598	100%	0	0	0	-	2,336	2,336	100%	0	0	-
Total Operational Expense	442	188	(254)	-136%	681	239	35%	2,900	1,125	(1,775)	-158%	2,814	(86)	-3%	4,025	2,250	-79%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

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Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	48	0	(48)	-	0	(48)	-	48	0	-
6505 Repairs & maintenance vehicles	466	542	75	14%	87	(379)	-435%	837	3,250	2,413	74%	397	(441)	-111%	4,087	6,500	37%
6510 Repairs & maintenance buildings	2,843	1,907	(936)	-49%	2,874	31	1%	8,268	11,440	3,172	28%	7,683	(585)	-8%	19,708	22,880	14%
6580 Permits	0	0	0	-	328	328	100%	0	0	0	-	328	328	100%	200	200	0%
Total Repair and Maintenance	3,314	2,457	(857)	-35%	3,289	(25)	-1%	9,392	14,740	5,348	36%	8,407	(985)	-12%	24,332	29,680	18%
6599 Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	159,725	159,725	0%
Total Goods & Services	47,885	45,791	(2,094)	-5%	46,585	(1,300)	-3%	275,267	271,367	(3,901)	-1%	246,785	(28,483)	-12%	709,335	705,435	-1%
Total Expenses	150,562	161,776	11,214	7%	130,723	(19,839)	-15%	937,055	1,017,330	80,274	8%	789,177	(147,879)	-19%	2,137,086	2,217,360	4%
Operating Results	(138,290)	(144,252)	5,963	-4%	(115,253)	(23,037)	20%	(871,020)	(912,187)	41,168	-5%	(708,638)	(162,382)	23%	(1,965,908)	(2,007,075.93)	-2%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	214,151	142,304	71,848	50%	140,599	73,552	52%	1,860,264	1,861,309	(1,046)	0%	1,837,738	22,526	1%	1,992,005	1,993,050	0%
4410 Property Taxes - Prior Years	2,888	3,570	(682)	-19%	3,415	(527)	-15%	32,176	46,695	(14,519)	-31%	35,487	(3,311)	-9%	35,481	50,000	-29%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	13,000	(13,000)	-100%	0	0	-	0	13,000	-100%
4505 Interest - Bank	7,119	5,833	1,286	22%	10,010	(2,891)	-29%	23,411	35,000	(11,589)	-33%	28,649	(5,238)	-18%	58,411	70,000	-17%
4506 Interest - Southport Note	1,484	1,484	0	0%	1,658	(174)	-10%	9,124	9,124	0	0%	10,161	(1,037)	-10%	17,718	17,718	0%
4515 Principal Repayment - Southport Note	5,890	5,890	0	0%	5,716	174	3%	35,120	35,120	0	0%	34,083	1,037	3%	70,769	70,769	0%
4905 Other	50	0	50	-	10,500	(10,450)	-100%	283	0	283	-	15,603	(15,320)	-98%	283	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	8,537	0	8,537	-	1,250	7,287	583%	8,537	0	-
Total Other Income	231,582	159,081	72,501	46%	171,898	59,684	35%	1,968,915	2,000,248	(31,333)	-2%	1,962,971	5,943	0%	2,183,204	2,214,537	-1%
Other Expenses																	
Taxes & Misc Expenses																	
6710 Reimbursable Expenses	0	0	0	-	0	0	-	103,302	0	(103,302)	-	0	(103,302)	-	103,302	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	0	13,000	13,000	100%	2,856	2,856	100%	0	13,000	100%
6740 Merchant fees	2,359	2,912	553	19%	2,434	74	3%	19,727	23,920	4,193	18%	19,980	253	1%	35,807	40,000	10%
6745 Banking fees	(149)	667	816	122%	172	321	187%	1,700	4,000	2,300	57%	612	(1,088)	-178%	5,700	8,000	29%
6755 Insurance Claims	0	0	0	-	0	0	-	2,002	0	(2,002)	-	1,250	(752)	-60%	2,002	0	-
Total Taxes & Misc Expenses	2,210	3,579	1,369	38%	2,606	396	15%	126,731	40,920	(85,811)	-210%	24,698	(102,033)	-413%	146,811	61,000	-141%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	115,000	115,000	0%
7010 Interest payment	34,590	34,590	0	0%	0	(34,590)	-	34,590	34,590	0	0%	35,897	1,307	4%	69,179	69,179	0%
7020 Principal repayment - Vehicles	0	0	0	-	1,099	1,099	100%	0	0	0	-	3,827	3,827	100%	0	0	-
7025 Interest payment - Vehicles	0	0	0	-	225	225	100%	0	0	0	-	807	807	100%	0	0	-
8010 CIP Buildings	0	2,500	2,500	100%	0	0	-	3,298	15,000	11,702	78%	0	(3,298)	-	18,298	30,000	39%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	10,225	10,225	100%	0	0	-
Total Debt Services	34,590	37,090	2,500	7%	1,324	(33,265)	-2512%	37,887	49,590	11,702	24%	50,756	12,869	25%	202,477	214,179	5%
Total Other Expenses	36,799	40,668	3,869	10%	3,930	(32,870)	-836%	164,618	90,510	(74,109)	-82%	75,454	(89,164)	-118%	349,288	275,179	-27%
Net Other Income	194,782	118,413	76,370	64%	167,968	26,814	16%	1,804,296	1,909,738	(105,442)	-6%	1,887,517	(83,221)	-4%	1,833,916	1,939,358	-5%
Net Result	56,493	(25,839)	82,332	-319%	52,716	3,777	7%	933,276	997,551	(64,275)	-6%	1,178,879	(245,603)	-21%	(131,992)	(67,718)	95%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	24,028	27,201	(3,173)	-12%	25,438	(1,410)	-6%	147,144	163,208	(16,065)	-10%	158,512	(11,369)	-7%	310,352	326,416	-5%
4100 Annual Moorage	14,680	8,500	6,180	73%	8,866	5,814	66%	189,043	199,750	(10,707)	-5%	196,001	(6,958)	-4%	414,293	425,000	-3%
4105 Semi-Annual Moorage	8,633	2,300	6,333	275%	10,782	(2,149)	-20%	70,680	54,050	16,630	31%	49,324	21,356	43%	131,630	115,000	14%
4110 Monthly Moorage	12,121	4,000	8,121	203%	14,775	(2,654)	-18%	81,440	94,000	(12,560)	-13%	91,498	(10,058)	-11%	187,440	200,000	-6%
4115 Transient Moorage	7,780	2,206	5,574	253%	5,731	2,049	36%	98,128	51,841	46,287	89%	56,059	42,069	75%	156,587	110,300	42%
4118 Work Dock	8,940	3,500	5,440	155%	7,347	1,593	22%	33,556	21,000	12,556	60%	19,909	13,647	69%	54,556	42,000	30%
4120 Metered Utilities	0	30	(30)	-100%	30	(30)	-100%	0	180	(180)	-100%	180	(180)	-100%	180	360	-50%
4125 Launch Ramp	3,217	2,150	1,067	50%	2,263	954	42%	24,574	23,220	1,354	6%	22,375	2,199	10%	44,354	43,000	3%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	100	(100)	-100%	0	0	-	100	200	-50%
4135 Storage Yard	5,798	5,146	653	13%	3,437	2,361	69%	34,644	30,873	3,770	12%	18,812	15,831	84%	65,517	61,747	6%
4140 Storage Unit	17,909	17,000	909	5%	16,659	1,250	8%	109,443	102,000	7,443	7%	101,020	8,423	8%	211,443	204,000	4%
4145 Long Term Boat Storage	9,735	9,167	569	6%	10,800	(1,064)	-10%	64,405	55,000	9,405	17%	56,100	8,305	15%	119,405	110,000	9%
4150 Short Term Boat Storage	3,899	3,412	488	14%	4,655	(756)	-16%	20,530	20,471	59	0%	33,403	(12,873)	-39%	41,001	40,942	0%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	245	500	(255)	-51%	0	245	-	745	1,000	-26%
4165 Space Rents	16,373	18,720	(2,347)	-13%	14,517	1,856	13%	255,071	322,920	(67,849)	-21%	261,197	(6,126)	-2%	400,151	468,000	-14%
4173 Laundry	145	330	(186)	-56%	425	(281)	-66%	2,190	3,465	(1,275)	-37%	3,825	(1,635)	-43%	4,225	5,500	-23%
4175 Propane	2,076	924	1,152	125%	1,057	1,020	96%	6,096	5,808	288	5%	6,793	(697)	-10%	13,488	13,200	2%
4180 Merchandise	14	0	14	-	14	0	0%	364	0	364	-	318	45	14%	364	0	-
4185 Visitor Convention Bureau Fee	0	0	0	-	50	(50)	-100%	0	0	0	-	2,151	(2,151)	-100%	0	0	-
4190 Ice	5,500	2,700	2,800	104%	183	5,317	2905%	116,511	199,800	(83,289)	-42%	151,078	(34,567)	-23%	186,711	270,000	-31%
4200 Boat Lifts	2,112	2,425	(313)	-13%	2,833	(721)	-25%	21,640	22,310	(670)	-3%	26,634	(4,994)	-19%	47,830	48,500	-1%
4230 Environmental Fee	3,963	3,367	596	18%	4,062	(99)	-2%	22,004	20,200	1,804	9%	21,328	676	3%	42,204	40,400	4%
4235 Customer Discounts	0	0	0	-	0	0	-	(1,482)	0	(1,482)	-	(2,963)	1,481	-50%	(1,482)	0	-
4290 Other	35,040	28,667	6,373	22%	4,782	30,258	633%	58,365	172,000	(113,635)	-66%	26,863	31,502	117%	230,365	344,000	-33%
4295 Bad Debt Expense	(72,707)	(80,750)	8,043	-10%	(6,554)	(66,153)	1009%	(106,707)	(161,500)	54,793	-34%	(11,766)	(94,941)	807%	(268,207)	(323,000)	-17%
Total Operating Income	109,256	61,094	48,163	79%	132,150	(22,894)	-17%	1,247,885	1,401,197	(153,312)	-11%	1,288,652	(40,768)	-3%	2,393,253	2,546,565	-6%
Expenses																	
Personnel Services																	
5005 Salaries	36,232	35,279	(953)	-3%	23,302	(12,931)	-55%	231,006	229,384	(1,622)	-1%	166,441	(64,565)	-39%	460,390	458,769	0%
5010 Other compensation	0	339	339	100%	0	0	-	4,827	2,206	(2,621)	-119%	5,746	920	16%	7,032	4,411	-59%
5015 Overtime	174	1,670	1,496	90%	516	342	66%	5,844	10,857	5,013	46%	9,100	3,256	36%	16,700	21,713	23%
Total Compensation	36,406	37,288	882	2%	23,817	(12,589)	-53%	241,677	242,446	770	0%	181,288	(60,389)	-33%	484,123	484,893	0%
5100 Federal Payroll taxes	2,730	2,853	122	4%	1,810	(920)	-51%	18,280	18,547	267	1%	13,701	(4,579)	-33%	36,827	37,094	1%
5105 State Payroll taxes	143	0	(143)	-	9	(134)	-1440%	956	0	(956)	-	66	(889)	-1339%	956	0	-
5110 Unemployment Insurance	842	1,027	185	18%	602	(241)	-40%	5,567	6,680	1,113	17%	4,926	(641)	-13%	12,246	13,360	8%
5115 Workers compensation	4,412	2,603	(1,809)	-69%	4,432	20	0%	13,340	16,926	3,586	21%	20,156	6,816	34%	30,266	33,853	11%
Total Payroll Taxes	8,127	6,483	(1,644)	-25%	6,852	(1,275)	-19%	38,142	42,153	4,011	10%	38,849	707	2%	80,296	84,307	5%
5200 Medical insurance	11,820	13,176	1,356	10%	6,174	(5,647)	-91%	74,298	79,056	4,758	6%	50,252	(24,046)	-48%	153,354	158,112	3%
5205 Dental insurance	786	853	67	8%	(189)	(974)	516%	5,432	5,118	(314)	-6%	3,188	(2,243)	-70%	10,549	10,235	-3%
5215 Term life insurance	99	113	14	12%	112	13	11%	685	675	(10)	-1%	612	(73)	-12%	1,360	1,350	-1%
5220 Long Term Disability insurance	193	244	51	21%	203	10	5%	1,349	1,465	116	8%	1,178	(172)	-15%	2,815	2,931	4%
5225 PERS Employer Contributions	4,570	8,169	3,599	44%	3,271	(1,299)	-40%	30,609	53,117	22,508	42%	25,574	(5,035)	-20%	83,726	106,235	21%
5230 PERS Employee Contributions	1,240	2,217	977	44%	894	(346)	-39%	8,277	14,414	6,137	43%	7,037	(1,241)	-18%	22,692	28,829	21%
5295 Allocations	0	(2,292)	(2,292)	100%	0	0	-	0	(14,900)	(14,900)	100%	0	0	-	(14,900)	(29,800)	50%
Total Insured Benefits	18,708	22,480	3,772	17%	10,464	(8,244)	-79%	120,651	138,946	18,295	13%	87,841	(32,810)	-37%	259,597	277,892	7%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Personnel Services	63,242	66,252	3,010	5%	41,134	(22,108)	-54%	400,470	423,546	23,076	5%	307,978	(92,492)	-30%	824,016	847,091	3%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
6025 Travel - lodging & transportation	0	83	83	100%	0	0	-	0	500	500	100%	634	634	100%	500	1,000	50%
6030 Travel - Per Diem & mileage reimbursement	0	167	167	100%	0	0	-	0	1,000	1,000	100%	0	0	-	1,000	2,000	50%
6035 Meals & Entertainment	305	25	(280)	-1120%	88	(217)	-246%	455	150	(305)	-203%	88	(366)	-416%	605	300	-102%
Total Travel & Entertainment	305	317	12	4%	88	(217)	-246%	455	1,900	1,445	76%	722	267	37%	2,355	3,800	38%
6050 Office supplies	0	0	0	-	0	0	-	194	0	(194)	-	0	(194)	-	194	0	-
6055 Kitchen supplies	220	167	(53)	-32%	112	(108)	-96%	1,140	1,000	(140)	-14%	980	(160)	-16%	2,140	2,000	-7%
6070 Postage & courier services	0	13	13	100%	60	60	100%	132	75	(57)	-76%	60	(72)	-120%	207	150	-38%
Total Office Expense	220	179	(41)	-23%	172	(48)	-28%	1,465	1,075	(390)	-36%	1,040	(425)	-41%	2,540	2,150	-18%
6100 Telephone - landline	259	208	(51)	-24%	188	(71)	-38%	1,528	1,250	(278)	-22%	1,129	(399)	-35%	2,778	2,500	-11%
6105 Telephone - mobile	452	600	148	25%	532	80	15%	3,332	3,600	268	7%	3,223	(109)	-3%	6,932	7,200	4%
6110 Internet services	1,949	2,000	51	3%	1,922	(27)	-1%	11,614	12,000	386	3%	11,567	(46)	0%	23,614	24,000	2%
6115 Cable TV	913	1,072	160	15%	919	7	1%	5,550	6,432	882	14%	5,527	(24)	0%	11,982	12,864	7%
6130 Electricity	24,232	22,776	(1,456)	-6%	22,634	(1,598)	-7%	112,264	114,087	1,822	2%	108,302	(3,962)	-4%	253,438	255,260	1%
6131 Propane - Operations	78	167	89	53%	148	70	47%	1,042	1,000	(42)	-4%	1,147	105	9%	2,042	2,000	-2%
6135 Water/Sewer	8,217	7,367	(850)	-12%	7,107	(1,110)	-16%	70,848	45,600	(25,248)	-55%	56,008	(14,841)	-26%	115,248	90,000	-28%
6140 Garbage/Sanitation Collection	5,777	9,167	3,390	37%	5,134	(643)	-13%	50,055	55,000	4,945	9%	39,762	(10,294)	-26%	105,055	110,000	4%
6145 Hazardous material disposal	0	0	0	-	645	645	100%	1,330	0	(1,330)	-	5,485	4,155	76%	1,330	0	-
6150 Derelict boat disposal	0	4,167	4,167	100%	0	0	-	0	25,000	25,000	100%	114,693	114,693	100%	25,000	50,000	50%
6155 Environmental Remediation/Mitigation/Monitoring	379	292	(87)	-30%	345	(33)	-10%	910	1,750	840	48%	934	23	2%	2,660	3,500	24%
Total Utilities	42,255	47,815	5,560	12%	39,573	(2,681)	-7%	258,473	265,719	7,246	3%	347,775	89,303	26%	550,078	557,324	1%
6200 Temporary/Contract help	0	1,300	1,300	100%	0	0	-	6,200	7,800	1,600	21%	0	(6,200)	-	14,000	15,600	10%
6205 Janitorial services	33	32	(1)	-4%	32	(2)	-5%	281	192	(89)	-46%	178	(103)	-58%	473	384	-23%
6210 Vending machine services	125	258	133	52%	1,587	1,462	92%	750	1,550	800	52%	2,212	1,462	66%	2,300	3,100	26%
6245 Legal advertising	0	250	250	100%	0	0	-	0	1,500	1,500	100%	584	584	100%	1,500	3,000	50%
6260 Consulting services	1,070	4,088	3,017	74%	9,684	8,614	89%	2,945	24,525	21,580	88%	39,278	36,333	93%	27,470	49,050	44%
6290 Commercial insurance	9,132	9,992	860	9%	7,940	(1,191)	-15%	54,790	59,950	5,160	9%	47,642	(7,147)	-15%	114,740	119,900	4%
Total Professional Services	10,360	15,920	5,559	35%	19,243	8,883	46%	65,206	95,517	30,311	32%	89,895	24,689	27%	160,723	191,034	16%
6400 Small equipment & tools	2,058	1,017	(1,041)	-102%	501	(1,556)	-310%	11,481	6,100	(5,381)	-88%	2,948	(8,532)	-289%	17,581	12,200	-44%
6405 Safety/hazardous materials	0	0	0	-	0	0	-	252	0	(252)	-	0	(252)	-	252	0	-
6410 Signage	0	42	42	100%	0	0	-	225	250	25	10%	0	(225)	-	475	500	5%
6415 Clothing	320	283	(37)	-13%	0	(320)	-	1,138	1,700	562	33%	871	(267)	-31%	2,838	3,400	17%
6420 Janitorial supplies	210	1,167	957	82%	988	778	79%	4,419	7,000	2,581	37%	6,011	1,592	26%	11,419	14,000	18%
6425 Operational supplies	311	1,500	1,189	79%	1,197	886	74%	23,521	9,000	(14,521)	-161%	8,851	(14,670)	-166%	32,521	18,000	-81%
6430 Equipment Rental	0	625	625	100%	0	0	-	2,302	3,750	1,448	39%	2,755	453	16%	6,052	7,500	19%
6450 Fuel - Gas	1,209	1,000	(209)	-21%	1,462	253	17%	5,615	6,000	385	6%	7,355	1,740	24%	11,615	12,000	3%
6455 Fuel - Diesel	0	558	558	100%	375	375	100%	2,089	3,350	1,261	38%	5,140	3,051	59%	5,439	6,700	19%
6481 Propane - Retail	780	767	(14)	-2%	986	206	21%	3,606	4,600	994	22%	5,537	1,931	35%	8,206	9,200	11%
6485 Retail items	0	0	0	-	0	0	-	62	0	(62)	-	0	(62)	-	62	0	-
Total Operational Expense	4,888	6,958	2,070	30%	5,509	621	11%	54,710	41,750	(12,960)	-31%	39,468	(15,242)	-39%	96,460	83,500	-16%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

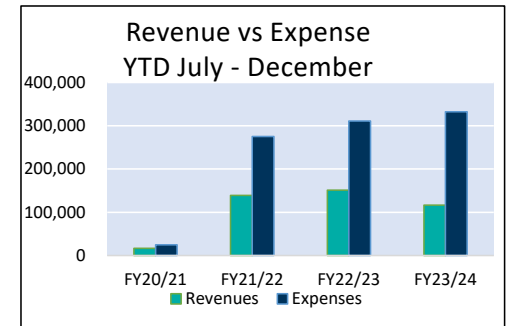
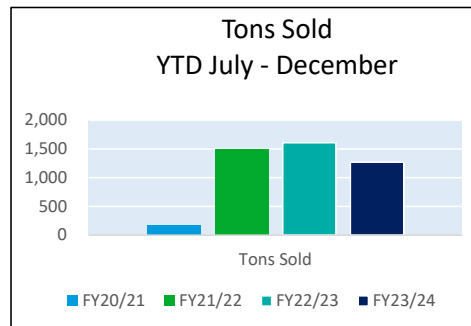
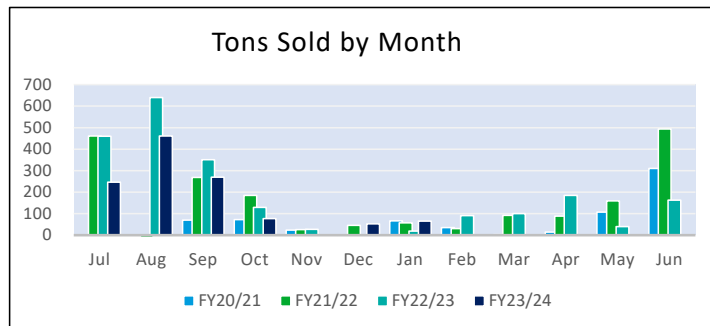
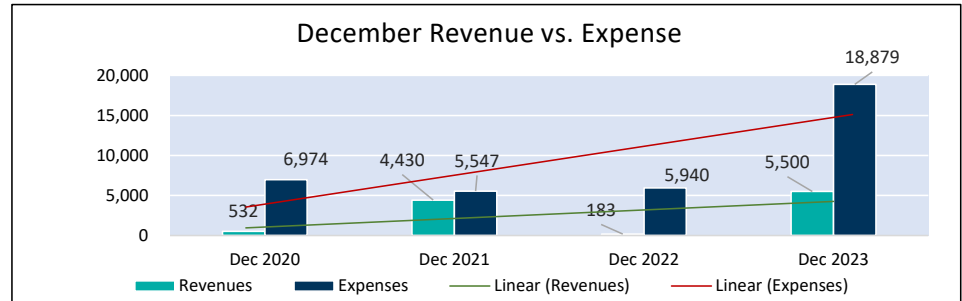
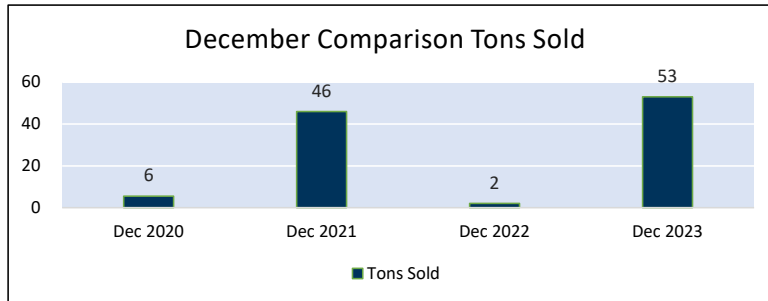
Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	6,363	6,053	(309)	-5%	35	(6,328)	-18105%	27,425	36,320	8,895	24%	32,256	4,832	15%	63,745	72,640	12%
6505 Repairs & maintenance vehicles	52	1,917	1,864	97%	947	894	94%	2,140	11,500	9,360	81%	30,970	28,829	93%	13,640	23,000	41%
6510 Repairs & maintenance buildings	26	14,192	14,166	100%	66	40	61%	15,751	85,150	69,399	82%	9,083	(6,668)	-73%	100,901	170,300	41%
6515 Repairs & maintenance land improvements	9,249	417	(8,832)	-2120%	267	(8,982)	-3365%	18,107	2,500	(15,607)	-624%	267	(17,840)	-6683%	20,607	5,000	-312%
6520 Repairs & maintenance docks	645	24,492	23,846	97%	841	196	23%	27,971	146,950	118,979	81%	8,901	(19,070)	-214%	174,921	293,900	40%
6540 Marina dredging	0	12,500	12,500	100%	3,471	3,471	100%	150,000	75,000	(75,000)	-100%	52,182	(97,818)	-187%	225,000	150,000	-50%
6575 Waterway Leases	0	3,167	3,167	100%	0	0	-	1,277	19,000	17,723	93%	4,108	2,831	69%	20,277	38,000	47%
6580 Permits	0	596	596	100%	0	0	-	3,134	3,775	641	17%	2,743	(391)	-14%	6,709	7,350	9%
Total Repair and Maintenance	16,335	63,332	46,997	74%	5,627	(10,708)	-190%	245,806	380,195	134,389	35%	140,511	(105,295)	-75%	625,801	760,190	18%
Total Goods & Services	74,363	134,521	60,158	45%	70,213	(4,150)	-6%	626,115	786,156	160,041	20%	619,411	(6,704)	-1%	1,437,957	1,597,998	10%
Total Expenses	137,605	200,773	63,168	31%	111,347	(26,258)	-24%	1,026,584	1,209,701	183,117	15%	927,389	(99,196)	-11%	2,261,972	2,445,089	7%
Operating Results	(28,349)	(139,679)	111,331	-80%	20,803	(49,152)	-236%	221,300	191,495	29,805	16%	361,264	(139,963)	-39%	131,281	101,476	29%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	0	0	0	-	0	0	-	498	0	498	-	61	437	712%	498	0	-
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	12,000	(12,000)	-100%	0	0	-	0	12,000	-100%
4650 Grants Received - MAP	0	5,000	(5,000)	-100%	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
4695 Grants Received - Other	0	15,000	(15,000)	-100%	0	0	-	0	15,000	(15,000)	-100%	9,726	(9,726)	-100%	0	15,000	-100%
4905 Other	75	0	75	-	0	75	-	5,267	0	5,267	-	12,237	(6,970)	-57%	5,267	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	41,694	(41,694)	-100%	0	0	-
Total Other Income	75	20,000	(19,925)	-100%	0	75	-	5,765	32,000	(26,235)	-82%	63,717	(57,952)	-91%	5,765	32,000	-82%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	10,900.39	12,000.00	1,099.61	9%	10,754	(147)	-1%	10,900.39	12,000.00	9%
6745 Banking fees	-	-	-	-	-	-	-	35.00	-	(35.00)	-	5	(30)	-600%	35.00	-	-
6750 Fines & Penalties	6.25	-	(6.25)	-	-	(6.25)	-	6.25	-	(6.25)	-	0	(6)	-	6.25	-	-
6755 Insurance Claims	-	-	-	-	-	-	-	-	-	-	-	8,912	8,912	100%	-	-	-
Total Taxes & Misc Expenses	6.25	-	(6.25)	-	0	(6)	-	10,942	12,000.00	1,058	9%	19,671	8,729	44%	10,942	12,000.00	9%
Debt Services																	
7005 Principal repayment	0	247,675	247,675	100%	0	0	-	247,675	247,675	0	0%	223,162	(24,513)	-11%	247,675	247,675	0%
7010 Interest payment	0	127,617	127,617	100%	0	0	-	128,054	127,617	(437)	0%	131,238	3,184	2%	145,870	145,433	0%
7020 Vehicle Principal repayment	2,057	1,352	(705)	-52%	1,982	(75)	-4%	7,225	10,558	3,333	32%	6,986	(239)	-3%	17,966	21,299	16%
7025 Vehicle Interest payment	228	139	(89)	-64%	303	75	25%	562	1,349	787	58%	801	239	30%	1,727	2,514	31%
8010 CIP Buildings	0	2,500	2,500	100%	0	0	-	33,493	15,000	(18,493)	-123%	0	(33,493)	-	48,493	30,000	-62%
8011 CIP Docks	40,848	12,083	(28,764)	-238%	50,000	9,152	18%	61,047	72,500	11,453	16%	50,000	(11,047)	-22%	133,547	145,000	8%
8020 CIP Machinery & Equipment	8,200	100,000	91,800	92%	0	(8,200)	-	22,950	150,000	127,050	85%	9,100	(13,850)	-152%	22,950	150,000	85%
8025 CIP Mobile Equipment	0	20,000	20,000	100%	0	0	-	0	20,000	20,000	100%	0	0	-	0	20,000	100%
Total Debt Services	51,333	511,367	460,034	90%	52,285	952	2%	501,005	644,700	143,695	22%	421,286	(79,719)	-19%	618,227	761,922	19%
Total Other Expenses	51,339	511,367	460,027	90%	52,285	946	2%	511,946	656,700	144,753	22%	440,957	(70,990)	-16%	629,169	773,922	19%
Net Other Income	(51,264)	(491,367)	440,102	-90%	(52,285)	1,021	-2%	(506,181)	(624,700)	118,518	-19%	(377,239)	(128,942)	34%	(623,404)	(741,922)	-16%
Net Result	(79,613)	(631,046)	551,433	-87%	(31,482)	(48,131)	153%	(284,881)	(433,204)	148,323	-34%	(15,976)	(268,905)	1683%	(492,123)	(640,446)	-23%

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Dec 2023		Dec 2022	Dec 2021	Dec 2020	Jul 2023 - Dec 2023		Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	53	27	2	46	6	1,107	2,196	1,610	(503)	-31.22%	2,208	3,296	-33.00%
Revenues													
Ice Sales	5,500	2,700	183	4,430	532	116,511	199,800	151,078	(34,567)	-22.88%	186,711	270,000	-30.85%
Insurance Reimbursement	0	0	0	0	46,473	0	0	18,500	(18,500)	-100.00%	0	0	-
Total Revenues	5,500	2,700	183	4,430	47,005	116,511	199,800	169,578	(53,067)	-31.29%	186,711	270,000	-30.85%
Expenses													
Personnel Services	2,783	0	49	309	2,163	14,537	0	11,449	3,088	26.97%	14,537	0	-
Utilities	4,867	7,060	3,894	4,818	3,741	35,274	36,760	35,383	(110)	-0.31%	79,234	80,720	-1.84%
Repairs & Maintenance	0	2,292	0	(1,472)	309	2,506	13,750	28,537	(26,031)	-91.22%	16,256	27,500	-40.89%
Operational Supplies & Service	3,030	160	1,997	1,892	761	16,899	1,160	15,735	1,164	7.40%	17,859	2,120	742.42%
Debt Services	0	0	0	0	0	240,000	0	220,000	20,000	9.09%	240,000	240,000	0.00%
Capital Outlay	8,200	0	0	0	0	22,950	50,000	0	22,950	-	22,950	50,000	-54.10%
Total Expenses	18,879	9,512	5,940	5,547	6,974	332,166	101,670	311,105	21,061	6.77%	390,836	400,340	-2.37%
Net Result	(13,379)	(6,812)	(5,757)	(1,117)	40,031	(215,655)	98,130	(141,527)	(74,128)	52.38%	(204,125)	(130,340)	56.61%
Gain (loss) Per Ton	(252.44)	(252.28)	(2,878.27)	(24.29)	7,278.34	(194.81)	44.69	(87.93)	(106.88)	122%	(92.44)	(39.54)	

Fisheries	Current Period	Same Month Prior Years			Year to Date			Prior FYTD vs Current FYTD		
	Dec 2023	Dec 2022	Dec 2021	Dec 2020	FY23/24			Last FY	Ton Diff	% Diff
Albacore Tuna (Oregon) MT	0.0	0.0	0.0	0.0			1,091.0	2,840.6	(1,750)	-61.59%
Pink Shrimp (Oregon) MT	0.0	0.0	0.0	0.0			12,301.4	12,976.9	(676)	-5.21%
Dungeness Crab (Coos Bay) MT	956.7	0.0	1,218.7	0.0			991.5	15.2	976	6423.03%



Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4180 Merchandise	14	0	14	-	0	14	-	14	0	14	-	4	10	250%	14	0	-
4290 Other	10,000	10,029	(29)	0%	15,000	(5,000)	-33%	60,100	60,175	(75)	0%	90,120	(30,020)	-33%	120,275	120,350	0%
Total Operating Income	10,014	10,029	(15)	0%	15,000	(4,986)	-33%	60,114	60,175	(61)	0%	90,124	(30,010)	-33%	120,289	120,350	0%
Expenses																	
Personnel Services																	
5005 Salaries	7,538	12,729	5,191	41%	7,658	120	2%	42,891	82,765	39,874	48%	46,509	3,618	8%	125,656	165,530	24%
5010 Other compensation	0	122	122	100%	0	0	-	0	796	796	100%	0	0	-	796	1,592	50%
Total Compensation	7,538	12,852	5,313	41%	7,658	120	2%	42,891	83,561	40,670	49%	46,509	3,618	8%	126,452	167,121	24%
5100 Federal Payroll taxes	565	983	418	43%	582	17	3%	3,260	6,392	3,132	49%	3,537	277	8%	9,652	12,785	25%
5105 State Payroll taxes	30	0	(30)	-	1	(28)	-2586%	170	0	(170)	-	9	(162)	-1852%	170	0	-
5110 Unemployment Insurance	199	263	63	24%	0	(199)	-	508	1,709	1,201	70%	8	(499)	-6173%	2,216	3,417	35%
5115 Workers compensation	79	65	(14)	-22%	78	(1)	-1%	185	423	238	56%	399	214	54%	608	846	28%
Total Payroll Taxes	873	1,311	438	33%	661	(212)	-32%	4,123	8,524	4,401	52%	3,952	(171)	-4%	12,647	17,048	26%
5200 Medical insurance	694	3,467	2,773	80%	1,163	469	40%	3,942	20,804	16,863	81%	6,978	3,036	44%	24,746	41,609	41%
5205 Dental insurance	45	253	208	82%	0	(45)	-	291	1,516	1,224	81%	538	247	46%	1,807	3,032	40%
5215 Term life insurance	13	25	13	50%	13	0	0%	50	150	100	67%	75	25	33%	200	300	33%
5220 Long Term Disability insurance	50	84	34	41%	51	1	2%	211	505	294	58%	304	93	31%	716	1,010	29%
5225 PERS Employer Contributions	1,667	2,814	1,148	41%	1,611	(55)	-3%	9,201	18,299	9,098	50%	9,786	584	6%	27,501	36,599	25%
5230 PERS Employee Contributions	452	764	311	41%	460	7	2%	2,487	4,966	2,479	50%	2,791	304	11%	7,453	9,932	25%
Total Insured Benefits	2,920	7,407	4,488	61%	3,297	377	11%	16,181	46,240	30,059	65%	20,471	4,289	21%	62,422	92,480	33%
Total Personnel Services	11,332	21,570	10,238	47%	11,616	285	2%	63,196	138,325	75,129	54%	70,932	7,737	11%	201,520	276,649	27%
Goods & Services																	
6025 Travel - lodging & transportation	0	75	75	100%	0	0	-	151	450	299	67%	329	178	54%	601	900	33%
6030 Travel - Per Diem & mileage reimbursement	0	25	25	100%	0	0	-	0	150	150	100%	0	0	-	150	300	50%
6035 Meals & Entertainment	56	104	48	47%	0	(56)	-	90	625	535	86%	4,029	3,940	98%	715	1,250	43%
Total Travel & Entertainment	56	204	148	73%	0	(56)	-	240	1,225	985	80%	4,358	4,118	94%	1,465	2,450	40%
6075 Memberships & dues	6,245	3,410	(2,835)	-83%	3,184	(3,060)	-96%	13,504	20,459	6,955	34%	19,173	5,669	30%	33,963	40,918	17%
Total Office Expense	6,245	3,410	(2,835)	-83%	3,184	(3,060)	-96%	13,504	20,459	6,955	34%	19,173	5,669	30%	33,963	40,918	17%
6260 Consulting services	0	852	852	100%	0	0	-	90	5,113	5,024	98%	97	8	8%	5,202	10,226	49%
Total Professional Services	0	852	852	100%	0	0	-	90	5,113	5,024	98%	97	8	8%	5,202	10,226	49%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6310 Marketing supplies	0	17	17	100%	0	0	-	0	100	100	100%	20	20	100%	100	200	50%
6315 Advertising	0	92	92	100%	0	0	-	500	550	50	9%	219	(281)	-128%	1,050	1,100	5%
6340 Legislative support	20,956	20,775	(181)	-1%	20,500	(456)	-2%	125,847	124,650	(1,197)	-1%	108,608	(17,239)	-16%	250,497	249,300	0%
6345 Community affairs	500	0	(500)	-	0	(500)	-	500	0	(500)	-	1,558	1,058	68%	500	0	-
Total Marketing Expense	21,456	20,883	(573)	-3%	20,500	(956)	-5%	126,847	125,300	(1,547)	-1%	110,405	(16,442)	-15%	252,147	250,600	-1%
Total Goods & Services	27,756	25,350	(2,407)	-9%	23,684	(4,072)	-17%	140,681	152,097	11,416	8%	134,033	(6,648)	-5%	292,778	304,194	4%
Total Expenses	39,088	46,919	7,831	17%	35,301	(3,787)	-11%	203,877	290,422	86,545	30%	204,965	1,089	1%	494,298	580,843	15%
Operating Results	(29,074)	(36,890)	7,816	-21%	(20,301)	(8,773)	43%	(143,763)	(230,247)	86,484	-38%	(114,841)	(28,921)	25%	(374,009)	(460,493)	-19%
Net Result	(29,074)	(36,890)	7,816	-21%	(20,301)	(8,773)	43%	(143,763)	(230,247)	86,484	-38%	(114,841)	(28,921)	25%	(374,009)	(460,493)	-19%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023
amounts in \$US dollars

Fund: General Fund Department: Port Ops Location: All Budget: Adopted



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	18,549	12,776	5,773	45%	13,129	5,420	41%	72,056	76,654	(4,598)	-6%	91,911	(19,855)	-22%	148,710	153,309	-3%
4010 Property Agreements	7,281	37,839	(30,558)	-81%	19,476	(12,195)	-63%	46,823	166,226	(119,403)	-72%	54,949	(8,126)	-15%	202,328	321,730	-37%
4290 Other	0	0	0	-	0	0	-	21,300	6,570	14,730	224%	0	21,300	-	21,300	6,570	224%
Total Operating Income	25,831	50,615	(24,784)	-49%	32,605	(6,774)	-21%	140,179	249,450	(109,271)	-44%	146,860	(6,681)	-5%	372,338	481,609	-23%
Expenses																	
Personnel Services																	
5005 Salaries	42,893	43,337	444	1%	39,651	(3,242)	-8%	254,203	281,777	27,574	10%	220,002	(34,201)	-16%	535,979	563,553	5%
5010 Other compensation	0	664	664	100%	0	0	-	0	4,315	4,315	100%	0	0	-	4,315	8,630	50%
5015 Overtime	0	223	223	100%	0	0	-	81	1,448	1,367	94%	0	(81)	-	1,529	2,896	47%
Total Compensation	42,893	44,224	1,331	3%	39,651	(3,242)	-8%	254,283	287,540	33,256	12%	220,002	(34,281)	-16%	541,823	575,079	6%
5100 Federal Payroll taxes	3,246	3,383	138	4%	2,948	(297)	-10%	19,202	21,997	2,795	13%	16,353	(2,849)	-17%	41,199	43,994	6%
5105 State Payroll taxes	156	0	(156)	-	11	(144)	-1264%	990	0	(990)	-	67	(923)	-1381%	990	0	-
5110 Unemployment Insurance	512	1,031	520	50%	475	(37)	-8%	3,434	6,706	3,272	49%	2,833	(602)	-21%	10,141	13,413	24%
5115 Workers compensation	170	2,243	2,074	92%	157	(13)	-8%	579	14,586	14,007	96%	869	290	33%	15,165	29,173	48%
Total Payroll Taxes	4,082	6,658	2,575	39%	3,591	(491)	-14%	24,206	43,289	19,084	44%	20,122	(4,084)	-20%	67,495	86,579	22%
5200 Medical insurance	8,230	11,629	3,399	29%	7,567	(663)	-9%	45,356	69,774	24,418	35%	41,916	(3,440)	-8%	115,130	139,548	17%
5205 Dental insurance	610	807	197	24%	0	(610)	-	2,851	4,842	1,991	41%	2,862	11	0%	7,693	9,683	21%
5215 Term life insurance	113	113	0	0%	100	(13)	-13%	688	675	(13)	-2%	563	(125)	-22%	1,363	1,350	-1%
5220 Long Term Disability insurance	302	288	(14)	-5%	243	(60)	-25%	1,784	1,728	(57)	-3%	1,422	(363)	-26%	3,512	3,455	-2%
5225 PERS Employer Contributions	9,517	9,631	114	1%	6,661	(2,856)	-43%	56,102	62,621	6,519	10%	40,430	(15,672)	-39%	118,723	125,242	5%
5230 PERS Employee Contributions	2,583	2,614	31	1%	1,900	(683)	-36%	15,045	16,993	1,948	11%	11,530	(3,516)	-30%	32,039	33,987	6%
Total Insured Benefits	21,355	25,081	3,726	15%	16,471	(4,884)	-30%	121,827	156,633	34,806	22%	98,722	(23,104)	-23%	278,459	313,266	11%
Total Personnel Services	68,331	75,963	7,632	10%	59,714	(8,617)	-14%	400,316	487,462	87,146	18%	338,846	(61,469)	-18%	887,778	974,924	9%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
6025 Travel - lodging & transportation	6	0	(6)	-	0	(6)	-	6	0	(6)	-	0	(6)	-	6	0	-
6030 Travel - Per Diem & mileage reimbursement	41	583	542	93%	214	172	81%	1,130	3,500	2,370	68%	214	(917)	-429%	4,630	7,000	34%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	125	125	100%	0	0	-	125	250	50%
Total Travel & Entertainment	47	646	599	93%	214	166	78%	1,136	3,875	2,739	71%	214	(923)	-432%	5,011	7,750	35%
6105 Telephone - mobile	0	0	0	-	0	0	-	0	0	0	-	30	30	100%	0	0	-
6130 Electricity	1,253	1,000	(253)	-25%	1,191	(62)	-5%	4,510	6,000	1,490	25%	5,218	709	14%	10,510	12,000	12%
6131 Propane - Operations	0	0	0	-	0	0	-	0	0	0	-	162	162	100%	0	0	-
6135 Water/Sewer	436	458	22	5%	412	(24)	-6%	2,858	2,750	(108)	-4%	2,666	(193)	-7%	5,608	5,500	-2%
6140 Garbage/Sanitation Collection	0	292	292	100%	0	0	-	0	1,750	1,750	100%	0	0	-	1,750	3,500	50%
6155 Environmental Remediation/Mitigation/Monitoring	160	708	548	77%	0	(160)	-	703	4,250	3,547	83%	1,069	366	34%	4,953	8,500	42%
Total Utilities	1,849	2,458	609	25%	1,604	(246)	-15%	8,071	14,750	6,679	45%	9,145	1,074	12%	22,821	29,500	23%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: General Fund Department: Port Ops Location: All Budget: Adopted



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	0	0	-	0	0	-	0	0	0	-	9,372	9,372	100%	0	0	-
6245 Legal advertising	0	83	83	100%	0	0	-	0	500	500	100%	218	218	100%	500	1,000	50%
6260 Consulting services	0	1,025	1,025	100%	6,710	6,710	100%	232	6,150	5,918	96%	33,863	33,631	99%	6,382	12,300	48%
6290 Commercial insurance	4,266	4,883	617	13%	2,240	(2,027)	-90%	25,597	29,300	3,703	13%	13,438	(12,160)	-90%	54,897	58,600	6%
Total Professional Services	4,266	5,992	1,725	29%	8,950	4,683	52%	25,829	35,950	10,121	28%	56,891	31,062	55%	61,779	71,900	14%
6400 Small equipment & tools	0	333	333	100%	0	0	-	529	2,750	2,221	81%	275	(254)	-92%	2,529	4,750	47%
6405 Safety/hazardous materials	219	1,217	998	82%	704	485	69%	2,295	7,300	5,005	69%	3,575	1,280	36%	9,595	14,600	34%
6410 Signage	0	42	42	100%	0	0	-	0	250	250	100%	95	95	100%	250	500	50%
6415 Clothing	1,470	354	(1,116)	-315%	195	(1,275)	-654%	1,780	2,125	345	16%	229	(1,550)	-676%	3,905	4,250	8%
6425 Operational supplies	0	0	0	-	0	0	-	200	0	(200)	-	48	(152)	-317%	200	0	-
6450 Fuel - Gas	162	42	(120)	-289%	0	(162)	-	185	250	65	26%	129	(55)	-43%	435	500	13%
6455 Fuel - Diesel	0	0	0	-	0	0	-	21	0	(21)	-	0	(21)	-	21	0	-
Total Operational Expense	1,851	1,988	137	7%	899	(952)	-106%	5,010	12,675	7,665	60%	4,352	(658)	-15%	16,935	24,600	31%
6500 Repairs & maintenance equipment	0	188	188	100%	0	0	-	4,435	1,125	(3,310)	-294%	0	(4,435)	-	5,560	2,250	-147%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	8	0	(8)	-	0	(8)	-	8	0	-
6510 Repairs & maintenance buildings	0	625	625	100%	0	0	-	33	3,750	3,717	99%	7,535	7,502	100%	3,783	7,500	50%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	500	500	100%	(500)	(500)	100%	500	1,000	50%
6520 Repairs & maintenance docks	0	208	208	100%	51	51	100%	0	1,250	1,250	100%	51	51	100%	1,250	2,500	50%
6575 Waterway Leases	0	3,000	3,000	100%	1,568	1,568	100%	708	3,000	2,292	76%	2,256	1,548	69%	708	3,000	76%
6580 Permits	0	250	250	100%	0	0	-	1,883	1,500	(383)	-26%	1,827	(56)	-3%	5,883	5,500	-7%
Total Repair and Maintenance	0	4,354	4,354	100%	1,620	1,620	100%	7,067	11,125	4,058	36%	11,170	4,103	37%	17,692	21,750	19%
Total Goods & Services	8,013	15,438	7,424	48%	13,285	5,272	40%	47,113	78,375	31,262	40%	81,771	34,658	42%	124,238	155,500	20%
Total Expenses	76,344	91,400	15,056	16%	72,999	(3,345)	-5%	447,429	565,837	118,408	21%	420,617	(26,811)	-6%	1,012,016	1,130,424	10%
Operating Results	(50,514)	(40,785)	(9,728)	24%	(40,394)	(10,119)	25%	(307,250)	(316,387)	9,137	-3%	(273,757)	(33,493)	12%	(639,678)	(648,815)	-1%
4695 Grants Received - Other	0	5,000	(5,000)	-100%	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
Total Other Income	0	5,000	(5,000)	-100%	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	0	150	150	100%	73	73	100%	0	150	100%
6745 Banking fees	0	2,500	2,500	100%	2,067	2,067	100%	0	5,000	5,000	100%	3,827	3,827	100%	5,000	10,000	50%
Total Taxes & Misc Expenses	0	2,500	2,500	100%	2,067	2,067	100%	0	5,150	5,150	100%	3,900	3,900	100%	5,000	10,150	51%
7010 Interest payment	82,341	20,000	(62,341)	-312%	13,633	(68,707)	-504%	183,449	40,000	(143,449)	-359%	28,385	(155,064)	-546%	223,449	80,000	-179%
Total Debt Services	82,341	20,000	(62,341)	-312%	13,633	(68,707)	-504%	183,449	40,000	(143,449)	-359%	28,385	(155,064)	-546%	223,449	80,000	-179%
Total Other Expenses	82,341	22,500	(59,841)	-266%	15,700	(66,641)	-424%	183,449	45,150	(138,299)	-306%	32,284	(151,164)	-468%	228,449	90,150	-153%
Net Other Income	(82,341)	(17,500)	(64,841)	371%	(15,700)	(66,641)	424%	(183,449)	(40,150)	(143,299)	357%	(32,284)	(151,164)	468%	(228,449)	(85,150)	168%
Net Result	(132,854)	(58,285)	(74,569)	128%	(56,094)	(76,760)	137%	(490,699)	(356,537)	(134,162)	38%	(306,041)	(184,657)	60%	(868,126)	(733,965)	18%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: General Fund Department: Rail Ops Location: All Budget: Adopted



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	19,277	34,618	(15,340)	-44%	15,962	3,315	21%	147,371	186,171	(38,800)	-21%	167,474	(20,103)	-12%	289,712	328,512	-12%
4260 Rail Operations Revenue	25,970	63,132	(37,163)	-59%	29,732	(3,763)	-13%	143,618	378,793	(235,176)	-62%	188,265	(44,648)	-24%	522,411	757,587	-31%
4265 Rail Surcharges	28,016	60,573	(32,557)	-54%	31,821	(3,805)	-12%	159,061	363,438	(204,376)	-56%	201,783	(42,721)	-21%	522,499	726,875	-28%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,029,567	1,029,567	0%
Total Operating Income	73,263	158,323	(85,060)	-54%	77,516	(4,253)	-5%	450,050	928,402	(478,352)	-52%	557,522	(107,472)	-19%	2,364,190	2,842,542	-17%
Expenses																	
Goods & Services																	
6070 Postage & courier services	0	0	0	-	0	0	-	51,380	0	(51,380)	-	0	(51,380)	-	51,380	0	-
Total Office Expense	0	0	0	-	0	0	-	51,380	0	(51,380)	-	0	(51,380)	-	51,380	0	-
6260 Consulting services	0	18,000	18,000	100%	39,741	39,741	100%	14,502	108,000	93,498	87%	86,606	72,104	83%	122,502	216,000	43%
6290 Commercial insurance	6,668	6,100	(568)	-9%	1,749	(4,919)	-281%	30,837	36,600	5,763	16%	15,830	(15,008)	-95%	67,437	73,200	8%
Total Professional Services	6,668	24,100	17,432	72%	41,490	34,822	84%	45,339	144,600	99,261	69%	102,435	57,096	56%	189,939	289,200	34%
6430 Equipment Rental	0	0	0	-	0	0	-	47	0	(47)	-	0	(47)	-	47	0	-
Total Operational Expense	0	0	0	-	0	0	-	47	0	(47)	-	0	(47)	-	47	0	-
6505 Repairs & maintenance vehicles	17	0	(17)	-	0	(17)	-	105	0	(105)	-	0	(105)	-	105	0	-
6510 Repairs & maintenance buildings	66,975	12,500	(54,475)	-436%	0	(66,975)	-	422,315	75,000	(347,315)	-463%	739,025	316,710	43%	497,315	150,000	-232%
6515 Repairs & maintenance land improve	0	0	0	-	0	0	-	2,003	0	(2,003)	-	70	(1,933)	-2761%	2,003	0	-
Total Repair and Maintenance	66,992	12,500	(54,492)	-436%	0	(66,992)	-	424,422	75,000	(349,422)	-466%	739,095	314,673	43%	499,422	150,000	-233%
Total Goods & Services	73,661	36,600	(37,061)	-101%	41,490	(32,171)	-78%	521,188	219,600	(301,588)	-137%	841,530	320,341	38%	740,788	439,200	-69%
Total Expenses	73,661	36,600	(37,061)	-101%	41,490	(32,171)	-78%	521,188	219,600	(301,588)	-137%	841,530	320,341	38%	740,788	439,200	-69%
Operating Results	(398)	121,723	(122,120)	-100%	36,026	(36,423)	-101%	(71,139)	708,802	(779,940)	-110%	(284,007)	212,869	-75%	1,623,401	2,403,342	-32%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	332,200	781,865	(449,665)	-58%	317,100	15,100	5%	332,200	781,865	(449,665)	-58%	681,255	(349,055)	-51%	332,200	781,865	-58%
4705 Loans Received	0	80,000	(80,000)	-100%	0	0	-	0	80,000	(80,000)	-100%	0	0	-	0	80,000	-100%
4905 Other	0	0	0	-	0	0	-	0	0	0	-	21,826	(21,826)	-100%	0	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Other Income	332,200	861,865	(529,665)	-61%	317,100	15,100	5%	332,200	861,865	(529,665)	-61%	703,081	(370,881)	-53%	332,200	861,865	-61%
Other Expenses																	
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	433,532	433,532	0	0%	421,916	(11,616)	-3%	433,532	433,532	0%
7010 Interest payment	0	0	0	-	0	0	-	69,996	68,420	(1,576)	-2%	76,913	6,917	9%	134,319	132,743	-1%
7020 Principal repayment - Vehicles	1,016	1,706	690	40%	436	(580)	-133%	9,117	10,234	1,117	11%	2,611	(6,506)	-249%	19,363	20,480	5%
7025 Interest payment - Vehicles	90	319	229	72%	8	(82)	-974%	577	1,921	1,344	70%	55	(522)	-944%	2,486	3,831	35%
8013 CIP Construction Bridges	0	28,667	28,667	100%	4,298	4,298	100%	34,667	172,000	137,333	80%	4,298	(30,370)	-707%	206,667	344,000	40%
8016 CIP Construction Track	0	8,167	8,167	100%	0	0	-	0	49,000	49,000	100%	0	0	-	49,000	98,000	50%
8020 CIP Machinery & Equipment	146	330,000	329,854	100%	0	(146)	-	8,041	330,000	321,959	98%	0	(8,041)	-	8,041	330,000	98%
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	218,335	0	(218,335)	-	0	(218,335)	-	218,335	0	-
Total Debt Services	1,252	368,859	367,607	100%	4,742	3,489	74%	774,265	1,065,107	290,842	27%	505,793	(268,472)	-53%	1,071,742	1,362,585	21%
Total Other Expenses	1,252	368,859	367,607	100%	4,742	3,489	74%	774,265	1,065,107	290,842	27%	505,793	(268,472)	-53%	1,071,742	1,362,585	21%
Net Other Income	330,948	493,006	(162,058)	-33%	312,358	18,589	6%	(442,065)	(203,242)	(238,823)	118%	197,288	(639,353)	-324%	(739,542)	(500,720)	48%
Net Result	330,550	614,729	(284,179)	-46%	348,384	(17,834)	-5%	(513,204)	505,560	(1,018,763)	-202%	(86,719)	(426,485)	492%	883,859	1,902,622	-54%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: Dredge Fund Department: Dredge Ops Location: All Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4287 Dredging Services	0	0	0	-	29,102	(29,102)	-100%	0	0	0	-	103,184	(103,184)	-100%	0	0	-
4290 Other	6,277	36,667	(30,389)	-83%	23,108	(16,831)	-73%	177,581	220,000	(42,419)	-19%	76,073	101,508	133%	397,581	440,000	-10%
Total Operating Income	6,277	36,667	(30,389)	-83%	52,210	(45,933)	-88%	177,581	220,000	(42,419)	-19%	179,257	(1,676)	-1%	397,581	440,000	-10%
Expenses																	
Personnel Services																	
5005 Salaries	362	1,298	936	72%	11,061	10,699	97%	734	8,439	7,705	91%	52,275	51,542	99%	9,173	16,878	46%
5015 Overtime	0	0	0	-	501	501	100%	0	0	0	-	10,041	10,041	100%	0	0	-
Total Compensation	362	1,298	936	72%	11,562	11,200	97%	734	8,439	7,705	91%	62,316	61,583	99%	9,173	16,878	46%
5100 Federal Payroll taxes	28	99	72	72%	871	844	97%	56	646	590	91%	4,689	4,633	99%	702	1,291	46%
5105 State Payroll taxes	1	0	(1)	-	5	3	71%	3	0	(3)	-	25	22	88%	3	0	-
5110 Unemployment Insurance	10	40	30	76%	280	270	97%	20	262	242	92%	1,626	1,607	99%	281	523	46%
5115 Workers compensation	0	99	99	100%	0	(0)	-	0	645	645	100%	0	(0)	-	646	1,291	50%
Total Payroll Taxes	39	239	200	84%	1,156	1,117	97%	79	1,553	1,474	95%	6,341	6,262	99%	1,632	3,105	47%
5200 Medical insurance	143	548	405	74%	2,721	2,578	95%	259	3,286	3,027	92%	3,909	3,650	93%	3,545	6,572	46%
5205 Dental insurance	9	41	32	79%	189	180	95%	13	244	231	95%	270	257	95%	257	488	47%
5215 Term life insurance	1	4	3	72%	38	37	97%	2	26	23	91%	50	48	95%	28	52	45%
5220 Long Term Disability insurance	2	9	7	78%	66	64	97%	4	51	48	93%	87	83	96%	55	103	46%
5225 PERS Employer Contributions	80	287	207	72%	1,468	1,388	95%	89	1,866	1,777	95%	8,696	8,607	99%	1,955	3,732	48%
5230 PERS Employee Contributions	22	78	56	72%	415	394	95%	24	506	482	95%	2,476	2,452	99%	531	1,013	48%
Total Insured Benefits	257	966	709	73%	4,897	4,641	95%	392	5,980	5,588	93%	15,488	15,096	97%	6,371	11,959	47%
Total Personnel Services	658	2,503	1,845	74%	17,615	16,958	96%	1,204	15,971	14,767	92%	84,145	82,941	99%	17,176	31,943	46%
Goods & Services																	
6005 Seminars & training	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
Total Staff Training	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
6105 Telephone - mobile	53	60	7	12%	52	(1)	-2%	317	360	43	12%	311	(6)	-2%	677	720	6%
Total Utilities	53	60	7	12%	52	(1)	-2%	317	360	43	12%	311	(6)	-2%	677	720	6%
6260 Consulting services	2,360	0	(2,360)	-	0	(2,360)	-	17,521	0	(17,521)	-	400	(17,121)	-4280%	17,521	0	-
6290 Commercial insurance	5,300	5,793	492	8%	4,977	(324)	-7%	31,802	34,755	2,953	8%	29,451	(2,351)	-8%	66,557	69,510	4%
Total Professional Services	7,660	5,793	(1,868)	-32%	4,977	(2,684)	-54%	49,323	34,755	(14,568)	-42%	29,851	(19,472)	-65%	84,078	69,510	-21%
6400 Small equipment & tools	0	83	83	100%	376	376	100%	175	500	325	65%	19,316	19,141	99%	675	1,000	33%
6405 Safety/hazardous materials	0	17	17	100%	0	0	-	0	100	100	100%	0	0	-	100	200	50%
6420 Janitorial supplies	0	17	17	100%	0	0	-	0	100	100	100%	0	0	-	100	200	50%
6425 Operational supplies	0	17	17	100%	636	636	100%	0	100	100	100%	101,622	101,622	100%	100	200	50%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	1,054	1,054	100%	0	0	-
6450 Fuel - Gas	0	33	33	100%	(571)	(571)	100%	0	200	200	100%	2,065	2,065	100%	200	400	50%
6455 Fuel - Diesel	0	33	33	100%	(1,175)	(1,175)	100%	0	200	200	100%	5,876	5,876	100%	200	400	50%
Total Operational Expense	0	200	200	100%	(735)	(735)	100%	175	1,200	1,025	85%	129,934	129,759	100%	1,375	2,400	43%

Financial Report - Actual vs. Budget
For Period Ending Dec 2023

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Dec 2023				Dec 2022			Jul 2023 - Dec 2023				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	13,750	13,750	100%	40	40	100%	93,616	82,500	(11,116)	-13%	9,763	(83,854)	-859%	176,116	165,000	-7%
6505 Repairs & maintenance vehicles	0	7,125	7,125	100%	1,150	1,150	100%	22,568	42,750	20,182	47%	16,268	(6,300)	-39%	65,318	85,500	24%
Total Repair and Maintenance	0	20,875	20,875	100%	1,190	1,190	100%	116,184	125,250	9,066	7%	26,031	(90,154)	-346%	241,434	250,500	4%
Total Goods & Services	7,713	26,969	19,256	71%	5,483	(2,230)	-41%	165,999	161,815	(4,184)	-3%	186,127	20,128	11%	327,814	323,630	-1%
Total Expenses	8,371	29,472	21,101	72%	23,099	14,728	64%	167,203	177,786	10,583	6%	270,272	103,069	38%	344,990	355,573	3%
Operating Results	(2,094)	7,195	(9,288)	-129%	29,111	(31,205)	-107%	10,378	42,214	(31,836)	-75%	(91,015)	101,393	-111%	52,591	84,427	-38%
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	1,203	0	1,203	-	1,679	(476)	-28%	11,162	0	11,162	-	5,655	5,507	97%	11,162	0	-
Total Other Income	1,203	0	1,203	-	1,679	(476)	-28%	11,162	0	11,162	-	5,655	5,507	97%	11,162	0	-
Net Other Income	1,203	0	1,203	-	1,679	(476)	-28%	11,162	0	11,162	-	5,655	5,507	97%	11,162	0	-
Net Result	(891)	7,195	(8,085)	-112%	30,790	(31,681)	-103%	21,540	42,214	(20,674)	-49%	(85,360)	106,900	-125%	63,754	84,427	-24%



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Matt Friesen, Director of External Affairs

DATE: February 13, 2024

SUBJECT: External Affairs Management Report

Communications, Media, and Outreach:

Staff worked with local media outlets to develop a story that highlighted CBRL’s recent resilience in the face of unprecedented inclement weather conditions. Recent investments in rail improvements to increase safety and system reliability were also a focus of the story pitch. Special emphasis was given to highlight CBRL staff’s dogged effort to clear 45 miles of track covered by at least 300 trees during the ice storm. Crews were able to get the rail running even though there was no access via local roads. The goal of these communications is both updating media on current projects but also planting the seed for future coverage. The story was run by KVAL and aired as the lead local news segment on its 5pm broadcast. It was picked up and distributed by multiple aggregator sites. The story was then shared on social media channels and used in the Port’s newsletter distribution.

A new internal communications format was developed this month and will be introduced to staff. It will build on prior internal communications efforts and include a message from the Port CEO, a Q/A with a staff member, and update of important happenings around the Port. Given the technology era and the inundation of information (and misinformation), it is more important than ever to ensure staff is up to date on operations and reminded of the key role they play in the success of the Port. Employees are the Port’s best ambassadors to the community and keeping them informed and engaged helps the Port embody its values and hopefully increase job satisfaction as team members recognize their value to the collective effort.

Staff has been researching and discussing with subject matter experts the role economic conditions play on social determinants of health, social services and public health outcomes. Especially focusing on what increased opportunity and expanded workforce options can bring to regions plagued with persistent poverty and underemployment. The goal of this work is to bolster public communications.

Renewed focus has been given on identifying and reaching out to partner organizations and groups who have overlapping missions or shared values. Many partners exist both locally and statewide who are interested in port activities and want to learn more.

Ten requests for information or general queries were received through the public portal during the month of January which staff has or is responding to.

The Port was the presenter at this month's Bay Area Chamber of Commerce Transportation Sub-Committee. Staff also attended the BACC's Public Safety Sub-Committee and the Chamber's monthly board meeting

Staff attended the Charleston Advisory Committee Meeting.

Legislative/Advocacy Work:

The "short" legislative session convened for its 35-day schedule of meetings on February 5. There are several bills the Port is working with its state lobby team and member associations to engage on or monitor closely. Senate Bill 1526 is part of an omnibus committee bill in the Senate Finance and Revenue committee that has language to fix the Port's outstanding issue on uncollectable property taxes. The technical fix should allow the Port to forgive these taxes.

Senate Bill 1576 is a bill to address recent issues arising from a court decision on recreational immunity. The bill is in the Senate Judiciary committee and the language would create a short-term fix and a long-term work group to address ongoing issues related to recreational immunity. Without a bill, local governments could be liable for anything that happens on public paths, bridges, walkways and maintained trails.

HB 4080 establishes an Offshore Wind Roadmap. The bill outlines state policy to support ongoing engagement between offshore wind developers and affected organizations and entities including local governments, tribes, ports, and others impacted by development. It sets labor standards and guidance for state agencies.

Port staff met with Senator Gorsek who is Chair of the Legislative Rail Caucus and Senator Anderson and Representative Wright as well as Representative Paul Holvey's office. Senator Gorsek is interested in bringing the legislative Rail Caucus to the Port for a tour after 2024 session ends and expressed his support of the terminal project and efforts to increase rail usage and capacity.

A productive meeting was held with staff and ODOT's Railroad Regulatory Manager regarding opportunities for rail crossing funding from the agency. The staff is optimistic they will be better positioned for future funding streams as they become available.

Port staff met with Monique DeSpain, candidate for Congress in CD 4. DeSpain was visiting the area and wanted to learn more about Port operations.

Staff attended and worked closely with members of the Legislative Coastal Caucus and PCIP partners regarding a recent DLCDC rulemaking hearing that took place in Coos Bay. On the Commissions agenda was the adoption of exception criteria for the navigation channel modifications in Coos Bay that originated in HB 3382. The bill, which passed in 2023 and was signed by Governor Kotek, contained the requirement of this conforming rulemaking hearing. The DLCDC meeting was held locally because geographic hearings are required for any rule that applies only to a specific area and not statewide. The bill does not change any existing processes or other permit requirements, and bill sponsors Representative Gomberg and Senator Brock Smith both testified at the rulemaking hearing to help clarify legislative intent and explain the need for the bill. The bill became necessary due to recent LUBA decisions.

Relevant Stories:

[Coos Bay Rail Line bounces back after ice storm destruction \(nbc16.com\)](#)

[BOEM finalizes 2 offshore Oregon Wind Energy Areas near Coos Bay, Brookings \(kptv.com\)](#)

[A look into Rep. Val Hoyle's priorities in 2024 | Roseburg | nrtoday.com](#)

[DeSpain backs terminal project, blasts federal government during visit to South Coast \(kcby.com\)](#)

[Oregon lawmakers consider redefining 'recreation' to keep public trails open – Oregon Capital Chronicle](#)

[Covering the wreck of the New Carissa on the Oregon Coast | KGW Vault | kgw.com](#)



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: February 13, 2024

SUBJECT: Port Operations/Asset Management Report

Channel Modification Project:

The project team continues to progress on the revised 204/408 report. A meeting was held at the end of January with the USACE Portland District. The Port's team presented project updates and discussed topics for the next meeting. The next meeting will focus on the risk management plan, updated review plan and risk register.

Results of the last boring campaign are being post processed and it looks like the sediment at Guano Rock is not as hard as suspected. This is potentially great news and may expand excavation and removal options in this area.

The next meeting with the USACE will be held in Portland at the end of March.

Rail Bridge Rehabilitation Project:

Vaughn Viaduct: Staff continues to work on project closeout with the contractor.

Steel Swing Bridges: The contractor is currently working at the Coos River bridge and Umpqua bridge. Work includes floor stringer replacement preparations, lacing bar work, and post replacement preparations.

PIDP Grant (Tie and Resurfacing Project):

The contractor continues to make progress towards Eugene. We are experiencing some slip in the schedule, but are assured that the contractor will meet the contracted schedule.

Dredging:

The Section 107 study continues to move forward. Port staff is collecting historical dredging data for the Corps project team. We are starting to see significant shoaling at the east end of Pt Adams dock. (See the following photos.)



Coos Bay Estuary Management Plan (CBEMP) Update:

The two cities and county met on January 10, 2024, to vote on resolutions to implement the Phase 1 updates to the Coos Bay Estuary Management Plan. After public comment, all three entities voted in favor of moving forward with the Phase 1 updates. The next step is to take this action item to the Coos County Commission.

Miscellaneous:

Staff continues to work on the ConnectOregon9 grant application. After multiple conversations internally and externally, we believe we have a final scope of work for this project. The proposed scope of work will be presented to the Board of Commissioners at the February meeting for approval.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Raymond Dwire, Charleston Marina Complex Manager

DATE: February 13, 2024

SUBJECT: Charleston Operations Management Report

Monthly Statistics:

Of the 525 moorage slips, there were 137 annuals (26.10%), 49 semi-annuals (9.33%), 27 monthlies (5.14%) and 1341 transient nights, for a total occupancy of 48.80% for the month.

The RV Park had an average capacity of 15.11% in January. Out of 104 RV Park spaces, we had 8 new check-ins with total sales of \$11,415.84. Occupancy in January 2023 was 26.15% with sales of \$16,184.08.

There were 65.5 tons of ice sold in the month of January for a total of \$6,518. In comparison, January 2023 sold only 18.5 tons for a total of \$1,623.50. The difference is attributed to a stronger live Dungeness Crab market this year compared to last year.

Charleston Commercial Fishing Fleet News:

The 2023/24 Oregon Dungeness Crab Season continues but has slowed down a bit starting mid-January due to poor ocean conditions.

Public Hoist Use for Commercial Offloading:

Since the re-opening of the use of the public hoist for off-loading by commercial entities, the public hoist has only been used once for commercial off-loading of Dungeness Crab. Port Staff continues to evaluate options for a more feasible location to allow commercial off-loading for mobile fish buyers.

Charleston Marina Staff:

- Marina’s Maintenance Staff remains fully staffed with eight full-time employees.
- Port Security at the Charleston Marina is fully staffed with five full-time employees.

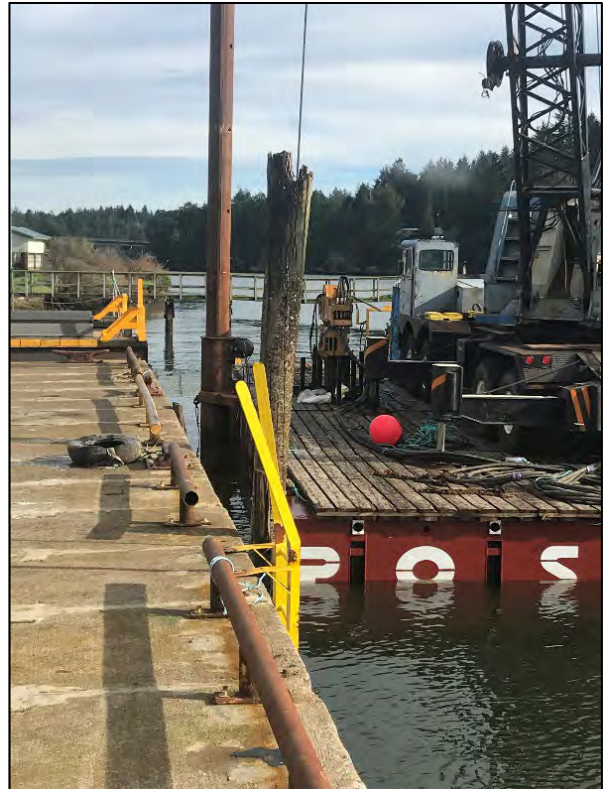
Charleston Marina Major Projects:

2023-2024 Piling Project:

This year’s piling project is complete. A total of 12 new steel piling was replaced throughout the Marina and Shipyard and an additional broken wood fender piling was pulled from the Ice Plant wood dock for an adjusted contract price of \$142,484.



Billeter Marine use a vibrating head to drive a new 12” steel pile on D Dock



Billeter Marine pulls a “well used” wood pile at Work Dock #1 in the Shipyard.

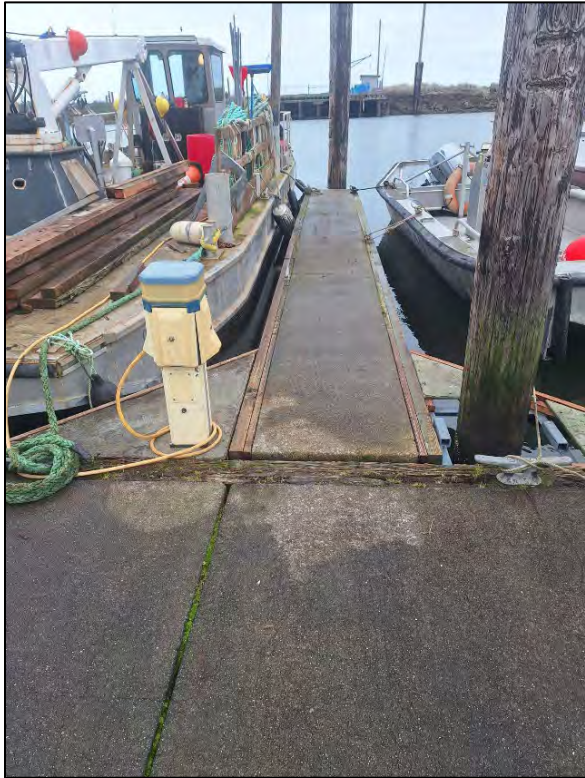


A broken wood piling that was removed during the 2023/2024 Piling Project

Charleston Marina Maintenance Projects:

Dock Work Projects:

Work continues on the Marina Docks. Definitely a never-ending process.



Another repaired finger on B Dock from our Charleston Maintenance Staff

Ice Plant Ammonia Leak:

On Tuesday, January 30, Charleston Maintenance Staff discovered an ammonia leak in the Charleston Ice Plant. With the assistance of Highland Refrigeration, the ammonia leak was isolated.

On Thursday, February 1, Jamie from Highland Refrigeration was on site. The leak was the result of a flattened “O” ring in one of the seals for Pump #1. Repairs were made and the Ice Plant was back up and running by Saturday, February 3.



Shipyard and Travel Lift:

New and exciting things are happening in the Charleston Shipyard. One of my goals is to revitalize the Charleston Shipyard. The replacement of three piling on work dock #1 and one piling on work dock #2 is just the start. A major clean-up and re-organizing of the Shipyard is underway. Port Staff has been busy this past month modernizing and updating the inventory of gear that is being stored in the shipyard, prioritizing areas of concern and starting the clean-up.



Maintenance Operator Brian Buck cleaning up and re-organizing the Shipyard Back Shop Area.

Security:

Port Security Staff at the Charleston Marina continues to deal with vandalism and theft.

Insurance Compliance:

Port Staff is continuing to work with the last few vessels that have not complied with the insurance requirements that took effect July 2022.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Brian Early, General Manager, CBRL

DATE: February 13, 2024

SUBJECT: Railroad Department Management Report

Operations:

January began rather sluggishly as our shippers and the commercial forest lands began ramping production back up after the holidays. Just as we started to gain momentum, on January 13, Mother Nature struck us again in the form of an Ice Storm. Staff performed a storm patrol on Sunday the 14th and discovered that the line was blocked by fallen trees, fallen powerlines, mudslides and plugged culverts, beginning near Swisshome, and ultimately ending near Eugene. In total, 46 miles of the line was affected and made train traffic impossible.

Despite Monday the 15th being a holiday, and despite all 8 of our North end employees being trapped at home without power or water for several days, CBRL's Maintenance of Way, Train Service, Mechanical and Management staff went to work immediately, mobilizing equipment and cutting trees to clear the line. The situation was made more difficult by the fact that all the highways and roads used to access the line were completely closed to traffic, so our only choice was to travel by rail using Hy-rail trucks and equipment to begin cutting, digging, and pushing our way towards Eugene. By Thursday the 17th, some of our North End employees were able to join the fight and began working their way south from the north end of the line, eventually meeting up with the south team near Walton on Friday the 19th, and the line was cleared, even as the highways were still closed.

Unfortunately, also on Friday the 19th, one of our Track Inspectors discovered that we had experienced significant damage to one of the wooden trestles over Schofield Creek near Reedsport. Apparently, some unknown water borne object had struck the trestle during the high winds and water when the storm passed through the area, causing damage to the substructure. CBRL's Bridge Inspector and employees from Scott Partney Construction inspected the damage, designed a repair, and affected that repair in just 3 days, re-opening the line to rail traffic on Monday the 22nd.

Departing from my normal format for these reports, I'd like to take yet another opportunity to thank all of CBRL's employees for their hard work and dedication in tackling the myriad of situations that have befallen us in the past few months. They have been faced with numerous challenges and met every one of them head on. I am extremely fortunate to work with such tenacious and talented people and so very proud to call them my colleagues.

The following are some photographs from the storm.



Mechanical (Car and Locomotive):

Columbia Rail was onsite the week of January 15, performing four periodic inspections and affecting other mechanical repairs.

CBRL's car repair team was extremely busy helping with the storm cleanup and then having to work a large slug of cars that were delayed at UP due to the storm.

Maintenance of Way (MOW):

As mentioned above, our MOW crews had their hands full all month, cleaning up from December's incidents and tackling January's challenges. We anticipate that the continued cleanup from the Ice Storm will last clear into the summer months and this department will be spearheading that effort. All in addition to the mandatory inspections and testing of crossings and signals.

ODOT/FRA:

CBRL had on-site visits from ODOT's Operations Inspector Allon Kelly, Track Inspector Nathan Schmidt and Signal and Crossing Inspector Bryon Alger. Additionally, we also had a visit from the FRA's Track Inspector Brian Altiero. No defects were recommended for violation.

Coos Bay Rail Line:

We had an employee fall and dislocate his shoulder on December 27, resulting in 1 day of lost time and ending our streak of over 3000 days without an injury. As of January 31, 2024, CBRL has worked 35 days injury free and will endeavor to never have another reportable injury.

Currently, CBRL has 23 employees and 12 locomotives on property.

Action Items

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

DATE: February 13, 2024

PROJECT TITLE: 2022/23 Annual Financial Report

ACTION REQUESTED: Approval of the Annual Financial Report for Fiscal Year 2022/2023

BACKGROUND:

Moss Adams has completed the annual financial report on behalf of the Oregon International Port of Coos Bay for fiscal year ending June 30, 2023.

The financial statements are presented in accordance with the financial reporting model in the Governmental Accounting Standard Board (GASB) Statement No.34.

There were no adjustments that had a material effect on the Port's reporting process. There were also no material weaknesses or reportable conditions for internal control, or any instances of non-compliance to the general-purpose financial statements.

Ms. Amanda McCleary-Moore of Moss Adams will attend this Commission meeting to present the audit. A copy of the audit has been provided to Commissioners for review.

RECOMMENDED MOTION:

Approve the Annual Financial Report for Fiscal Year 2022/2023.

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

DATE: February 13, 2024

PROJECT TITLE: Appointment of FY 2024/25 Budget Officer

ACTION REQUESTED: Approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the fiscal year 2024/25 budget process

BACKGROUND:

Oregon Local Budget Law (ORS 294.305 through 294.565) governs the preparation of the Port’s annual budget. Pursuant to ORS 294.331, the Port Commission is required to designate one person to serve as the Budget Officer, who shall prepare or be responsible for preparing the budget document under the direction of the Chief Executive Officer. The Budget Officer also presents a balanced budget to the budget committee, publishes all notices required by Local Budget Law, monitors budget expenditures during the budget year and notifies the governing body of the need to make any budget changes required after adoption.

Port staff recommends Megan Richardson, the Port’s Director of Finance & Accounting, to be appointed as the Budget Officer for the fiscal year 2024/25 budget process.

RECOMMENDED MOTION:

Approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the fiscal year 2024/25 budget process.

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

DATE: February 13, 2024

PROJECT TITLE: ConnectOregon 9 Grant Application - Charleston Shipyard Improvements

ACTION REQUESTED: Authorization for Port Staff to apply for a ConnectOregon 9 Grant for a total project cost not to exceed \$5 million, with a total Port pledged match not to exceed \$1.5 million

BACKGROUND:

The Oregon International Port of Coos Bay owns the Charleston Shipyard facilities and operates travel lift services, which include long and short-term storage of vessels. As owner of the Shipyard, the Port retains responsibility for capital repairs, rehabilitation, and replacement of infrastructure. The Shipyard services local, regional, and distant commercial and recreational vessels. The ability to maintain and improve infrastructure to support the maintenance, construction, and repair of these vessels is important to the success and viability of our community.

On January 11, 2024, the Oregon Department of Transportation (ODOT) announced it is accepting applications for the ConnectOregon 9 grant cycle. Approximately \$46 million is available for aviation, marine, and rail capital projects. The grant requires a 30% match from the Grantee. Following an analysis conducted by Port Staff, which included a review of the Charleston Master Plan, 2015 BST Travel lift demand study, 10% engineering and design/basis of estimate and input from stakeholders, staff recommends the following improvements:

- 1) Lengthen and widen the travel lift slip (appx. 54' x 27'),
- 2) Replace 160' of dilapidated dock between docks 1 and 2 (160' x 20'),
- 3) Install approximately 200' of sheet pile behind dock 1 and 1A (new dock),
- 4) Install a new wash pad (appx. 30' x 60'), perpendicular to the lift slip, and
- 5) Replace approximately 230' of existing dilapidated floating dock at dock 3.

Replacing dock 1A will improve dockside access by 42%, greatly reducing increased waiting times during routine dockside maintenance and gear change outs. The Port owned and operated travel lift is the only one in the Coos Bay region. The existing slip was constructed in the 1980's and is quickly approaching the end of its useful life. The existing runners are spalling and soil underneath the wash pad is eroding. The new dimensions will allow the Port to fully utilize the 100MT travel lift and increase the number of boats that can be serviced with the lift.

Port staff is requesting authorization from the Port Commission to apply for a ConnectOregon 9 grant that would be used to fund the costs of replacing and improving the infrastructure described above. The total project cost will not exceed \$5 million; \$3.5 million from the state and the Port's match of \$1.5 million. The Port will pledge matching funds from existing reserves and Charleston operational revenues.

RECOMMENDED MOTION:

Authorize Port Staff to apply for a ConnectOregon 9 Grant for a total project cost not to exceed \$5 million, with a total Port pledged match not to exceed \$1.5 million.

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

DATE: February 13, 2024

PROJECT TITLE: 2024Res01: Ratification of Declaration of Emergency – Main Line Train Derailment at MP 694.2

ACTION REQUESTED: Adopt resolution 2024Res01 ratifying the Declaration of Emergency for derailment cleanup and main line rebuild at MP 694.2

BACKGROUND:

On December 15, 2023, Port staff was notified by the staff of Coos Bay Rail Line of a train derailment at MP 694.2 and an immediate need to clear and rebuild the main line at MP 694.2 which was affecting the useability of the main line.

Until permanent repairs were to be made, rail service would be interrupted. Without timely repairs, CBRL customers would have been without service for an excessive amount of time.

On December 15, 2023, Chief Executive Officer John Burns declared an emergency and authorized the Port to enter into sole source contracts with Rick Franklin Construction and Schad Co Railroad Construction (Schadco) to perform the re-railing, removal and salvaging of the affected railcars and lading and to rebuild approximately 800 feet of main line track. Rick Franklin Construction has extensive knowledge of derailment cleanups and has the specialized equipment, ability and work force to remove the re-rail and remove damaged rail cars in the time frame necessary to limit the rail down time to our customers. Schadco has the specialized equipment, ability and work force to repair the main line. The contracted total price of the project was \$391,770.

Rick Franklin completed the cleanup and salvaging operation on December 21, 2023 and Schadco completed temporary repairs to line and it was reopened on December 23, 2023. Final permanent repairs were completed January 4, 2024.

RECOMMENDED MOTION:

Adopt resolution 2024Res01 ratifying the Declaration of Emergency for derailment cleanup and main line rebuild at MP 694.2.

RESOLUTION 2024Res01

**RESOLUTION OF THE BOARD OF COMMISSIONERS
OF THE OREGON INTERNATIONAL PORT OF COOS BAY**

ACTING IN ITS CAPACITY AS ITS OWN LOCAL CONTRACT REVIEW BOARD

**RATIFYING THE EMERGENCY DECLARATION
FOR EMERGENCY REPAIRS ON THE MAIN LINE AT MILEPOST 694.2**

WHEREAS, the Board of Commissioners of the Oregon International Port of Coos Bay (hereinafter "Port"), pursuant to ORS 279A.060 is the Local Contract Review Board (hereinafter LCRB) for the Oregon International Port of Coos Bay; and

WHEREAS, the LCRB on April 21, 2011 adopted revised Permanent Public Contracting Rules and Rules of Procedure for Public Contracting for the Oregon International Port of Coos Bay which repeals all prior public contracting rules and procedures; and

WHEREAS, the Chief Executive Officer of the Port has authority under ORS 279C.320, ORS 2798.080, and Section 4.6.5 of the Port's local public contracting rules to declare the existence of an emergency and authorize entry into an emergency procurement for public improvement contracts; and

WHEREAS, in making the findings required by ORS 279B.080, OAR 137-049-0150 and Section 4.6.5 of the Port's local public contracting rules the Chief Executive Officer of the Port may consider the circumstances creating the Emergency and the anticipated harm from failure to enter into Emergency Repair Contracts and such other factors as may be deemed appropriate; and

WHEREAS, the Board of Commissioners of the Oregon International Port of Coos Bay, acting in its capacity as its own LCRB, has determined that emergency circumstances did exist which required the Port to promptly solicit and execute a contract for emergency repairs to the main line at mile post 694.2.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The recitals above are true and accurate and are incorporated herein by this reference.
2. The findings contained in the Emergency Declaration by Port Chief Executive Officer, John Burns, identified as Exhibit "A" to this resolution, attached hereto and incorporated herein by this reference, document the nature of the emergency and describe the methods used by Port for the selection of Rick Franklin Construction and Schad Co Railroad Construction for emergency track repairs to the mainline due to a train derailment at mile post 694.2, are hereby adopted and ratified by the LCRB for the Oregon International Port of Coos Bay.
3. Based upon the contents of Exhibit "A", the LCRB hereby ratifies the declaration of an emergency by the Chief Executive Officer of the Port and further authorizes and ratifies the decision of the Chief Executive Officer, to solicit and enter into a contract with Rick Franklin Construction and Schad Co Railroad Construction for emergency track repairs to the mainline due to a train derailment at mile post 694.2. The Port LCRB also ratifies the decision of the CEO to exempt the contract for the repairs from the competitive bidding requirements of ORS Chapter 279C. The LCRB finds that the documents supporting this emergency declaration fully meet and satisfy the requirements of ORS 279C.320 (1), ORS 279B.080 and OAR 137-049-0150, as well as the requirements of LCRB Rule 4.6.5.

APPROVED AND ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 20th day of February 2024.

Eric Farm, President

Brianna Hanson, Vice President

**DECLARATION OF EMERGENCY CIRCUMSTANCES
REGARDING EMERGENCY REPAIRS TO THE COOS BAY RAIL LINE
ON THE MAIN LINE AT MILEPOST 694.2
BY THE OREGON INTERNATIONAL PORT OF COOS BAY**

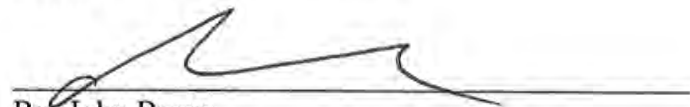
RECITALS

1. The Oregon International Port of Coos Bay (Port) is an Oregon State Port organized and operated pursuant to ORS 777.915 to 777.953.
2. The Port of Coos Bay owns the Coos Bay Rail Line, which is a railroad with rail lines from Eugene, Oregon to Coquille, Oregon. Coos Bay Rail Line, Inc. ("CBRL") has provided rail service on the rail line for the Port since November 1, 2018.
3. On December 15, 2023, CBRL and Port staff was notified of a train derailment on the main line at MP 694.2 which affected the useability of the main line.
4. Upon closer inspection by CBRL and Port staff, it was discovered that 6 cars had derailed and destroyed approximately 800 feet of track. Re-railing and removal of the cars and rebuilding this section of track had to be performed to re-open the line.
5. Until permanent repairs are accomplished, rail service will be interrupted. Without timely repairs, CBRL customers will be without service for an excessive amount of time.
6. On December 15, 2023, Port staff determined it is in the public's best interest to sole source Rick Franklin Construction for the re-railing and removal of the rail cars, and the salvage of any marketable lumber; and Shadco Railroad construction to affect the repairs to the main line, based on the following:
 - a. Repairs must be expedited in an effort to mitigate the time-of-service interruption.
 - b. Rick Franklin Construction has extensive knowledge of derailment cleanup's and has the specialized equipment, ability and work force to remove the re-rail and remove damaged rail cars in the time frame necessary to limit the rail down time to our customers. Shadco Railroad Construction holds the current On Call track repair contract.

Therefore, pursuant to Local Contract Rule 4.6.3:

1. I find the above recitals are true and accurate and are incorporated herein by this reference.
2. I declare an emergency existed that required the Port to immediately repair the damage to the railroad to eliminate the threat of future economic loss to the Port, CBRL, and CBRL customers.

I hereby ratify the award of contract to Rick Franklin Construction and Shadco Railroad Construction to affect the repairs to resolve this emergency condition. This declaration shall be placed before the Port Commission for ratification by Resolution at its next regularly scheduled meeting.


By: John Burns
Chief Executive Officer

Other

Informational Items



Coos Bay Rail Line Serving Western Lane, Western Douglas and Coos Counties in Southwest Oregon

Owned by the Oregon International Port of Coos Bay

Operations by Coos Bay Rail Line, Inc. (CBRL) began on November 1, 2018.

Monthly Revenue Car Loads and Equivalent Highway Truck Loads / 2020-2024

One (1) revenue car load = 3.3 highway truck loads

	2020		2021		2022		2023		2024	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	409	1,349.7	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9
Feb	400	1,320.0	390	1,287.0	502	1,656.6	393	1,296.9	0	0.0
Mar	432	1,425.6	566	1,867.8	694	2,290.2	498	1,643.4	0	0.0
Apr	350	1,155.0	621	2,049.3	668	2,204.4	407	1,343.1	0	0.0
May	394	1,300.2	599	1,976.7	707	2,333.1	454	1,498.2	0	0.0
Jun	534	1,762.2	625	2,062.5	595	1,963.5	468	1,544.4	0	0.0
Jul	485	1,600.5	503	1,659.9	530	1,749.0	473	1,560.9	0	0.0
Aug	467	1,541.1	485	1,600.5	597	1,970.1	388	1,280.4	0	0.0
Sep	378	1,247.4	556	1,834.8	524	1,729.2	372	1,227.6	0	0.0
Oct	431	1,422.3	521	1,719.3	488	1,610.4	393	1,296.9	0	0.0
Nov	349	1,151.7	548	1,808.4	512	1,689.6	409	1,349.7	0	0.0
Dec	499	1,646.7	453	1,494.9	493	1,626.9	440	1,452.0	0	0.0
Total	5,128	16,922.4	6,213	20,502.9	6,755	22,291.5	5,168	17,054.4	363	1,197.9

Coos Bay Rail Line-CBRL operates at the U.S. shortline railroad industry standard of 286,000 lbs/143 short tons (weight of car plus commodity weight) per loaded revenue car. The majority of cars currently moving on the rail line weigh 66,000 to 86,000 lbs/33 to 43 short tons, resulting in a carrying capacity of 200,000 to 220,000 lbs/100 to 110 short tons.

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2024 are as follows:

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	363	rail carloads =	36,300	short tons =	1,197.9	highway truck loads

*Start up in 2011, Data includes 4th Quarter / Oct – Dec.

The Coos Bay rail line was embargoed by the previous owner/operator in September 2007. The Port acquired the 111-miles of the line owned by RailAmerica, Inc. in spring 2009 through an order from the U.S. Surface Transportation Board at the completion of a Feeder Line Application process initiated in July 2008. The Port acquired the Union Pacific (UP) Railroad owned 23-mile section of the line through a negotiated agreement with UP in late December 2010.

2024/25 Port Budget Planning Calendar

Budget Planning	
January 29	Operating Plan Prep Instructions & Budget Calendar Distributed to Department Heads
February 19	Appoint Budget Officer Megan Richardson
February TBD?	Commission Work Session
February 23	Operating Plans Due from Department Heads, Work Papers Distributed to Begin Budget Plan
February 26 - March 1	Department Meetings – Individual Department Review Ops Plans with CEO
March 8	Budget Plans Due from Department Heads
March 11 - 15	Draft Budget Document
March 18 - April 26	Review Draft Budget & Edit
April 22 - 26	Draft Budget Message
April 29 – May 3	Review final draft of Proposed Budget
May 3	Complete Proposed Budget
Charleston Advisory Committee Meetings	
TBD (week of May 6)	Proposed Rates Draft
Budget Committee Meetings	
TBD (week of May 6)	Post Notice of Budget Committee Meeting on Port website (posted at least 10 days prior); Publish Notice (at least 5 days prior)
TBD (May 6-17)	Budget Committee Tour Facilities
TBD (week of May 6)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 20)	1 st Budget Committee Meeting
TBD (week of May 20)	Publish Notice (if needed) (at least 5 days prior)
TBD (week of May 28)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
June 10	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
June 18	Port Commission Meeting / Budget Hearing
June TBD (Tentative 1wk following commission mtg)	Port Commission Budget Approval (if needed)
Post Adoption	
June 30	Submit to BOLI WH-119 Public Improvement Cost Analysis Summary
July 5	Submit LB-50 to Tax Assessor by July 15
September 16	Submit complete budget document to County Clerk by September 30

2024/25 CBRL Budget Planning Calendar

Budget Planning	
January 29	Operating Plan Prep Instructions & Budget Calendar Distributed to Department Head
February 19	Appoint Budget Officer Megan Richardson
February TBD	Commission Work Session
February 23	Operating Plan Due, Work Papers Distributed to Begin Budget Plan
February 26 - March 1	Department Meetings
March 8	Budget Plans Due
March 11 - 15	Finance Builds Draft Budget
March 18 - April 26	Review Draft Budget & Edit
April 22 - 26	Review Final Draft of Proposed Budget
April 29 – May 3	Create and Finalize Budget Message
May 3	Complete Proposed Budget
Budget Committee Meetings	
TBD (week of May 6)	Post Notice of Budget Committee Meeting on Port website (posted at least 10 days prior); Publish Notice (at least 5 days prior)
TBD (week of May 8)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 22)	1 st Budget Committee Meeting
TBD (week of May 22)	Publish Notice (if needed) (published at least 5 days prior)
TBD (week of May 30)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
June 10	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
June 18	CBRL Board of Directors Meeting / Budget Hearing
June TBD (Tentative 1wk following Committee mtg)	CBRL Board of Directors Budget Approval (if needed)
Post Adoption	
July 5	Submit copy of budget resolution to Department of Revenue
September 16	Submit complete budget document to County Clerk by September 30

**OREGON INTERNATIONAL PORT OF COOS BAY
CHARLESTON MARINA ADVISORY COMMITTEE MEETING
12:00 p.m., Wednesday, January 17, 2024
Charleston Marina RV Park, Recreation Room**

DRAFT MINUTES

ATTENDANCE

Advisory Members:

Nick Nylander, Chair; Tyler Long; Lou Leberti; Kyle Cox; and Kathleen Hornstuen. Michael Armstrong and Knute Nemeth were absent.

Port Staff:

Mike Dunning, Chief Port Operations Officer; Ray Dwire, Charleston Marina Manager; Matt Friesen, Director of External Affairs; Trent Walker, Maintenance Foreman; Richard Poetzl, Maintenance; and Krystal Karcher, HR Generalist.

Guests:

Melissa Clemens, Charleston Fishing Families and F/V Dani C; Ed Fleming, S/V Merganser; Rex Leach, F/V Texas Lady and Ms. Julie; Rick Lilienthal, F/V Nel Ron Dic; Shaun Cutting, F/V Winter Hawk; Anthony Bundy, F/V Addy C; Josh Camarillo, F/V Addy C; Kai Dendy, F/V Addy C; and Bo Cutting, F/V Addy C. Port Commissioner Nick Edwards, F/V Investor, Inc.; and Ozzie Gregorio were present via telephone.

1. CALL MEETING TO ORDER

Chair Nick Nylander called the meeting to order at 12:05 p.m.

2. INTRODUCTION OF GUESTS

3. REVIEW AND APPROVAL OF MEETING MINUTES

A. Approval of October 18, 2023 Meeting Minutes.

Kathy Hornstuen offered a correction to the minutes as presented in the packet. Upon a motion by Lou Leberti (Second by Kyle Cox), the Charleston Advisory Committee Members voted to approve the October 18, 2023 Meeting Minutes, as corrected. **Motion Passed Unanimously.**

4. FINANCIAL DATA REVIEW

Financial Data was included in the meeting packet sent to Committee members. Mike Dunning stated the Ice Plant continues to hurt Charleston's financials. It costs \$198 to make a ton of ice, which is then sold for \$100. The Port still owes \$4.7 million on the loan.

5. CURRENT PROJECTS UPDATE

Ray Dwire shared a Power Point presentation regarding current project updates. The Marina office rehab has been completed by Port Maintenance staff. The Inner Basin shower doors are done and set up with key card access. G & H Dock gates are done. The Ice Plant had a fan failure that caused it to be down. Maintenance staff installed the new fans at a cost of just over \$40,000. Mr. Dwire stated there had been numerous problems with those fans and the Port had been using loaner fans, but these are the replacement fans. Charleston was the first of ten facilities to receive this upgrade. The repair was not covered under warranty. The Ice Plant was up and running on November 29, 2023 ahead of the goal of December 1. The plant had been down since October 6, 2023.

Charleston's skilled Maintenance staff continues to make improvements to the facility. Mr. Dwire shared a picture showing a hole in a dock, and staff welding a plate over the hole as a temporary fix. This section at the end of D Dock will need a major replacement. As it was, it was not safe for people to use. Rather than closing this section of dock, staff installed the temporary fix which is expected to last two years. Staff also built a ladder to access the chute of the Ice Plant where the ice is distributed. Staff now have a safer method to unclog the chute when needed.

Mr. Dwire shared additional pictures of staff examining the section of D Dock needing repair and then the finished product, including a non-skid surface applied to the plate. The dock piling project is coming up. Billeter Marine has a crane at the Transient dock right now and should be starting work either by the end of this week or first part of next week. Plans now include adding four additional piling. Originally there was eight piling and now it is 12, which includes four in the Shipyard, four in the Outer Basin, and four in the Inner Basin. Total project cost is about \$142,000.

Mr. Dwire stated G & H Dock are now accessed by key card. This will be installed at a later date on additional docks. There will still be docks open to the public during the day for recreational use. Docks having gated access only will greatly increase security. Lou Leberti asked about public access to the docks for crabbing. Mr. Dwire confirmed that some will be open to the public during the day. The Inner Basin will be accessed only by boat owners. Most people crab on the B or D Dock, or over at the DWF Dock. Melissa Clemens asked if the intent was to prevent tourists from accessing the docks with the working boats. Mr. Dwire stated that is not the intent. Tourists will still be able to access the docks during the daytime. Ms. Clemens asked who would be responsible if there were an accident. Mr. Dwire stated that anytime someone accesses the docks they assume their own liability; there are signs at the dock heads. Staff attempt to mitigate hazards but there are always risks. This is another reason for vessels to have insurance. Ms. Clemens stated there should be discussion of having crabbing only at tourist areas, so they are not accessing the docks where commercial boats are working. Ms. Clemens stated another recent issue is fishermen not being able to find a place to park, suggesting a permitted parking area. Mr. Dwire stated these ideas are worth considering.

Mr. Leberti asked how many key card holders there would be per slip. Mr. Dwire stated it will be one to start but then boat owners can request more as needed. Mr. Dunning stated part of the reason for this change has been an attempt to attract more recreational boat owners to moor their vessels. If they feel their vessel is secure, they are more likely to sign a longer-term moorage agreement. This is only one dock for now, to see if the increased security brings an increase in revenue. Kyle Cox stated this is a good balance. The recreational users and tourists are a big part of the Charleston community, but people don't need to be on the docks after 10 pm and this should keep that down.

Rick Lilienthal asked about the dumpster at F Dock being in the middle of the loading zone. Mr. Dunning stated staff were spending an exorbitant amount of time hauling trash every day. The dumpsters are intended for staff to spend more time doing dock work and less time dealing with trash. Mr. Dunning stated staff are willing to hear ideas if there is somewhere better to place the dumpsters.

Tyler Long stated that Port Security staff are available to help boat owners after hours if needed and suggested signs at the gates with contact information. Mr. Dwire offered an additional update about the exit gates on the roads. They are not locked yet, because staff are waiting for the installation of the fire department lock boxes to ensure emergency services have access to the facility after hours. As soon as those get installed, the gates will be locked from 10 pm to 6 am. There was concern about having access out, which has been addressed with a walk-through gate next to I Dock. The road gates will be locked by Security at night and opened in the morning. Access will be funneled through one entry point to help Security with better monitoring of the facility. Mr. Cox stated the extra gates may be inconvenient but it is worth it to have less traffic.

6. EXPIRATION OF COMMITTEE MEMBER TERM

Mr. Dunning stated those interested in joining the committee should apply. Mr. Dwire shared that Michael Armstrong has been a member of the committee since 2004, and gave nearly 20 years of service. Mr. Nylander asked if Mr. Armstrong had been contacted. Mr. Dunning stated staff has reached out to him. Information will be placed on the Port's website on how to apply.

7. CONNECTOREGON GRANT APPLICATION: SHIPYARD IMPROVEMENTS

Mr. Dunning stated at the last meeting it was discussed the Port may apply for a ConnectOregon grant for Shipyard improvements. The travel lift slip was built over 40 years ago and is deteriorated. The Port purchased a 100-ton travel lift in 2017 which has been used to its' full capacity due to the limitations of the slip, which is only 40' by 20'. The Port is proposing an application to ConnectOregon to connect the two concrete docks along the old burnout dock by putting in a brand-new concrete dock with an apron. Also included in the application will be to sheet pile behind that dock, and build a new slip that will provide a higher capacity and be 30' wide and 70' long. The Port will not be asking for a new travel lift. The 100-ton travel lift will continue to be utilized until such time in the future as a larger lift can be purchased, either by Giddings or the Port. The application may also include an ask to put in a new floating dock by Dock 3. The anticipated cost of this project is about \$5 million. The Port will need to provide a 30% match, or about \$1.7 million. The application is due at the end of February and is currently being drafted.

The Port does not intend to go out further into the estuary because permitting would be a challenge. The Port will leave Dock 1 runway and shift to the east on the other side to achieve the 30' wide slip. Then the slip would be extended inland into the Shipyard to go from 40' to 70' long. There will need to be a new wash pad built.

Mr. Cox asked about a wider travel lift. Mr. Dunning stated a new travel lift is not included in the \$5 million application. Mr. Cox then asked if there had been a study done on parking and how many slips would be lost. Mr. Cox stated with lost slips there would be lost revenue and asked if the rates would remain the same. Mr. Dunning stated currently Long Term is not being utilized as it should be. There are about 23 boats that belong to the Port and are awaiting destruction. Removing these boats will free

up space which can then be better utilized. The Port restructured rates in Long Term recently to discourage people from leaving their boats to rot.

Mr. Cox stated he is against the widening of the travel lift slip, due to the potential of not being able to get down the road. The existing travel lift is already difficult to maneuver. Mr. Cox stated if the slip is widened then a whole row of parking will be lost. If the parking then needed to accommodate larger boats, it would be even tighter. Mr. Dunning stated this has been looked at and there is room in the current footprint of the Shipyard to do what the Port has planned. Mr. Cox disagreed.

Ed Fleming stated in 2017 when the new travel lift was purchased, the slip would handle 95% of the current fleet of Charleston. The rest of the fleet would be handled with the rail ways. Mr. Fleming stated it would be in the Port's interest to use grant funds to improve the rail ways and leave the travel lift slip as is. Mr. Fleming asked why rail ways were not being utilized. Mr. Cox stated the ways are an old system and the lift is much easier and safer. Mr. Cox stated there is an ongoing issue with a stalemate between the operator in the Shipyard and the property owner. Mr. Cox stated for this reason the investment can't be made, but hopefully the dynamic can change in the future. Mr. Cox stated the Port is not taking into account that widening the travel lift slip would make working with the local fleet easier but would not accommodate the out of town fleet, and that is what brings in the big money. Mr. Dunning stated the larger vessels are included in the study.

Mr. Dunning stated the money isn't there to put in a larger travel lift today. Mr. Cox stated the money could be there if the investment was made. He stated if the current travel lift slip is extended now, there would be no reason for the bigger travel lift in the future. If the money were allocated to other places and the current slip left as is, the money would be there in the future to get the bigger travel lift and then the entire fleet would be satisfied. Mr. Cox stated if small upgrades are done now, then the larger upgrades would not be done in the future.

Mr. Dunning stated another consideration for this discussion should be the age of the slip. At over 40 years old, it has reached the end of its useful life. In 2017, there was a study of the fleet metrics done including the Alaska and local fleets. The slip as it is now can pull 92% of the local fleet. If the slip were widened and extended, with the current travel lift, it would open the usage up to 98% of the fleet. Mr. Cox pointed out that millions of dollars would be spent to increase capacity by only 6%.

Mr. Dunning responded that by bringing in the larger fleet, there would be additional considerations such as the need for additional large parking if there were to be multiple large vessels in the facility. Mr. Cox stated that either way parking would be lost, and with current plans as much as half of the parking would be lost for a 6% gain. With a larger travel lift, the number of large vessels pulled at one time would be limited. Mr. Cox stated there is no way to widen the current travel lift without losing parking. Mr. Dunning stated there is plenty of space available in the Shipyard to widen the travel lift slip and keep the same number of spaces. Mr. Cox and Mr. Dunning disagreed about this. Mr. Dunning stated new spots would be created in long-term. Mr. Cox argued the spots are already there and not being created, they are just occupied by junk boats. Mr. Dunning stated the spots are not being created; rather the Shipyard will be reorganized to better utilize the available space. Long-term spaces will be converted to short-term. Mr. Cox asked how many spots there are currently, in both long-term and short-term, and whether changing the size of the spots would allow the same number of spots to be kept.

Mr. Cox stated the Shipyard could and should be reorganized regardless of whether the slip is widened. Mr. Cox further stated the Port is comparing a current Shipyard with derelict boats that aren't paying revenue to a future Shipyard as it could be with a wider travel lift. There should be a comparison of the

Shipyards with it optimized both ways, and not leave out the option of optimizing it as it is now without slip improvements. Mr. Cox stated the Port is leaving out this option, whether intentionally or not.

Mr. Leberti asked if the derelict boats would be removed in the near future. Mr. Dunning stated it was supposed to happen this year, but the revenue wasn't there to complete the work. It will be approximately \$100,000 to rid of those boats.

Rex Leach stated with the travel lift slip in the condition it is in, there are only a limited number of locals willing to haul out. The decline in recent years of fisheries has led to many of the smaller boats barely hanging on. Mr. Leach stated from his perspective as a boat owner, he would not haul both of his boats out at the same time. He stated the local fleet is not likely to take the additional space freed up in the Shipyards. If the space in long-term is better utilized, then it would bring more money into the community. It makes sense to utilize the space by drawing larger boats in from out of the area. Mr. Dunning stated there are plenty of boats that will be able to be hauled out with the current travel lift and a bigger slip. Another issue with a project for a larger slip extending into the water would be permitting and dredging. Mr. Leach stated there are issues with dredging there now; when backing out a 75' boat it is hard to get back far enough to turn without hitting mud. Mr. Dunning stated that shoal to the end of the existing slip is 135'. Shaun Cutting disagreed, stating he has gotten stuck in the mud there at high tide.

Mr. Cox stated the Port needs to put weight on what the facility users are saying; staff doesn't use the facility in the same way customers do. Mr. Cox asked why the Port would spend money to do something the customers don't want. Mr. Dunning stated that if nothing is done, the travel lift will degrade to nothing. The slip needs to be fixed now, rather than waiting for more funding in the future for a larger lift. The Port must balance the interest of all business lines and look at the whole picture.

Mr. Cox stated that one big travel lift is not the best solution, and places like Fred Wahl have multiple sized lifts. Mr. Dunning agreed. Mr. Cox restated his belief that Port would lose revenue by widening the travel lift slip, because of the reduced parking in the Shipyards.

Mr. Leach asked the maximum weight that could be lifted with the current travel lift. Mr. Dunning stated its 220,000 pounds, over 100 tons. Mr. Leach stated his vessel, the Ms. Julie, is 107 tons. In order to haul out, as much gear and extra weight as possible must be removed. Mr. Dunning stated this is the reason the Port wants to "over-build" the travel lift slip, so that in the future there is an opportunity for a larger travel lift to be utilized in that slip. Mr. Cox stated it seems like a lot of work for only a small gain. Mr. Dunning stated the slip must be repaired before it fails.

Mr. Long stated a solution that would mitigate both issues might be to divide the Shipyards and sell to Giddings. The Port would still have a Shipyards and the private businesses could invest in their infrastructure for the larger boats they want to cater to. Ms. Hornstuen stated that is out of the jurisdiction of the Charleston Advisory Committee and needs to be presented to the Board of Commissioners.

Mr. Cox stated his concern with losing the ways. Mr. Dunning stated the ways could be fixed. Mr. Cox stated it would be an expensive temporary option with an archaic design. Mr. Dunning stated the Port has estimates to repair that, and it is \$250,000 for a new system with substructure. Mr. Dunning stated the slip needs to be repaired regardless of whether the ways are repaired. Mr. Cox stated he would be interested in funding repair of the ways, and there needs to be further discussion. Mr. Dunning agreed.

Mr. Long stated the Port needs money to address the travel lift slip and selling to the private business in the Shipyard looking to invest and modernize could be mutually beneficial and quicker than applying for grants. Ms. Hornstuen restated this needs to be presented to the Commissioners.

Meeting Break at 1:12 p.m. Reconvene at 1:18 p.m.

8. PUBLIC HOIST DISCUSSION

Mr. Dwire stated there was a situation that came up where Port staff had to look at usage of the public hoist and dock. A statement was issued when the dock was shut down, which read in part:

“At the Port of Coos Bay we are committed to ensuring the stability and prosperity of our maritime community while safeguarding the assets of the port. I wanted to write and shed some light on recent developments within our local fishing industry at the Charleston Marina and keep you all informed. I realize it is easy for information to get passed along and sometimes people don’t have all the facts. If you have more questions that aren’t answered here, please reach out to me directly and I’ll do my best to get you what you need.”

The Port owns a public hoist, which has historically been available to load and offload vessel gear. It is located at the Ice Dock. On average, the hoist has been used less than 12 hours per year since 2014. The Port charges \$27.50 per hour to lease the hoist and has no record of the hoist being used for sustained commercial offloading. The hoist has likely been used for sporadic commercial offloading, but nothing close to the level of usage seen a few weeks ago. Recently, mobile live catch buyers have started utilizing the dock and the hoist for commercial offloading of live crab. Due to this expanded use of the hoist, the Port became aware of damage to the dock. The Port closed the dock for approximately 48 hours to work diligently on an equitable solution and new interim protocols. The Port reached out and met directly with those involved to find a fair resolution. This response was not unilateral but involved robust engagement with stakeholders. The Port developed a protocol for the remainder of the season that predominantly utilized pre-existing requirements. This includes insurance requirements for mobile buyers, additional dock inspections, and a small surcharge that will go to protecting Port infrastructure. Mr. Dwire emphasized that the Port’s intent is to maintain a balanced approach that safeguards the interests of all parties involved and the public infrastructure. As a facilitator of the dock, the Port would like to be the one that ensures people have all the right information with constructive and transparent dialogue. Mr. Dwire encouraged anyone who has questions to reach out to him.

Mr. Dwire shared a photo of a side-by-side comparison of the new Ice Plant with the old. The dock is the same size but the new Ice Plant is much larger leaving much less dock space to move around on. The public hoist area is limited to a very small footprint, and not the best place to offload a large quantity of cargo. Port staff estimates there was over 300,000 pounds of crab offloaded in two weeks. This is great for the fishermen and the industry, but not the best feasible place to offload that amount of cargo. Port staff must look at the safety of all people involved as well as the infrastructure.

The end of the dock is a new concrete dock and very stable. But when the Ice Plant was replaced in 2019, the approach to the dock was not replaced. The approach was overlaid with 3’ by 12’ planks to prolong its life. There are failing piling that will be replaced with the next piling project. The structure is not there to support the usage seen in recent weeks.

Mr. Dwire shared photos of concrete damage where a truck recently ran off the dock and got stranded. Luckily, the driver did not end up going into the water and was able to use four-wheel drive to get out. This happened during a recent offload. There has been damage to pile hoops, which are not designed for large boats to be tying up. There are fresh chips of damage to the concrete on the dock. A marina customer argued these are not recent. Mr. Dwire stated Port staff picked up the pieces.

A marina customer asked if there was a no trespassing sign at the head of the dock, and asked who was out there. Mr. Dwire stated it was the fishermen and crab buyers. A marina customer stated it is upsetting that one individual can ruin things for everyone. Mr. Dwire stated there were multiple incidents and there needs to be a process that allows better control. Ms. Hornstuen asked where the live buyers are supposed to offload. Mr. Dunning stated that is not the place; that approach dock has been a long-time concern. There needs to be another alternative. Mr. Long replied that a solution could be the Lazio dock; although it is currently leased, it is not being used for its intended purpose. It's in an out of the way spot, has deepwater access and a hoist. There's plenty of maneuverability there, as opposed to the Ice Dock having very little room leading to some close calls with big boats. Mr. Long stated he's unsure what the current lease is on the Lazio dock but it should be repurposed for the public good.

Mr. Dunning stated it took 48 hours when the dock was closed because staff was doing research. Staff looked at data from the last five years at how much that hoist was being used, on average about 15 hours per year. Mr. Cutting stated he used the hoist for close to 40 last year and unloaded 30,000 pounds of crab. Mr. Dunning stated that if the Port gives up a lease, it must ensure that revenue is not lost. That average of only 15 hours per year is not going to make up the lease payment. Ms. Clemens asked about the Port's responsibility to the fishermen. Since the 2013 master plan it has been in the works that there is supposed to be a public buying station for fisherman. Ms. Clemens asked if it is more detrimental to let a property sit even if there is lease revenue, than to let it be utilized to help promote a lifeline for fishermen. Mr. Dunning stated the usage seen recently is unprecedented and in order to give up a lease revenue, there needs to be some guarantee of continued revenue.

Mr. Leach stated he made a \$40,000 difference selling to the live buyer, as opposed to his usual buyer for the last four years. Mr. Cox asked if the lease on the dock could be offered to the new buyer that came in. Mr. Dunning stated the contract of the lease would have to be looked at before anything could be done. Mr. Cutting stated there has been about 2.5 million pounds of crab bought here. The new buyer kept the price up \$0.50 per pound. That's over \$1 million for the community of Charleston. This buyer bought over 300,000 pounds. Mr. Dunning stated this is an interim solution for an unprecedented event and now is the time to have a discussion on how this could work in the future. Locations are limited. There is Point Adams, which has shoaling issues again. The Port is spending \$250,000 to work with the US Army Corps to get them to take over the maintenance, but that could still be two years. The area was just dredged to -10, and now one year later on the east end the sand is already about the high-water mark. The dredge window this year has passed, and the state dredge will be at another port next year. The other location would be the Lazio dock. A marina customer stated that area near Point Adams is dangerous. Mr. Dunning stated he had just sent another email to the Corps about this issue. The Port dredged the area within the prism, but the Army Corps didn't dredge their prism so all of that material is silting. Mr. Dunning stated the Point Adams dock and building were looked at by engineers about four years ago, and the substructure of the dock is in great shape.

A marina customer stated if the area isn't dredged in the next six months, nobody will be able to get back there and asked why the Port can't dredge. Mr. Dwire stated the dredge belongs to the State and they determine who and when it is utilized. Mr. Dunning stated he has worked with the Corps over this issue,

and asked people to send him an email with the information as it comes up. That can be forwarded to the Corps district office so there are multiple voices expressing the same concern.

Ms. Clemens stated there are fishermen here locally that are clamoring for live buyers and a space to accommodate that. Not having ready access is costing the fishermen thousands of dollars. Ten years ago in the master plan, there were supposed to be plans to accommodate this. Mr. Dunning says there hasn't been much discussion since that was put in the master plan until now.

Mr. Leach stated the last two years of the fishing industry have been horrible. Mr. Long stated that the Port of Umpqua had a similar situation with their public hoist. They ran into issues with staffing and scheduling, so they leased the dock to one company to run it. Mr. Long also stated it's not fair to local businesses for someone to come in and have the public buying facility for only \$27.50 an hour, when businesses are paying a lease payment and have insurance and other costs.

There was debate about whether other ports are charging a landing fee to transient buyers. Mr. Dwire stated ports are charging a range of \$0.06 to \$0.15 per pound, and some require buyers to hire their personnel to operate the hoist. The Port of Newport has multiple hoists but charges for a forklift driver and hoist operator. Mr. Dunning stated the fee is being charged to protect the infrastructure of the dock. The dock is over 50 years old and when time comes to replace it, it's likely going to be \$3-5 million. Ms. Hornstuen stated it may be to the Port's advantage to get the Lazio lease back.

Mr. Dunning stated the solution currently in place is temporary and the Port will look at other solutions. Mr. Dwire stated the poundage fee was the last solution discussed; it's not about the Port making money, it is about protecting the assets. Mr. Dwire stated the Port already has regulations in place, including a requirement for business licenses and insurance.

Mr. Cutting asked if there were lease stipulations about usage and whether the Port required use of leased facilities, stating the fishermen need access to a public buying space and that is not currently available. Mr. Dunning stated the lease will be reviewed.

Ms. Hornstuen asked about the master plan. Mr. Dunning stated the Port is due to update the Port-wide strategic plan and Charleston will be included in that. Ms. Hornstuen stated the planning process had included meetings where ideas were brainstormed and then gathered into the plan. Mr. Dunning stated the process should be very similar, but Charleston will be incorporated into the Port's plan.

A marina customer asked about road maintenance leading to Point Adams, and if that were to become a public buying space who would then be responsible for the road maintenance. Mr. Dunning stated that would be included in the lease.

Mr. Dwire stated the current solution is temporary and alternatives will be looked at for the coming years. Regardless of the direction the Port takes, the rules and regulations will remain in place requiring business licenses and insurance. Mr. Cox stated these rules need to be enforced in the Shipyard as well. Mr. Dwire agreed. Mr. Dunning encouraged people who see something to speak up and say something; talk to Mr. Dwire and let him know.

9. ROUNDTABLE DISCUSSION ON FACILITIES MAINTENANCE NEEDS

Mr. Nylander thanked everyone for their passion and welcomed their input, then proposed to adjourn the meeting at 1:58 p.m.

10. PUBLIC & COMMITTEE COMMENT

Mr. Long stated there is a public comment portion of the meeting, although most have said what they came to say. Mr. Dunning stated the Port does not want to get involved in the markets. The Port needs to protect its infrastructure, and that was the reason for the dock closure.

There was further discussion of the Lazio dock for a public buying space.

Ozzie Gregorio stated he had joined the meeting late, but wanted to ensure his concerns were addressed. Mr. Gregorio asked the following questions, specifically to Mr. Dwire and Mr. Dunning, as to who the complaint had come from regarding the damage to the dock; also, who had thrown the nails in the parking lot that caused the flat tire to the semi; and then what justified the Port stopping his business operations for 48 hours with no intention to make his company whole again.

Mr. Gregorio stated he moved nearly \$900,000 worth of crab from this location. Mr. Gregorio stated he has costs associated with payroll and having his crew on hand, and to then have the dock closed caused damages to his company. The fishermen are dependent on being provided services that were not available. Mr. Gregorio stated something needs to be done to solve the problem; the fishermen are at a loss and his company is at a loss. Mr. Gregorio stated he should not be penalized for offering a service that was previously unavailable.

Mr. Gregorio asked if other fish buyers are required to have workers' compensation coverage. Mr. Dwire stated the longshoreman's coverage is required for anyone who works over the water. Mr. Gregorio stated if everyone needs to be operating the right way, then it should be everyone. If a transient buyer has to pay the poundage fee, then all buyers should have to pay the fee. Mr. Gregorio argued he should have the same rights as those who already have a presence in Charleston, and that there is no difference between him and them.

Mr. Dunning stated the difference is that those others pay for a lease to have their presence in Charleston and they are not required to pay the poundage fee because of the lease. Mr. Gregorio stated he pays \$100 a month for a business license and that should entitle him to tenancy; it's a contract the same as a lease. Mr. Dunning stated it is not the same. There is no tenancy provision with the business license. Mr. Dwire stated the business license gives the holder permission to conduct business on Port property. Mr. Gregorio stated his concern is that the fishermen in Charleston need to have access to services.

Nick Edwards stated this meeting included a lot of different perspectives and shared appreciation for the Shipyard discussion. This will be a big project, and there is no guarantee the Port will get the grant. Mr. Edwards stated the other item he wanted to share with the committee was regarding aids to navigation. Mr. Edwards stated he took a ride with George from the Coos Bay Pilots and marked the Charleston channel with GPS readings. Safe navigation needs to be included with the project proposal.

11. NEXT MEETING DATE

The next meeting is scheduled for April 2024.

12. ADJOURN

The meeting concluded at 2:19 p.m.