



M E M O R A N D U M

TO: Interested Parties

FROM: David Kronsteiner, President

DATE: March 8, 2022

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 **10:30 a.m., Tuesday, March 15, 2022.**

The agenda includes the first reading of Ordinance No. 147 amending Ordinance No. 143, regarding registration, documentation, and insurance requirements for Charleston Marina Complex customers and Agreement Holders.

Members of the public are invited to view the meeting live on the Port's YouTube Channel at the following link: www.youtube.com/portcoos

If you would like to provide public comment during the meeting, please call the Administrative office at 541-267-7678 by 9:00 a.m. on Tuesday, March 15, 2022. Written comment will be accepted until 9:00 a.m. on Tuesday, March 15, 2022 by sending an email to portcoos@portofcoosbay.com with the subject line 'Public Comment'.

DK/kk

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
10:30 a.m., Tuesday, March 15, 2022**

Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420
Watch Live on YouTube: www.youtube.com/portcoos

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- 9. PUBLIC COMMENT**
- 10. COMMISSION COMMENTS**
- 11. NEXT MEETING DATE** – Tuesday, April 19, 2022, 10:30 a.m.
- 12. ADJOURN**

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
10:30 a.m., Tuesday, February 15, 2022

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

ATTENDANCE

Commission:

David Kronsteiner, President; Eric Farm, Vice President; Brianna Hanson, Treasurer; Bob Garcia, Secretary; and Kyle Stevens, Commissioner.

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Brandon Collura, Charleston Harbormaster; Rick Adamek, Director of Asset Management; Rich Lopez, General Manager, Coos Bay Rail Line, Inc.; Ray Dwire, Security; Krystal Karcher, Administrative Assistant; and Mike Stebbins, Port Legal Counsel.

Media & Guests:

None Present.

1. CALL MEETING TO ORDER

President Kronsteiner called the meeting to order at 10:32 a.m.

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

4. CONSENT ITEMS

- A. Approval of January 18, 2022 Regular Commission Meeting Minutes
- B. Approval of January Invoices
- C. Approval of January Contracts Awarded

Upon a motion by Commissioner Farm (second by Commissioner Garcia), the Board of Commissioners voted to approve the January 18, 2022 Regular Commission Meeting Minutes, January Invoices and January Contracts Awarded. **Motion Passed.**

5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

6. ACTION ITEMS/REPORTS

A. **2022Res02: Declaration of Emergency for Salvage Operations of MV Gypsy Artist**

On January 10, 2022, MV Gypsy Artist sank at approximately 8:55 a.m. while tied to the Distant Water Fleet Dock (DWF) dock. Emergency services responded and environmental protocols and notifications were initiated. Oregon Emergency Response and National Response Centers were notified, and Port staff worked closely with the USCG to investigate and monitor the situation. After the vessel sank, an oil sheen was immediately present and Port staff placed two oil booms around the vessel to capture the petroleum products. Upon further investigation and discussion with the owner, it was determined that there was over 30 gallons of diesel and other petroleum products onboard that posed a threat to the environment. The owner also stated that he did not have insurance and did not have the means to remove the vessel. The DWF Dock is at the head of South Slough and experiences high currents and large wind wave conditions, which caused significant concern that if the vessel broke loose from the dock, it may become a hazard to navigation or sink in the channel.

Due to the conditions and circumstances of the situation, the Port deemed it necessary to immediately remove the sunken vessel from the water. Port staff reached out to a local diver and multiple marine contractors with the equipment to provide availability and quotes. One contractor was able to quickly provide a quote, mobilize to the scene and start salvage operations. Due to changing environmental conditions and ongoing environmental impacts/navigation concerns, the Port proceeded with the first quote received. The vessel was removed by a local contractor at approx. 9:45 p.m. on January 13, 2022.

Port Procurement Rule 4.6.3 allows the Chief Executive Officer or his designee to award emergency contracts up to \$200,000 in value, and rule 4.6.5 allows the CEO to enter into a direct award for construction. These actions require a Commission Resolution to ratify the Declaration of Emergency at its next regularly scheduled meeting or as soon as practical. The executed contract was not to exceed \$55,000.

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners motioned to adopt resolution 2022Res02 ratifying the Declaration of Emergency by Chief Executive Officer John Burns, including the execution of a contract between Oregon International Port of Coos Bay and Knutson Towboat Company for a not to exceed amount of \$55,000 to complete the emergency salvage operation of MV Gypsy Artist. **Motion Passed.**

B. **Disposal of Surplus Mill Equipment at Terminal One Property**

When the Port acquired the Terminal One property, several large pieces of mill equipment were left in the existing buildings. This equipment is lumber mill specific and of no use for Port operations. This equipment includes items such as a four-band sawmill, outfeed conveyors, trimmers, chippers, and miscellaneous other items. The Port has determined that this equipment, a list of which was included in the meeting packet, is not needed for Port operations.

Per the Port's Local Public Contracting Rules, Section 6.3.2, because the combined value of the sellable surplus property is expected to exceed \$20,000, the surplus property shall be sold at public auction. On behalf of the Local Contract Review Board (LCRB), Port staff shall give notice of the public auction by posting notice of the means by which the property will be disposed of either on the Port Internet

website, or by at least one advertisement in a newspaper of local circulation not less than one week prior to the auction.

Port Staff will recommend other appropriate means of disposal to the Chief Executive Officer for any unsold property.

Commissioner Stevens asked whether the equipment would be auctioned item by item. Rick Adamek confirmed that Port staff will first attempt to sell individual items. There has been interest from multiple companies to purchase the remaining equipment as a lot after the auction.

Upon a motion by Commissioner Garcia (second by Commissioner Hanson), the Board of Commissioners motioned to approve the Chief Executive Officer's recommendation to attempt to sell these items identified as surplus property in accordance with the procedures set forth in Section 6 of the Port's Local Public Contracting Rules. **Motion Passed.**

C. Authorization to Execute Coronavirus State Fiscal Recovery Fund Grant Agreement

Pursuant to Oregon Laws 2021, chapter 669, section 74, the Department of Administrative Services (DAS) is authorized to distribute grant funds from funds received by the State of Oregon under the federal American Rescue Plan Act Coronavirus State Fiscal Recovery Fund (codified as 42 U.S.C. 802). During the last legislative session, HB 5006 appropriated money from the General Fund to the Emergency Board and included ARPA allocations, and as a result all State Senators were given \$4 million and State Representatives were given \$2 million. This was a decision made by Legislative Leadership midway through the 2021 Legislative Session. The purpose of these dollars was for legislators to choose projects within their respective legislative districts. After many discussions Representative Wright and Senator Anderson both agreed to spend \$2 million each for the Port of Coos Bay with the purpose of helping to acquire the former Georgia Pacific site in order to facilitate job growth in the region. The Port closed on the site in January 2022 and has renamed the property Oregon International Port of Coos Bay Terminal One.

The Port received the draft grant agreement from DAS and will execute the agreement following legal review and Port Commission approval. After the grant agreement is fully executed, \$4 million will be transferred to Business Oregon to pay down on the original \$10.2 million loan obtained to purchase the facility.

Upon a motion by Commissioner Farm (second by Commissioner Garcia), the Board of Commissioners motioned to authorize Chief Executive Officer John Burns to execute the Grant Agreement in the amount of \$4 million between the Oregon Department of Administrative Services (DAS) and the Port for the purchase of the former Georgia Pacific Mill site. **Motion Passed.**

7. OTHER

8. COMMISSION COMMENTS

9. NEXT MEETING DATE – Tuesday, March 15, 2022, 10:30 a.m.

10. PORT PROJECTS UPDATE

A. Coal Bank Slough Bridge Replacement, Director of Asset Management Rick Adamek

Mr. Adamek shared a photo slideshow of the progress on the railroad bridge replacement at Coal Bank Slough. The contractor took the bridge out of service on December 21, 2021 and began disassembling. Since then, all piling have been driven, rebar cages have been installed, and concrete has been poured. The contractor is now in the process of disassembling the remainder of the bridge, which had been used as a walking platform and working access for fall protection. Today, the subcontractor started on the track work. The contractor has done a great job after a slow start. There were weather delays, which caused shipments to be delayed. The contractor has been working six and sometimes seven days a week to make up for lost time and to stay on schedule.

Mr. Adamek described the pile driving with the bubble curtain. The piling are now all installed at depth and engineers have inspected them. Currently, the project is on track to return the bridge to service by March 22, 2022. There will still be some track work remaining after that.

President Kronsteiner stated the progress looks good up to this point. Mr. Adamek agreed, stating the contractor has done well at making up the early time lost and considering some issues with pile driving. The Geotech report had shown a greater depth than what was needed, and quite a few were driven then had to be pulled back out to ensure the coated portion was at depth in the mudline. These were pulled out, cut and welded, then driven again. President Kronsteiner stated this should save money on the project contract. Mr. Adamek confirmed, stating piling was a line item with a per foot price. Savings are estimated at nearly \$300,000.

B. Terminal One, Chief Executive Officer John Burns

John Burns stated the Port has closed on the property formerly known as the Georgia Pacific Mill, now renamed as the Oregon International Port of Coos Bay Terminal One. The property is approximately 167 acres; of that, it is estimated more than 100 acres is usable property while the remainder is wetlands. The property is adjacent to the federal navigation channel, which is currently at 37' Mean Lower Low Water. Dredging will be needed at the dock, which is included in the Army Corps' next fiscal year budget up to River Mile 15. The property is served by the Coos Bay Rail Line, with two rail spurs going into the facility and potential for expansion. There is 800' and 1200' of dock, parts of which are in good condition. Work has begun to determine what will be needed to rehabilitate the docks. The property has a water tank onsite available for fire suppression use, which is approximately 1-million gallons and sourced from a reservoir. The property is serviced by NW Natural Gas, Pacific Power, Coos Bay North Bend Water Board, and the City of Coos Bay wastewater infrastructure.

The Port entered into a Purchase and Sale Agreement with CDC in October 2021. After that, there was a 90-day due diligence period. During that time, a Phase 1 Environmental Analysis was conducted and no significant issues were found. All existing permits and technical documents were reviewed, as well as site plans and physical inspection of the property. The sale closed on January 14, 2022. The purchase price was \$8.25 million, of which \$4 million was covered by the ARPA funds from Senator Dick Anderson and Representative Boomer Wright. The balance of funds was secured through a loan from Business Oregon Infrastructure Finance Authority. Port staff continue to work towards creating a number of business opportunities, speaking with different entities with interest in developing a footprint within the Terminal One property.

The Port pursued this project in part because of the tremendous opportunity for job creation. The former mill supported 125 high wage jobs. That, coupled with the closure of Shutter Creek, has had a dramatic impact on the employment conditions in Coos County. This project will also diversify the economic base for the region. Port staff anticipate this will be a facility utilized for breakbulk cargo and possibly even small containers. A Port owned facility provides greater opportunity to attract more business interests.

The future buildout of the facility will include possibly building a loop or ladder track that will come onto the property and allow for the movement of more railcars. Engineering work has begun for dock improvements. Ground improvements will also begin soon. The rock apron needs to be addressed, as well as stormwater monitoring. Surplus equipment that remains onsite will be auctioned if it is not usable to the Port. Staff from both the Charleston Marina Complex and Railroad have been on site and will continue to evaluate if there are any items or materials that are usable for operations.

Staff will continue commodity analyses to look at the opportunities available, looking both at the value of commodities and the current difficulties in moving those commodities in or out of the United States. Staff continue to entertain business inquiries and look at the highest and best use of the property, for the community's best interests as well as the environment and the Port. Staff will also continue to look at funding opportunities as this project moves forward.

11. ADJOURN

President Kronsteiner adjourned the meeting at 11:01 a.m. and entered into Executive Session to:

- (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;
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments; and
- (n) discuss information about review or approval of programs relating to the security of a number of specified structures, activities and materials relevant to the operation of the state's infrastructure.



M E M O R A N D U M

To: John Burns, Chief Executive Officer
From: Mary Green, Accounting Clerk
Date: March 8, 2022
Subject: Invoices Paid for Commission Approval through February 2022

A/P checks issued per NetSuite financial system	1,264,214.43
Payroll disbursement per Umpqua Bank statement	133,047.85
Misc electronic disbursements per Umpqua Bank statement	62,919.30
Total Disbursements	<u>\$ 1,460,181.58</u>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Accounting Manager

DATE: March 8, 2022

SUBJECT: February 2022 Contracts Awarded

The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the months of February. 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
Stantec	Change Order 1: On-Call Engineering Svcs FY21/22	\$50,000.00
Knutson Towboat	Inner Basin Piling Project	\$99,500.00
Knutson Towboat	Salvage of MV Gypsy Artist	\$55,000.00
Total Contracts Awarded for this period:		\$204,500.00

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: March 8, 2022
 SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- Executive Session: Monday, March 14, 3:00 pm
- March Regular Commission Meeting: Tuesday, March 15, 10:30 am
- April Regular Commission Meeting: Tuesday, April 19, 10:30 am

Retirement Upon 30 Year Anniversary:

Port of Coos Bay Maintenance Operator, Rick Stewart, is retiring after 30 years of service with the Port of Coos Bay. Rick was hired in 1991 as a Port Security Officer and remained in the position until 1998 when he transferred to the Maintenance department. Rick has remained in the Maintenance department ever since, working most of the time in the Charleston Marina Shipyard. We are extremely grateful for Rick’s admirable 30 years of service and wish him much enjoyment and relaxation in his retirement.



Budget Planning:

We have begun the administrative budget planning process for the 2022/23 fiscal year budget, which includes drafting an Operating Plan with KPIs. The administrative budget includes expenses for administrative staff personnel salaries and benefits, development and training of all staff, administrative office expenses, commercial insurance, IT supplies, software licenses and subscriptions, recruitment, and legal services.

The tentative 2022/23 Budget Planning Calendars are again 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):

- May 4, 12:00 pm - Charleston Advisory Committee Meeting to discussed proposed projects and rates
- End of May - Budget Committee Meeting(s)
- June 21 - Regularly Scheduled Port Commission Meeting and Budget Hearing

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.

Recruitment:

- **Security Officer** - Due to the recent retirement of Port Security Officer Mike Andrade (congratulations, Mike!), the Port of Coos Bay is seeking to hire a Security Officer to actively patrol Port properties in Charleston to detect, deter and report criminal activity, assist customers and protect Port and personal assets. The ideal candidate must have at least 1 year of security experience and must possess a valid Department of Public Safety Standards and Training Private Security Training Certification or the ability to obtain. This position will initially be employed through a staffing agency.
- **Locomotive Conductor / Engineer – South End:** Coos Bay Rail Line, Inc. is seeking to hire a certified Conductor / Engineer to work out of the on duty location in Coos Bay, Oregon. The ideal candidate shall have current FRA certification as a Locomotive Engineer and current FRA certification as a conductor. Essential job functions include ensuring compliance with all FRA, ODOT Rail, and Coos Bay Rail Line rules and regulations for safety and operations while ensuring safe, on-time/on-plan train operation and movement.
www.portofcoosbay.com/cbrlcareers

Hub Building Vacancies:

The Port of Coos Bay is looking for tenants to lease the following spaces in the Hub Building. Interested parties should contact Margaret Barber for more information at (541) 267-7678.

<https://www.portofcoosbay.com/available-properties>

- **147 S Broadway** - Approximately 2,366 square feet of prime storefront space located on Highway 101 southbound.
- **145 Central Avenue** - Four individual offices in a space shared by an economic development group, conveniently located in downtown Coos Bay.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Megan Richardson, Director of Finance
DATE: March 8, 2022
SUBJECT: Accounting & Finance Management Report

We hereby present January and January Year-to-Date (7 months) financial results for the Port.

Operating Revenue:

Total operating revenues were \$306K which was \$23K greater than budget. All departments reported revenues that exceeded revenue except Administration and Railroad Operations. Administration has budgeted for full tenancy, but they are currently down two lessees. External Affairs exceeded revenue due to a professional services agreement. This was unanticipated and will continue for the remainder of the fiscal year. Port Ops increased lease revenue this month with lease renewals. Rail Ops had decreased rail car movements this month for a total of 445 cars this month. Charleston Ops did not meet their budget for ice sales but made up the revenue shortfall by higher performance in RV Park occupancy.

Operating Expense:

Operating expenses totaled \$420K, which was \$3K greater than budget. All departments, except Port Ops and Charleston, overspent their budget this month. Administration had an increase to legal fees related to the closing of purchase of Terminal One. External Affairs had an increase in legislative expenses this month, year to date expenses remain within budget. The expended funds were recouped due to a professional services agreement. Rail Ops had an increase to contracted services for the fee related to the 45G tax credit received in December.

Operating Result:

The Port ended January with a \$114K loss against a planned deficit of \$134K, which is better than plan by \$20K. All departments, with the exception of Port Ops and Charleston, performed less than plan this month.

Other Income & Expense:

Total other revenues totaled \$126K, which is less than budget by \$632K. Tax revenues fell short due to the 45G tax credit being received in December. Other expenses totaled \$68K this period, which was underspent by \$45K. This is due to the timing of the tax credits.

Net Result & Year to Date:

January net result amounted to a net loss of \$55K compared to a budgeted net gain of \$511K resulting in a \$566K negative variance. The timing of the sale of the tax credits which took place in December is the primary of the net result for January.

Other Comments:

The total cash balances in all bank accounts February month end were \$4,220,108.60 which is a decrease of \$145K from January with interest earnings of \$1,080.83. 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 0.45% pa. This an overall decrease of the pool interest rate by 0.15% since the start of the fiscal year.

The finance department continues with budget preparations. We continue to maintain on track with the budget calendar. We have received the first draft of department budgets and have combined them to create the draft budget which, once complete will be presented as the proposed budget to the budget committee this upcoming May.

Financial Report - Actual vs. Budget - General Fund
For Period Ending Jan 2022



		Current Period				Same Month Last Year			Year to Date				Year End					
		Jan 2022				Jan 2021			Jul 2021 - Jan 2022				Jul 2021 - Jun 2022					
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY \$ Diff % Diff	Projected	Budget	% Diff		
1	Operating Income																	
2	Administration	14,332	16,721	(2,389)	(14%)	1,371	12,961	946%	63,201	117,044	(53,843)	(46%)	9,539	53,662	563%	146,804	200,647	(27%)
3	External Affairs	15,004	33	14,971	44917%	0	15,004	-	15,099	233	14,866	6372%	115	14,984	13030%	15,266	400	3716%
5	Port Operations	36,686	18,303	18,383	100%	15,515	21,171	136%	136,660	128,123	8,537	7%	114,868	21,792	19%	228,177	219,640	4%
6	Railroad Operations	90,673	100,436	(9,762)	(10%)	62,969	27,704	44%	593,175	627,718	(34,543)	(6%)	478,515	114,660	24%	1,909,439	1,943,982	(2%)
8	Charleston Operations																	
9	Building & Dock Leases	24,055	24,442	(387)	(2%)	23,162	892	4%	172,089	171,092	997	1%	137,770	34,319	25%	294,297	293,300	0%
11	Marina	68,029	78,540	(10,510)	(13%)	76,125	(8,096)	(11%)	624,459	548,667	75,793	14%	608,294	16,165	3%	1,090,621	1,014,828	7%
12	Shipyards	21,872	21,094	779	4%	15,684	6,188	39%	160,086	147,656	12,430	8%	143,506	16,580	12%	265,555	253,125	5%
13	RV Park	29,400	13,370	16,029	120%	13,981	15,419	110%	307,683	238,837	68,846	29%	249,022	58,661	24%	405,246	336,400	20%
14	Ice Plant	5,264	8,717	(3,454)	(40%)	6,233	(969)	(16%)	144,079	205,861	(61,783)	(30%)	22,719	121,360	534%	238,217	300,000	(21%)
16	Travel Lift	1,811	654	1,157	177%	2,930	(1,119)	(38%)	29,579	28,991	588	2%	22,603	6,976	31%	60,588	60,000	1%
17	Other	(785)	1,017	(1,801)	(177%)	1,835	(2,620)	(143%)	9,307	(7,883)	17,190	(218%)	10,116	(810)	(8%)	(610)	(17,800)	(97%)
18	Total Charleston Operations	149,645	147,833	1,812	1%	139,951	9,694	7%	1,447,282	1,333,220	114,061	9%	1,194,030	253,252	21%	2,353,914	2,239,853	5%
19	Total Operating Income	306,340	283,326	23,014	8%	219,805	86,535	39%	2,255,417	2,206,340	49,078	2%	1,797,067	458,350	26%	4,653,600	4,604,522	1%
21	Operating Expenses																	
22	Administration	163,270	152,197	(11,073)	(7%)	111,674	(51,596)	(46%)	865,112	1,102,770	237,658	22%	832,288	(32,824)	(4%)	1,663,489	1,901,147	13%
23	External Affairs	40,053	24,502	(15,551)	(63%)	19,151	(20,902)	(109%)	166,985	176,468	9,482	5%	145,118	(21,867)	15%	294,450	303,932	(3%)
24	Port Development	0	0	0	-	16,557	16,557	100%	0	0	0	-	127,958	127,958	(100%)	0	0	-
25	Port Operations	61,033	79,812	18,779	24%	13,963	(47,069)	(337%)	389,707	592,621	202,914	34%	98,990	(290,717)	294%	816,705	1,019,619	(20%)
26	Railroad Operations	24,430	12,798	(11,632)	(91%)	23,284	(1,146)	(5%)	92,469	89,584	(2,885)	(3%)	88,681	(3,788)	4%	156,457	153,572	2%
28	Charleston Operations	130,728	148,361	17,632	12%	144,161	13,433	9%	941,305	1,064,377	123,073	12%	917,432	(23,873)	3%	1,708,960	1,832,033	(7%)
29	Total Expenses	419,513	417,669	(1,844)	(0%)	328,790	(90,723)	(28%)	2,455,578	3,025,820	570,242	19%	2,210,468	(245,110)	(11%)	4,640,061	5,210,303	11%
31	Operating Results																	
32	Administration	(148,938)	(135,476)	(13,462)	10%	(110,303)	(38,635)	35%	(801,911)	(985,726)	183,816	(19%)	(822,749)	20,838	(3%)	(1,516,685)	(1,700,500)	(11%)
33	External Affairs	(25,049)	(24,469)	(580)	2%	(19,151)	(5,898)	31%	(151,886)	(176,234)	24,348	(14%)	(145,003)	(6,883)	5%	(279,184)	(303,532)	(8%)
34	Port Development	0	0	0	-	(16,557)	16,557	(100%)	0	0	0	-	(127,958)	127,958	(100%)	0	0	-
35	Port Operations	(24,346)	(61,508)	37,162	(60%)	1,552	(25,898)	(1669%)	(253,047)	(464,498)	211,451	(46%)	15,878	(268,925)	(1694%)	(588,528)	(799,979)	(26%)
36	Railroad Operations	66,244	87,638	(21,394)	(24%)	39,685	26,559	67%	500,706	538,135	(37,428)	(7%)	389,834	110,872	28%	1,752,982	1,790,410	(2%)
38	Charleston Operations	18,917	(527)	19,445	(3688%)	(4,210)	23,127	(549%)	505,977	268,843	237,134	88%	276,598	229,379	83%	644,954	407,820	58%
39	Totals Operating Results	(113,173)	(134,342)	21,170	(16%)	(108,985)	(4,188)	4%	(200,161)	(819,481)	619,320	(76%)	(413,401)	213,240	(52%)	13,539	(605,781)	(102%)
41	Tax Collected	34,116	749,152	(715,036)	(95%)	34,575	(460)	(1%)	2,305,988	2,622,157	(316,169)	(12%)	2,090,619	215,369	10%	2,425,391	2,741,560	(12%)
42	Financial Income	8,461	8,674	(213)	(2%)	9,542	(1,081)	(11%)	60,718	57,418	3,301	6%	64,019	(3,301)	(5%)	101,788	98,487	3%
43	Grant Income	0	0	0	-	0	0	-	3,000	8,175	(5,175)	(63%)	48,783	(45,783)	(94%)	8,000	13,175	(39%)
45	Other Income	83,734	0	83,734	-	0	83,734	-	301,246	0	301,246	-	32,398	268,849	830%	601,246	300,000	100%
46	Total Other Income	126,310	757,826	(631,516)	(83%)	44,117	82,193	186%	2,670,953	2,687,749	(16,797)	(1%)	2,235,820	435,133	19%	3,136,425	3,153,222	(1%)
48	Financial Expenses & Taxes	62,608	3,375	(59,233)	1755%	1,571	(61,037)	3884%	151,339	33,625	(117,714)	350%	59,380	(91,959)	155%	168,214	50,500	(233%)
49	Debt Service	2,487	12,071	9,583	(79%)	5,938	3,450	(58%)	879,505	1,273,586	394,082	(31%)	860,293	(19,211)	2%	939,858	1,333,940	30%
50	Capital Outlays	2,622	96,917	94,295	(97%)	2,728	106	(4%)	875,056	678,417	(196,639)	29%	87,636	(787,419)	899%	1,359,639	1,163,000	(17%)
52	Total Other Expenses	67,718	112,362	44,645	(40%)	10,237	(57,480)	561%	1,905,899	1,985,628	79,729	(4%)	1,007,310	(898,589)	89%	2,467,711	2,547,440	(3%)
54	Net Result	(54,580)	511,121	(565,701)	111%	(75,105)	20,525	(27%)	564,892	(117,360)	682,252	581%	815,109	(250,217)	31%	682,253	1	(68225212%)

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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			
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	13,327	15,721	(2,394)	-15%	371	12,956	3496%	56,181	110,044	(53,863)	-49%	2,529	53,652	2121%	134,784	188,647	-29%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	7,000	7,000	0	0%	7,000	0	0%	12,000	12,000	0%
4290 Other	5	0	5	-	0	5	-	20	0	20	-	10	10	100%	20	0	-
Total Operating Income	14,332	16,721	(2,389)	-14%	1,371	12,961	946%	63,201	117,044	(53,843)	-46%	9,539	53,662	563%	146,804	200,647	-27%
Expenses																	
Personnel Services																	
5005 Salaries	51,982	52,849	867	2%	49,641	(2,341)	-5%	368,575	396,470	27,896	7%	401,620	33,045	8%	659,346	687,242	4%
5010 Other compensation	0	1,128	1,128	100%	0	0	-	0	8,460	8,460	100%	0	0	-	6,204	14,664	58%
5050 Merit Pool	0	1,538	1,538	100%	0	0	-	0	11,538	11,538	100%	0	0	-	8,462	20,000	58%
Total Compensation	51,982	55,515	3,532	6%	49,641	(2,341)	-5%	368,575	416,468	47,893	11%	401,620	33,045	8%	674,013	721,906	7%
5100 Federal Payroll taxes	3,892	3,820	(72)	-2%	3,678	(214)	-6%	22,712	28,659	5,946	21%	21,702	(1,011)	-5%	43,731	49,677	12%
5105 State Payroll taxes	11	0	(11)	-	11	(0)	-3%	85	0	(85)	-	72	(12)	-17%	85	0	-
5110 Unemployment Insurance	1,476	749	(727)	-97%	1,346	(129)	-10%	3,971	5,619	1,647	29%	3,615	(356)	-10%	8,093	9,740	17%
5115 Workers compensation	256	185	(70)	-38%	104	(151)	-145%	1,789	1,391	(398)	-29%	(47)	(1,837)	3868%	2,809	2,411	-17%
Total Payroll Taxes	5,634	4,755	(880)	-19%	5,139	(495)	-10%	28,557	35,668	7,111	20%	25,342	(3,216)	-13%	54,717	61,828	12%
5200 Medical insurance	6,834	7,750	916	12%	7,684	850	11%	47,840	54,251	6,411	12%	53,787	5,947	11%	86,591	93,002	7%
5205 Dental insurance	882	869	(13)	-2%	922	40	4%	6,175	6,082	(93)	-2%	6,200	25	0%	10,519	10,426	-1%
5215 Term life insurance	135	100	(35)	-35%	94	(41)	-44%	717	700	(17)	-2%	901	184	20%	1,217	1,200	-1%
5220 Long Term Disability insurance	310	360	50	14%	292	(17)	-6%	2,123	2,517	393	16%	1,653	(471)	-28%	3,921	4,314	9%
5225 PERS Employer Contributions	9,454	11,223	1,770	16%	6,442	(3,012)	-47%	68,510	84,196	15,686	19%	54,582	(13,928)	-26%	130,260	145,946	11%
5230 PERS Employee Contributions	2,567	3,132	565	18%	2,025	(542)	-27%	18,847	23,495	4,648	20%	17,155	(1,692)	-10%	36,078	40,726	11%
5295 Allocations	0	(126)	(126)	100%	0	0	-	0	(947)	(947)	100%	0	0	-	(695)	(1,642)	58%
Total Insured Benefits	20,181	23,307	3,126	13%	17,459	(2,723)	-16%	144,213	170,294	26,081	15%	134,278	(9,935)	-7%	267,891	293,972	9%
Total Personnel Services	77,798	83,576	5,779	7%	72,239	(5,559)	-8%	541,345	622,430	81,085	13%	561,240	19,895	4%	996,621	1,077,706	8%
Goods & Services																	
6005 Seminars & training	65	826	761	92%	175	110	63%	1,124	5,781	4,657	81%	265	(859)	-324%	5,253	9,910	47%
Total Staff Training	65	826	761	92%	175	110	63%	1,124	5,781	4,657	81%	265	(859)	-324%	5,253	9,910	47%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	292	292	100%	0	0	-	208	500	58%
6025 Travel - lodging & transportation	0	167	167	100%	0	0	-	0	1,167	1,167	100%	0	0	-	833	2,000	58%
6030 Travel - Per Diem & mileage reimbursement	0	125	125	100%	0	0	-	0	875	875	100%	0	0	-	625	1,500	58%
6035 Meals & Entertainment	35	233	199	85%	0	(35)	-	995	1,633	638	39%	93	(902)	-971%	2,162	2,800	23%
Total Travel & Entertainment	35	567	532	94%	0	(35)	-	995	3,967	2,971	75%	93	(902)	-971%	3,829	6,800	44%
6050 Office supplies	438	750	312	42%	497	59	12%	3,467	5,250	1,783	34%	2,625	(842)	-32%	7,217	9,000	20%
6055 Kitchen supplies	172	295	123	42%	108	(64)	-59%	1,178	2,065	887	43%	1,097	(81)	-7%	2,653	3,540	25%
6060 IT supplies	0	583	583	100%	65	65	100%	1,866	4,083	2,217	54%	24,344	22,478	92%	4,783	7,000	32%
6070 Postage & courier services	394	333	(61)	-18%	400	6	1%	2,116	2,333	217	9%	2,056	(60)	-3%	3,783	4,000	5%

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Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6075 Memberships & dues	0	0	0	-	919	919	100%	0	0	0	-	919	919	100%	0	0	-
6080 Office lease	0	0	0	-	7,927	7,927	100%	24,139	0	(24,139)	-	55,491	31,352	56%	24,139	0	-
6085 Office equipment lease	0	178	178	100%	0	0	-	1,070	1,248	179	14%	1,070	0	0%	1,961	2,140	8%
6087 Office equipment repairs & maintenance	206	375	169	45%	150	(56)	-37%	1,324	2,625	1,301	50%	1,091	(233)	-21%	3,199	4,500	29%
6090 IT SW subscriptions & licenses	14,352	11,165	(3,187)	-29%	10,848	(3,503)	-32%	72,678	78,155	5,477	7%	67,994	(4,684)	-7%	128,503	133,980	4%
6095 Commission expenses	0	125	125	100%	0	0	-	38	875	837	96%	0	(38)	-	663	1,500	56%
Total Office Expense	15,562	13,805	(1,757)	-13%	20,915	5,354	26%	107,875	96,635	(11,240)	-12%	156,686	48,811	31%	176,900	165,660	-7%
6100 Telephone - landline	418	490	72	15%	490	72	15%	3,164	3,430	266	8%	2,889	(275)	-10%	5,614	5,880	5%
6105 Telephone - mobile	364	555	191	34%	501	137	27%	2,779	3,885	1,106	28%	3,048	269	9%	5,554	6,660	17%
6110 Internet services	604	618	15	2%	604	0	0%	4,225	4,328	103	2%	4,225	0	0%	7,317	7,420	1%
6115 Cable TV	0	0	0	-	0	0	-	0	0	0	-	303	303	100%	0	0	-
6130 Electricity	1,106	833	(273)	-33%	456	(650)	-143%	4,443	5,833	1,391	24%	3,417	(1,026)	-30%	8,609	10,000	14%
6135 Water/Sewer	240	208	(31)	-15%	0	(240)	-	731	1,458	728	50%	0	(731)	-	1,772	2,500	29%
6140 Garbage/Sanitation Collection	272	267	(5)	-2%	0	(272)	-	1,091	1,867	775	42%	0	(1,091)	-	2,425	3,200	24%
6155 Environmental Remediation/Mitigation/Monitoring	0	0	0	-	0	0	-	5,400	0	(5,400)	-	0	(5,400)	-	5,400	0	-
Total Utilities	3,003	2,972	(31)	-1%	2,051	(952)	-46%	21,833	20,802	(1,032)	-5%	13,883	(7,951)	-57%	36,692	35,660	-3%
6200 Temporary/Contract help	0	0	0	-	0	0	-	0	0	0	-	24,726	24,726	100%	0	0	-
6205 Janitorial services	1,284	1,250	(34)	-3%	484	(800)	-165%	6,785	8,750	1,966	22%	3,385	(3,400)	-100%	13,035	15,000	13%
6215 Payroll services	1,046	792	(254)	-32%	1,067	22	2%	4,509	5,542	1,032	19%	4,462	(48)	-1%	8,468	9,500	11%
6245 Legal advertising	13	167	154	92%	0	(13)	-	13	1,167	1,154	99%	0	(13)	-	846	2,000	58%
6250 Legal services	51,185	12,500	(38,685)	-309%	120	(51,065)	-42625%	110,951	87,500	(23,451)	-27%	14,897	(96,054)	-645%	173,451	150,000	-16%
6255 Auditing	7,000	4,833	(2,167)	-45%	12,650	5,650	45%	48,950	33,833	(15,117)	-45%	37,300	(11,650)	-31%	73,117	58,000	-26%
6260 Consulting services	88	92	4	4%	0	(88)	-	3,745	642	(3,103)	-484%	0	(3,745)	-	4,203	1,100	-282%
6265 Recruiting services	0	208	208	100%	0	0	-	0	1,458	1,458	100%	0	0	-	1,042	2,500	58%
6270 Contracted Services	0	0	0	-	82	82	100%	0	0	0	-	82	82	100%	0	0	-
6290 Commercial insurance	2,366	2,453	87	4%	1,855	(510)	-28%	6,163	17,171	11,008	64%	12,069	5,906	49%	18,428	29,436	37%
Total Professional Services	62,980	22,295	(40,686)	-182%	16,258	(46,722)	-287%	181,116	156,063	(25,053)	-16%	96,920	(84,196)	-87%	292,589	267,536	-9%
6351 Awards & Recognitions	0	283	283	100%	0	0	-	2,199	1,983	(215)	-11%	2,475	276	11%	3,615	3,400	-6%
Total Marketing Expense	0	283	283	100%	0	0	-	2,199	1,983	(215)	-11%	2,475	276	11%	3,615	3,400	-6%
6400 Small equipment & tools	271	0	(271)	-	0	(271)	-	271	0	(271)	-	0	(271)	-	271	0	-
6405 Safety/hazardous materials	0	0	0	-	0	0	-	0	0	0	-	504	504	100%	0	0	-
6415 Clothing	0	35	35	100%	0	0	-	0	248	248	100%	0	0	-	177	425	58%
6420 Janitorial supplies	210	208	(2)	-1%	0	(210)	-	474	1,458	984	67%	0	(474)	-	1,516	2,500	39%
6450 Fuel - Gas	241	83	(158)	-189%	36	(205)	-572%	378	583	205	35%	125	(253)	-202%	795	1,000	21%
Total Operational Expense	723	327	(396)	-121%	36	(687)	-1914%	1,123	2,290	1,166	51%	629	(494)	-79%	2,759	3,925	30%
6505 Repairs & maintenance vehicles	17	27	10	36%	0	(17)	-	351	190	(162)	-85%	0	(351)	-	487	325	-50%
6510 Repairs & maintenance buildings	3,074	3,333	259	8%	0	(3,074)	-	7,138	23,333	16,195	69%	92	(7,046)	-7659%	23,805	40,000	40%
Total Repair and Maintenance	3,104	3,377	273	8%	0	(3,104)	-	7,502	23,640	16,137	68%	98	(7,404)	-7536%	24,388	40,525	40%

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Administration	Current Period				Same Month Last Year			Year to Date						Year End			
	Jan 2022		\$ Diff	% Diff	Jan 2021		% Diff	Jul 2021 - Jan 2022			Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022			
	Actual	Budget			Actual	\$ Diff		Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6599 Budget Contingency	0	24,169	24,169	100%	0	0	-	0	169,181	169,181	100%	0	0	-	120,844	290,025	58%
Total Goods & Services	85,472	68,620	(16,852)	-25%	39,435	(46,037)	-117%	323,767	480,341	156,574	33%	271,049	(52,718)	-19%	666,867	823,441	19%
Total Expenses	163,270	152,197	(11,073)	-7%	111,674	(51,596)	-46%	865,112	1,102,770	237,658	22%	832,288	(32,824)	-4%	1,663,489	1,901,147	13%
Operating Results	(148,938)	(135,476)	(13,462)	10%	(110,303)	(38,635)	35%	(801,911)	(985,726)	183,816	-19%	(822,749)	20,838	-3%	(1,516,685)	(1,700,500.00)	-11%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	31,073	25,894	5,179	20%	30,570	503	2%	1,797,857	1,868,105	(70,247)	-4%	1,719,494	78,363	5%	1,901,313	1,971,560	-4%
4410 Property Taxes - Prior Years	3,022	3,258	(236)	-7%	3,977	(955)	-24%	68,450	34,052	34,398	101%	53,888	14,562	27%	84,398	50,000	69%
4505 Interest - Bank	1,087	1,300	(213)	-16%	2,168	(1,081)	-50%	9,101	5,800	3,301	57%	12,402	(3,301)	-27%	13,301	10,000	33%
4506 Interest - Southport Note	1,813	1,813	0	0%	1,977	(164)	-8%	12,980	12,980	0	0%	14,120	(1,141)	-8%	21,834	21,834	0%
4515 Principal Repayment - Southport Note	5,561	5,561	0	0%	5,397	164	3%	38,638	38,638	0	0%	37,497	1,141	3%	66,653	66,653	0%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	48,783	(48,783)	-100%	0	0	-
4905 Other	24,998	0	24,998	-	0	24,998	-	102,233	0	102,233	-	8	102,225	1269874%	102,233	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	139,060	0	139,060	-	22,349	116,711	522%	139,060	0	-
Total Other Income	67,554	37,826	29,728	79%	44,089	23,465	53%	2,168,318	1,959,574	208,744	11%	1,908,542	259,776	14%	2,328,791	2,120,047	10%
Other Expenses																	
Taxes & Misc Expenses																	
6705 Grant expenses	0	0	0	-	0	0	-	0	0	0	-	35	35	100%	0	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	18,291	0	(18,291)	-	0	(18,291)	-	18,291	0	-
6740 Merchant fees	2,036	2,500	464	19%	1,471	(564)	-38%	20,658	17,500	(3,158)	-18%	17,522	(3,136)	-18%	33,158	30,000	-11%
6745 Banking fees	225	42	(183)	-440%	100	(125)	-125%	1,201	292	(909)	-312%	10	(1,191)	-12030%	1,409	500	-182%
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	20,294	20,294	100%	0	0	-
Total Taxes & Misc Expenses	2,261	2,542	281	11%	1,571	(689)	-44%	40,150	17,792	(22,358)	-126%	37,861	(2,289)	-6%	52,858	30,500	-73%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	156,000	156,000	100%	0	0	-	0	156,000	100%
7020 Principal repayment - Vehicles	540	539	(1)	0%	821	281	34%	2,461	3,775	1,314	35%	5,685	3,224	57%	5,157	6,471	20%
7025 Interest payment - Vehicles	84	85	1	1%	156	72	46%	390	596	206	35%	1,155	765	66%	815	1,021	20%
Total Debt Services	624	624	(0)	0%	977	353	36%	2,850	160,370	157,520	98%	6,839	3,989	58%	5,972	163,492	96%
Total Other Expenses	2,885	3,166	281	9%	2,548	(337)	-13%	43,000	178,162	135,162	76%	44,700	1,700	4%	58,830	193,992	70%
Net Other Income	64,669	34,660	30,009	87%	41,540	23,128	56%	2,125,318	1,781,412	343,906	19%	1,863,841	261,477	14%	2,269,961	1,926,055	18%
Net Result	(84,270)	(100,816)	16,546	-16%	(68,763)	(15,507)	23%	1,323,407	795,686	527,721	66%	1,041,092	282,315	27%	753,276	225,555	234%

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External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				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	4	0	4	-	0	4	-	74	0	74	-	40	34	85%	74	0	-
4290 Other	15,000	33	14,967	44905%	0	15,000	-	15,025	233	14,792	6340%	75	14,950	19933%	15,192	400	3698%
Total Operating Income	15,004	33	14,971	44917%	0	15,004	-	15,099	233	14,866	6372%	115	14,984	13030%	15,266	400	3716%
Expenses																	
Personnel Services																	
5005 Salaries	7,084	7,082	(2)	0%	6,641	(444)	-7%	50,338	53,131	2,793	5%	47,414	(2,924)	-6%	89,304	92,097	3%
5010 Other compensation	0	191	191	100%	0	0	-	0	1,430	1,430	100%	0	0	-	1,050	2,480	58%
Total Compensation	7,084	7,273	189	3%	6,641	(444)	-7%	50,338	54,561	4,223	8%	47,414	(2,924)	-6%	90,354	94,577	4%
5100 Federal Payroll taxes	538	556	18	3%	504	(34)	-7%	3,826	4,174	348	8%	3,602	(224)	-6%	6,887	7,235	5%
5105 State Payroll taxes	1	0	(1)	-	1	0	18%	10	0	(10)	-	11	1	6%	10	0	-
5110 Unemployment Insurance	204	94	(110)	-116%	185	(19)	-11%	204	708	504	71%	189	(16)	-8%	722	1,226	41%
5115 Workers compensation	37	30	(6)	-21%	26	(10)	-39%	256	226	(30)	-13%	184	(72)	-39%	422	392	-8%
Total Payroll Taxes	780	681	(99)	-15%	716	(63)	-9%	4,295	5,107	812	16%	3,984	(311)	-8%	8,041	8,853	9%
5200 Medical insurance	1,090	1,208	119	10%	1,133	43	4%	7,628	8,459	831	10%	7,929	301	4%	13,671	14,502	6%
5205 Dental insurance	108	108	0	0%	105	(3)	-3%	753	753	0	0%	733	(21)	-3%	1,291	1,291	0%
5215 Term life insurance	13	13	0	0%	12	(1)	-7%	87	88	1	1%	123	37	30%	149	150	1%
5220 Long Term Disability insurance	47	47	0	0%	41	(5)	-13%	322	328	5	2%	249	(74)	-30%	557	562	1%
5225 PERS Employee Contributions	1,491	1,490	(0)	0%	1,268	(223)	-18%	10,644	11,179	534	5%	9,495	(1,150)	-12%	18,843	19,377	3%
5230 PERS Employer Contributions	425	425	(0)	0%	398	(27)	-7%	3,020	3,188	168	5%	2,984	(36)	-1%	5,358	5,526	3%
Total Insured Benefits	3,172	3,290	118	4%	2,957	(216)	-7%	22,455	23,994	1,539	6%	21,512	(943)	-4%	39,869	41,408	4%
Total Personnel Services	11,036	11,244	208	2%	10,314	(723)	-7%	77,088	83,663	6,575	8%	72,911	(4,178)	-6%	138,263	144,838	5%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	292	292	100%	0	0	-	208	500	58%
6025 Travel - lodging & transportation	0	154	154	100%	0	0	-	0	1,079	1,079	100%	0	0	-	771	1,850	58%
6030 Travel - Per Diem & mileage reimbursement	0	103	103	100%	0	0	-	0	720	720	100%	0	0	-	514	1,234	58%
6035 Meals & Entertainment	0	73	73	100%	0	0	-	103	510	408	80%	0	(103)	-	467	875	47%
Total Travel & Entertainment	0	372	372	100%	0	0	-	103	2,601	2,499	96%	0	(103)	-	1,960	4,459	56%
6050 Office supplies	0	42	42	100%	0	0	-	101	292	191	66%	13	(88)	-687%	309	500	38%
6075 Memberships & dues	2,516	2,392	(125)	-5%	1,705	(811)	-48%	16,918	16,742	(176)	-1%	17,753	835	5%	28,876	28,700	-1%
Total Office Expense	2,516	2,433	(83)	-3%	1,705	(811)	-48%	17,019	17,033	15	0%	17,766	748	4%	29,185	29,200	0%

Financial Report - Actual vs. Budget
For Period Ending Jan 2022

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				
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Projected	Budget	% Diff
6260 Consulting services	0	1,062	1,062	100%	0	0	-	481	7,432	6,951	94%	0	(481)	-	5,789	12,740	55%
6270 Contracted Services	0	0	0	-	14	14	100%	0	0	0	-	721	721	100%	0	0	-
Total Professional Services	0	1,062	1,062	100%	14	14	100%	481	7,432	6,951	94%	721	240	33%	5,789	12,740	55%
6310 Marketing supplies	0	396	396	100%	0	0	-	215	2,771	2,556	92%	190	(25)	-13%	2,194	4,750	54%
6315 Advertising	0	1,375	1,375	100%	480	480	100%	3,159	9,622	6,463	67%	6,651	3,492	53%	10,032	16,495	39%
6320 Cargo recruitment & development	0	0	0	-	0	0	-	185	0	(185)	-	0	(185)	-	185	0	-
6340 Legislative support	26,000	7,167	(18,833)	-263%	6,639	(19,362)	-292%	67,236	50,167	(17,070)	-34%	45,430	(21,806)	-48%	103,070	86,000	-20%
6345 Community affairs	500	454	(46)	-10%	0	(500)	-	1,500	3,179	1,679	53%	1,450	(50)	-3%	3,771	5,450	31%
Total Marketing Expense	26,500	9,391	(17,109)	-182%	7,119	(19,382)	-272%	72,295	65,739	(6,556)	-10%	53,721	(18,574)	-35%	119,251	112,695	-6%
Total Goods & Services	29,016	13,258	(15,758)	-119%	8,837	(20,179)	-228%	89,897	92,805	2,908	3%	72,208	(17,689)	-24%	156,186	159,094	2%
Total Expenses	40,053	24,502	(15,551)	-63%	19,151	(20,902)	-109%	166,985	176,468	9,482	5%	145,118	(21,867)	-15%	294,450	303,932	3%
Operating Results	(25,049)	(24,469)	(580)	2%	(19,151)	(5,898)	31%	(151,886)	(176,234)	24,348	-14%	(145,003)	(6,883)	5%	(279,184)	(303,532)	-8%
Other Income & Expenses																	
Other Income																	
Net Result	(25,049)	(24,469)	(580)	2%	(19,151)	(5,898)	31%	(151,886)	(176,234)	24,348	-14%	(145,003)	(6,883)	5%	(279,184)	(303,532)	-8%

**Financial Report - Actual vs. Budget
For Period Ending Jan 2022**

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					
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				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	13,628	10,328	3,299	32%	9,819	3,808	39%	75,805	72,298	3,507	5%	65,459	10,346	16%	127,447	123,940	3%
4010 Property Agreements	18,059	7,975	10,084	126%	5,696	12,363	217%	55,855	55,825	30	0%	49,409	6,446	13%	95,730	95,700	0%
4290 Other	5,000	0	5,000	-	0	5,000	-	5,000	0	5,000	-	0	5,000	-	5,000	0	-
Total Operating Income	36,686	18,303	18,383	100%	15,515	21,171	136%	136,660	128,123	8,537	7%	114,868	21,792	19%	228,177	219,640	4%
Expenses																	
Personnel Services																	
5005 Salaries	33,338	38,739	5,402	14%	8,846	(24,491)	-277%	231,782	290,621	58,839	20%	60,823	(170,959)	-281%	444,924	503,763	12%
5010 Other compensation	0	1,035	1,035	100%	0	0	-	0	7,761	7,761	100%	0	0	-	5,692	13,453	58%
5015 Overtime	23	155	132	85%	0	(23)	-	108	1,166	1,058	91%	0	(108)	-	963	2,021	52%
Total Compensation	33,361	39,929	6,568	16%	8,846	(24,515)	-277%	231,890	299,548	67,658	23%	60,823	(171,067)	-281%	451,579	519,237	13%
5100 Federal Payroll taxes	2,497	3,055	557	18%	677	(1,821)	-269%	17,359	22,915	5,557	24%	4,653	(12,706)	-273%	34,165	39,722	14%
5105 State Payroll taxes	10	0	(10)	-	1	(9)	-745%	77	0	(77)	-	10	(67)	-678%	77	0	-
5110 Unemployment Insurance	947	770	(177)	-23%	248	(699)	-282%	3,481	5,777	2,296	40%	248	(3,233)	-1305%	7,718	10,014	23%
5115 Workers compensation	37	1,391	1,354	97%	26	(10)	-39%	256	10,435	10,179	98%	184	(72)	-39%	7,909	18,088	56%
Total Payroll Taxes	3,490	5,216	1,725	33%	952	(2,539)	-267%	21,172	39,128	17,955	46%	5,094	(16,078)	-316%	49,869	67,824	26%
5200 Medical insurance	5,511	8,685	3,174	37%	0	(5,511)	-	40,946	60,792	19,846	33%	0	(40,946)	-	84,368	104,214	19%
5205 Dental insurance	468	670	202	30%	50	(418)	-839%	3,463	4,690	1,228	26%	294	(3,168)	-1077%	6,813	8,041	15%
5215 Term life insurance	88	113	25	22%	12	(76)	-648%	657	788	131	17%	130	(527)	-404%	1,219	1,350	10%
5220 Long Term Disability insurance	203	257	54	21%	48	(155)	-320%	1,462	1,800	338	19%	290	(1,172)	-404%	2,747	3,085	11%
5225 PERS Employee Contributions	6,666	8,183	1,517	19%	1,689	(4,978)	-295%	46,457	61,392	14,935	24%	12,129	(34,328)	-283%	91,482	106,417	14%
5230 PERS Employer Contributions	1,901	2,334	433	19%	531	(1,370)	-258%	13,182	17,507	4,325	25%	3,812	(9,370)	-246%	26,022	30,347	14%
Total Insured Benefits	14,837	20,241	5,405	27%	2,329	(12,507)	-537%	106,166	146,969	40,802	28%	16,655	(89,511)	-537%	212,652	253,454	16%
Total Personnel Services	51,688	65,386	13,698	21%	12,127	(39,561)	-326%	359,229	485,644	126,415	26%	82,573	(276,656)	-335%	714,100	840,515	15%
Goods & Services																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	583	583	100%	0	0	-	417	1,000	58%
6025 Travel - lodging & transportation	0	167	167	100%	0	0	-	0	1,167	1,167	100%	0	0	-	833	2,000	58%
6030 Travel - Per Diem & mileage reimbursement	0	8	8	100%	0	0	-	0	58	58	100%	0	0	-	42	100	58%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	59	146	87	60%	16	(43)	-268%	163	250	35%
Total Travel & Entertainment	0	279	279	100%	0	0	-	59	1,954	1,895	97%	16	(43)	-268%	1,455	3,350	57%
6130 Electricity	148	150	2	2%	150	3	2%	928	1,050	122	12%	931	2	0%	1,678	1,800	7%
6155 Environmental Remediation/Mitigation/Monitoring	380	208	(171)	-82%	169	(210)	-124%	380	1,458	1,079	74%	243	(137)	-56%	1,421	2,500	43%
Total Utilities	527	358	(169)	-47%	319	(208)	-65%	1,308	2,508	1,201	48%	1,173	(134)	-11%	3,099	4,300	28%

Financial Report - Actual vs. Budget
For Period Ending Jan 2022

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					
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				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	3,240	0	(3,240)	-	0	(3,240)	-	10,968	6,000	(4,968)	-83%	0	(10,968)	-	10,968	6,000	-83%
6245 Legal advertising	206	125	(81)	-65%	0	(206)	-	308	875	567	65%	0	(308)	-	933	1,500	38%
6250 Legal services	0	0	0	-	0	0	-	288	0	(288)	-	0	(288)	-	288	0	-
6260 Consulting services	2,800	10,583	7,783	74%	0	(2,800)	-	4,683	74,083	69,400	94%	0	(4,683)	-	57,600	127,000	55%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	1,775	1,775	100%	0	0	-
6290 Commercial insurance	2,240	838	(1,402)	-167%	901	(1,338)	-148%	7,648	5,865	(1,783)	-30%	5,686	(1,961)	-34%	11,837	10,054	-18%
Total Professional Services	8,486	11,546	3,060	27%	901	(7,585)	-841%	23,895	86,823	62,928	72%	7,462	(16,434)	-220%	81,626	144,554	44%
6400 Small equipment & tools	0	42	42	100%	0	0	-	135	292	157	54%	0	(135)	-	343	500	31%
6405 Safety/hazardous materials	210	1,667	1,456	87%	615	405	66%	4,479	11,667	7,188	62%	7,301	2,823	39%	12,812	20,000	36%
6410 Signage	0	83	83	100%	0	0	-	0	583	583	100%	0	0	-	417	1,000	58%
6415 Clothing	0	96	96	100%	0	0	-	0	671	671	100%	0	0	-	479	1,150	58%
6425 Operational supplies	0	63	63	100%	0	0	-	0	438	438	100%	0	0	-	313	750	58%
Total Operational Expense	210	1,950	1,740	89%	615	405	66%	4,614	13,650	9,036	66%	7,301	2,688	37%	14,364	23,400	39%
6510 Repairs & maintenance buildings	121	0	(121)	-	0	(121)	-	121	0	(121)	-	0	(121)	-	121	0	-
6515 Repairs & maintenance land improvements	0	208	208	100%	0	0	-	0	1,458	1,458	100%	0	0	-	1,042	2,500	58%
6520 Repairs & maintenance docks	0	0	0	-	0	0	-	0	0	0	-	126	126	100%	0	0	-
6580 Permits	0	83	83	100%	0	0	-	482	583	101	17%	339	(143)	-42%	899	1,000	10%
Total Repair and Maintenance	121	292	171	59%	0	(121)	-	603	2,042	1,438	70%	465	(139)	-30%	2,062	3,500	41%
Total Goods & Services	9,344	14,425	5,081	35%	1,836	(7,509)	-409%	30,479	106,977	76,499	72%	16,417	(14,062)	-86%	102,605	179,104	43%
Total Expenses	61,033	79,812	18,779	24%	13,963	(47,069)	-337%	389,707	592,621	202,914	34%	98,990	(290,717)	-294%	816,705	1,019,619	20%
Operating Results	(24,346)	(61,508)	37,162	-60%	1,552	(25,898)	-1669%	(253,047)	(464,498)	211,451	-46%	15,878	(268,925)	-1694%	(588,528)	(799,979)	-26%
4695 Grants Received - Other	0	0	0	-	0	0	-	3,000	3,000	0	0%	0	3,000	-	8,000	8,000	0%
Total Other Income	0	0	0	-	0	0	-	3,000	3,000	0	0%	0	3,000	-	8,000	8,000	0%
Taxes & Misc Expenses																	
6745 Banking fees	0	833	833	100%	0	0	-	18,430	5,833	(12,597)	-216%	0	(18,430)	-	22,597	10,000	-126%
Total Taxes & Misc Expenses	0	833	833	100%	0	0	-	18,430	5,833	(12,597)	-216%	0	(18,430)	-	22,597	10,000	-126%
7010 Interest payment	0	9,583	9,583	100%	0	0	-	7,962	67,083	59,121	88%	0	(7,962)	-	55,879	115,000	51%
Total Debt Services	0	9,583	9,583	100%	0	0	-	7,962	67,083	59,121	88%	0	(7,962)	-	55,879	115,000	51%
Total Other Expenses	0	10,417	10,417	100%	0	0	-	26,393	72,917	46,524	64%	0	(26,393)	-	78,476	125,000	37%
Net Other Income	0	(10,417)	10,417	-100%	0	0	-	(23,393)	(69,917)	46,524	-67%	0	(23,393)	-	(70,476)	(117,000)	-40%
Net Result	(24,346)	(71,925)	47,579	-66%	1,552	(25,898)	-1669%	(276,440)	(534,415)	257,975	-48%	15,878	(292,318)	-1841%	(659,004)	(916,979)	-28%

Financial Report - Actual vs. Budget
For Period Ending Jan 2022

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					
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				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	24,055	24,442	(387)	-2%	23,162	892	4%	172,089	171,092	997	1%	137,770	34,319	25%	294,297	293,300	0%
4100 Annual Moorage	24,022	23,876	147	1%	22,787	1,236	5%	222,414	177,530	44,884	25%	240,497	(18,083)	-8%	473,698	428,814	10%
4105 Semi-Annual Moorage	2,221	3,925	(1,705)	-43%	4,575	(2,354)	-51%	56,954	35,573	21,381	60%	42,044	14,910	35%	78,661	57,280	37%
4110 Monthly Moorage	14,912	20,227	(5,315)	-26%	22,383	(7,471)	-33%	117,304	128,314	(11,010)	-9%	118,698	(1,394)	-1%	177,457	188,467	-6%
4115 Transient Moorage	2,992	9,644	(6,652)	-69%	5,875	(2,883)	-49%	68,043	61,177	6,866	11%	59,251	8,792	15%	96,723	89,857	8%
4118 Work Dock	6,359	5,417	943	17%	0	6,359	-	37,065	37,917	(852)	-2%	22,035	15,030	68%	64,148	65,000	-1%
4120 Metered Utilities	30	125	(95)	-76%	30	0	0%	210	875	(665)	-76%	670	(460)	-69%	835	1,500	-44%
4125 Launch Ramp	6,180	3,083	3,097	100%	3,160	3,020	96%	28,662	21,583	7,079	33%	23,394	5,269	23%	44,079	37,000	19%
4135 Storage Yard	3,375	3,333	42	1%	3,084	291	9%	21,109	23,333	(2,224)	-10%	19,847	1,262	6%	37,776	40,000	-6%
4140 Storage Unit	15,246	15,193	54	0%	14,907	339	2%	108,400	106,348	2,053	2%	102,613	5,787	6%	184,363	182,310	1%
4145 Long Term Boat Storage	8,797	7,725	1,072	14%	8,877	(80)	-1%	62,843	54,075	8,768	16%	64,931	(2,088)	-3%	101,468	92,700	9%
4150 Short Term Boat Storage	2,161	3,219	(1,058)	-33%	3,097	(936)	-30%	22,608	22,531	77	0%	30,537	(7,929)	-26%	38,702	38,625	0%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	665	583	82	14%	476	189	40%	1,082	1,000	8%
4165 Space Rents	26,228	12,461	13,767	110%	12,289	13,939	113%	295,065	224,641	70,424	31%	240,220	54,845	23%	386,424	316,000	22%
4173 Laundry	381	158	224	142%	196	185	95%	3,856	2,844	1,012	36%	1,952	1,904	98%	5,012	4,000	25%
4175 Propane	1,668	394	1,274	323%	1,425	243	17%	7,902	7,109	794	11%	4,492	3,411	76%	10,794	10,000	8%
4180 Merchandise	17	20	(3)	-16%	14	3	18%	273	355	(82)	-23%	312	(39)	-12%	418	500	-16%
4185 Visitor Convention Bureau Fee	74	138	(64)	-46%	77	(3)	-4%	2,667	2,488	178	7%	2,748	(81)	-3%	3,678	3,500	5%
4190 Ice	5,264	8,717	(3,454)	-40%	6,233	(969)	-16%	144,079	205,861	(61,783)	-30%	22,719	121,360	534%	238,217	300,000	-21%
4200 Boat Lifts	2,242	654	1,588	243%	3,349	(1,107)	-33%	32,723	28,991	3,733	13%	23,440	9,284	40%	63,733	60,000	6%
4230 Environmental Fee	2,175	2,083	92	4%	1,534	641	42%	17,051	14,583	2,468	17%	13,509	3,542	26%	27,468	25,000	10%
4235 Customer Discounts	(68)	(417)	349	-84%	(20)	(48)	234%	(4,280)	(2,917)	(1,364)	47%	(2,701)	(1,579)	58%	(6,364)	(5,000)	27%
4290 Other	4,605	3,333	1,272	38%	2,920	1,685	58%	32,048	23,333	8,715	37%	24,578	7,471	30%	48,715	40,000	22%
4295 Bad Debt Expense	(3,290)	0	(3,290)	-	0	(3,290)	-	(2,470)	(15,000)	12,530	-84%	0	(2,470)	-	(17,470)	(30,000)	-42%
Total Operating Income	149,645	147,833	1,812	1%	139,951	9,694	7%	1,447,282	1,333,220	114,061	9%	1,194,030	253,252	21%	2,353,914	2,239,853	5%
Expenses																	
Personnel Services																	
5005 Salaries	36,505	34,689	(1,816)	-5%	33,115	(3,390)	-10%	236,140	260,232	24,092	9%	252,638	16,498	7%	426,995	451,087	5%
5010 Other compensation	0	1,621	1,621	100%	0	0	-	3,216	12,159	8,943	74%	2,000	(1,216)	-61%	12,133	21,076	42%
5015 Overtime	262	1,615	1,353	84%	94	(168)	-178%	2,770	12,116	9,345	77%	1,216	(1,554)	-128%	11,656	21,001	44%
Total Compensation	36,767	37,924	1,157	3%	33,209	(3,558)	-11%	242,126	284,506	42,380	15%	255,854	13,728	5%	450,784	493,164	9%
5100 Federal Payroll taxes	2,719	2,901	182	6%	2,448	(271)	-11%	17,906	21,765	3,859	18%	18,879	973	5%	33,868	37,727	10%
5105 State Payroll taxes	12	0	(12)	-	15	3	20%	86	0	(86)	-	109	23	21%	86	0	-
5110 Unemployment Insurance	1,031	791	(240)	-30%	896	(135)	-15%	4,147	5,935	1,788	30%	4,618	471	10%	8,500	10,288	17%
5115 Workers compensation	3,323	2,137	(1,186)	-56%	2,047	(1,276)	-62%	23,261	16,031	(7,230)	-45%	14,326	(8,935)	-62%	35,018	27,788	-26%
Total Payroll Taxes	7,085	5,829	(1,256)	-22%	5,406	(1,680)	-31%	45,400	43,731	(1,670)	-4%	37,933	(7,468)	-20%	77,473	75,803	-2%
5200 Medical insurance	10,379	11,509	1,130	10%	13,990	3,611	26%	72,639	80,565	7,927	10%	96,706	24,068	25%	130,185	138,112	6%
5205 Dental insurance	814	814	0	0%	1,206	392	33%	5,697	5,697	0	0%	8,597	2,900	34%	9,766	9,766	0%
5215 Term life insurance	113	113	0	0%	152	40	26%	780	788	7	1%	1,363	583	43%	1,343	1,350	1%
5220 Long Term Disability insurance	229	240	11	5%	278	49	18%	1,585	1,680	94	6%	1,771	185	10%	2,786	2,880	3%
5225 PERS Employee Contributions	7,783	8,150	367	4%	8,053	270	3%	52,852	61,141	8,289	14%	61,986	9,134	15%	97,692	105,981	8%
5230 PERS Employer Contributions	2,051	2,178	127	6%	2,322	271	12%	14,022	16,341	2,319	14%	17,625	3,603	20%	26,006	28,325	8%
5295 Allocations	0	(2,576)	(2,576)	100%	0	0	-	0	(19,327)	(19,327)	100%	0	0	-	(14,174)	(33,501)	58%

Financial Report - Actual vs. Budget
For Period Ending Jan 2022

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					
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Insured Benefits	21,369	20,428	(941)	-5%	26,001	4,632	18%	147,575	146,884	(691)	0%	188,049	40,474	22%	253,604	252,913	0%
Total Personnel Services	65,221	64,181	(1,040)	-2%	64,616	(605)	-1%	435,102	475,122	40,020	8%	481,836	46,734	10%	781,860	821,880	5%
Goods & Services																	
6005 Seminars & training	0	0	0	-	0	0	-	250	0	(250)	-	0	(250)	-	250	0	-
Total Staff Training	0	0	0	-	0	0	-	250	0	(250)	-	0	(250)	-	250	0	-
6020 Travel - airfare	0	42	42	100%	0	0	-	0	292	292	100%	0	0	-	208	500	58%
6025 Travel - lodging & transportation	0	83	83	100%	584	584	100%	0	583	583	100%	584	584	100%	417	1,000	58%
6030 Travel - Per Diem & mileage reimbursement	0	21	21	100%	251	251	100%	407	146	(261)	-179%	251	(157)	-63%	511	250	-105%
6035 Meals & Entertainment	0	25	25	100%	0	0	-	0	175	175	100%	0	0	-	125	300	58%
Total Travel & Entertainment	0	171	171	100%	834	834	100%	407	1,196	789	66%	834	427	51%	1,261	2,050	38%
6050 Office supplies	0	0	0	-	0	0	-	0	0	0	-	150	150	100%	0	0	-
6055 Kitchen supplies	111	250	139	56%	94	(17)	-18%	968	1,750	782	45%	787	(181)	-23%	2,218	3,000	26%
6070 Postage & courier services	116	83	(33)	-39%	63	(53)	-85%	182	583	401	69%	257	75	29%	599	1,000	40%
Total Office Expense	227	333	107	32%	157	(70)	-45%	1,150	2,333	1,183	51%	1,194	45	4%	2,817	4,000	30%
6100 Telephone - landline	177	200	23	11%	182	5	2%	1,263	1,400	137	10%	1,293	30	2%	2,263	2,400	6%
6105 Telephone - mobile	444	530	86	16%	502	58	12%	3,103	3,710	607	16%	3,457	354	10%	5,753	6,360	10%
6110 Internet services	1,250	1,405	155	11%	1,247	(3)	0%	8,699	9,835	1,136	12%	8,911	212	2%	15,724	16,860	7%
6115 Cable TV	892	948	56	6%	880	(12)	-1%	6,250	6,634	384	6%	6,472	222	3%	10,989	11,373	3%
6130 Electricity	21,072	20,833	(239)	-1%	24,297	3,225	13%	133,559	145,833	12,274	8%	119,364	(14,196)	-12%	237,726	250,000	5%
6131 Propane - Operations	227	125	(102)	-81%	92	(134)	-145%	1,109	875	(234)	-27%	530	(580)	-109%	1,734	1,500	-16%
6135 Water/Sewer	6,225	6,250	25	0%	5,473	(752)	-14%	57,559	43,750	(13,809)	-32%	45,688	(11,871)	-26%	88,809	75,000	-18%
6140 Garbage/Sanitation Collection	5,029	5,833	804	14%	4,908	(121)	-2%	44,222	40,833	(3,389)	-8%	34,214	(10,008)	-29%	73,389	70,000	-5%
6145 Hazardous material disposal	1,567	333	(1,234)	-370%	150	(1,417)	-945%	5,537	2,333	(3,204)	-137%	1,130	(4,407)	-390%	7,204	4,000	-80%
6150 Derelict boat disposal	0	1,250	1,250	100%	0	0	-	2,616	8,750	6,134	70%	15	(2,601)	-17340%	8,866	15,000	41%
6155 Environmental Remediation/Mitigation/Monitoring	3,020	250	(2,770)	-1108%	(5,625)	(8,645)	154%	4,150	1,750	(2,400)	-137%	958	(3,192)	-333%	5,400	3,000	-80%
Total Utilities	39,903	37,958	(1,946)	-5%	32,106	(7,797)	-24%	268,067	265,704	(2,363)	-1%	222,031	(46,037)	-21%	457,856	455,493	-1%
6200 Temporary/Contract help	0	2,917	2,917	100%	6,275	6,275	100%	16,709	20,417	3,708	18%	28,618	11,909	42%	31,292	35,000	11%
6205 Janitorial services	28	55	27	49%	49	21	43%	210	385	175	46%	168	(42)	-25%	485	660	27%
6210 Vending machine services	0	125	125	100%	0	0	-	1,156	875	(281)	-32%	1,328	172	13%	1,781	1,500	-19%
6245 Legal advertising	218	108	(109)	-101%	0	(218)	-	1,054	758	(296)	-39%	569	(486)	-85%	1,596	1,300	-23%
6250 Legal services	0	0	0	-	0	0	-	713	0	(713)	-	0	(713)	-	713	0	-
6260 Consulting services	460	582	122	21%	0	(460)	-	3,784	4,072	287	7%	0	(3,784)	-	6,693	6,980	4%
6270 Contracted Services	0	0	0	-	4,244	4,244	100%	0	0	0	-	5,475	5,475	100%	0	0	-
6290 Commercial insurance	7,972	7,908	(64)	-1%	7,733	(239)	-3%	54,476	55,358	883	2%	48,379	(6,097)	-13%	94,017	94,900	1%
Total Professional Services	8,678	11,695	3,017	26%	18,300	9,622	53%	78,101	81,865	3,764	5%	84,535	6,434	8%	136,576	140,340	3%
6350 Employee sponsorships	0	0	0	-	0	0	-	786	0	(786)	-	0	(786)	-	786	0	-
Total Marketing Expense	0	0	0	-	0	0	-	786	0	(786)	-	0	(786)	-	786	0	-
6400 Small equipment & tools	5	500	495	99%	42	36	87%	2,254	3,500	1,246	36%	1,209	(1,046)	-87%	4,754	6,000	21%
6405 Safety/hazardous materials	222	0	(222)	-	0	(222)	-	222	0	(222)	-	11,051	10,829	98%	222	0	-
6410 Signage	0	63	63	100%	0	0	-	132	438	306	70%	0	(132)	-	444	750	41%
6415 Clothing	44	425	381	90%	80	36	45%	637	2,975	2,338	79%	1,119	482	43%	2,762	5,100	46%
6420 Janitorial supplies	46	1,042	996	96%	1,394	1,348	97%	9,784	7,292	(2,492)	-34%	6,112	(3,672)	-60%	14,992	12,500	-20%
6425 Operational supplies	994	10,000	9,006	90%	719	(275)	-38%	68,483	70,000	1,517	2%	2,938	(65,545)	-2231%	118,483	120,000	1%

**Financial Report - Actual vs. Budget
For Period Ending Jan 2022**

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					
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6430 Equipment Rental	0	833	833	100%	0	0	-	101	5,833	5,733	98%	0	(101)	-	4,267	10,000	57%
6450 Fuel - Gas	1,295	1,167	(128)	-11%	856	(439)	-51%	5,336	8,167	2,830	35%	4,056	(1,281)	-32%	11,170	14,000	20%
6455 Fuel - Diesel	80	83	4	4%	64	(16)	-24%	1,598	583	(1,015)	-174%	193	(1,405)	-726%	2,015	1,000	-101%
6481 Propane - Retail	1,647	417	(1,230)	-295%	737	(910)	-123%	6,841	2,917	(3,925)	-135%	2,744	(4,097)	-149%	8,925	5,000	-78%
Total Operational Expense	4,333	14,529	10,196	70%	3,892	(442)	-11%	95,389	101,704	6,315	6%	29,422	(65,967)	-224%	168,035	174,350	4%
6500 Repairs & maintenance equipment	7,610	6,250	(1,360)	-22%	6,837	(773)	-11%	22,876	43,750	20,874	48%	22,613	(264)	-1%	54,126	75,000	28%
6505 Repairs & maintenance vehicles	1,275	1,694	419	25%	16,102	14,826	92%	3,655	11,860	8,206	69%	30,416	26,761	88%	12,126	20,332	40%
6510 Repairs & maintenance buildings	600	3,741	3,141	84%	293	(307)	-105%	17,163	26,185	9,021	34%	4,027	(13,136)	-326%	35,867	44,888	20%
6515 Repairs & maintenance land improvements	849	250	(599)	-239%	0	(849)	-	1,038	1,750	712	41%	0	(1,038)	-	2,288	3,000	24%
6520 Repairs & maintenance docks	982	4,167	3,184	76%	5	(978)	-20981%	7,998	29,167	21,168	73%	2,269	(5,729)	-252%	28,832	50,000	42%
6540 Marina dredging	0	0	0	-	0	0	-	0	0	0	-	29,260	29,260	100%	0	0	-
6575 Waterway Leases	1,049	2,917	1,867	64%	1,021	(29)	-3%	5,038	20,417	15,379	75%	3,734	(1,304)	-35%	19,621	35,000	44%
6580 Permits	0	475	475	100%	0	0	-	4,285	3,325	(960)	-29%	5,261	976	19%	6,660	5,700	-17%
Total Repair and Maintenance	12,366	19,493	7,127	37%	24,257	11,891	49%	62,053	136,453	74,400	55%	97,580	35,527	36%	159,520	233,920	32%
Total Goods & Services	65,507	84,179	18,672	22%	79,545	14,038	18%	506,203	589,256	83,053	14%	435,596	(70,607)	-16%	927,100	1,010,153	8%
Total Expenses	130,728	148,361	17,632	12%	144,161	13,433	9%	941,305	1,064,377	123,073	12%	917,432	(23,873)	-3%	1,708,960	1,832,033	7%
Operating Results	18,917	(527)	19,445	-3688%	(4,210)	23,127	-549%	505,977	268,843	237,134	88%	276,598	229,379	83%	644,954	407,820	58%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	20	0	20	-	28	(8)	-28%	99	0	99	-	137	(38)	-28%	99	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,175	(5,175)	-100%	0	0	-	0	5,175	-100%
4905 Other	58,736	0	58,736	-	0	58,736	-	59,186	0	59,186	-	45	59,141	131425%	59,186	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	8,668	(8,668)	-100%	0	0	-
Total Other Income	58,756	0	58,756	-	28	58,728	208256%	59,285	5,175	54,110	1046%	8,850	50,435	570%	59,285	5,175	1046%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	-	-	-	10,112	10,000	(112)	-1%	9,841	(271)	-3%	10,112	10,000.00	-1%
6755 Insurance Claims	59,525	0	(59,525)	-	0	(59,525)	-	65,150	0	(65,150)	-	9,168	(55,982)	-611%	65,150	0	-
Total Taxes & Misc Expenses	59,525.00	-	(59,525.00)	-	0	(59,525)	-	75,262	10,000.00	(65,262)	-653%	19,009	(56,253)	-296%	75,262	10,000.00	-653%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	218,878	290,261	71,383	25%	87,170	(131,709)	-151%	218,878	290,261	25%
7010 Interest payment	0	0	0	-	0	0	-	129,488	61,282	(68,206)	-111%	86,190	(43,299)	-50%	129,488	61,282	-111%
7020 Vehicle Principal repayment	756	756	(1)	0%	435	(321)	-74%	6,543	5,289	(1,254)	-24%	3,038	(3,505)	-115%	10,320	9,066	-14%
7025 Vehicle Interest payment	48	48	1	1%	16	(32)	-194%	605	339	(267)	-79%	121	(485)	-402%	848	581	-46%
8010 CIP Buildings	0	13,333	13,333	100%	0	0	-	0	93,333	93,333	100%	0	0	-	66,667	160,000	58%
8011 CIP Docks	0	8,583	8,583	100%	0	0	-	0	60,083	60,083	100%	0	0	-	42,917	103,000	58%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	14,860	14,860	100%	0	0	-
Total Debt Services	804	22,721	21,917	96%	451	(353)	-78%	355,515	510,587	155,072	30%	191,378	(164,137)	-86%	469,118	624,190	25%
Total Other Expenses	60,329	22,721	(37,608)	-166%	451	(59,878)	-13270%	430,777	520,587	89,810	17%	210,387	(220,390)	-105%	544,380	634,190	14%
Net Other Income	(1,572)	(22,721)	21,148	-93%	(423)	(1,149)	272%	(371,492)	(515,412)	143,920	-28%	(201,537)	(169,955)	84%	(485,095)	(629,015)	-23%
Net Result	17,345	(23,248)	40,593	-175%	(4,633)	21,978	-474%	134,485	(246,569)	381,054	-155%	75,061	59,424	79%	159,859	(221,195)	-172%

Financial Report - Actual vs. Budget
For Period Ending Jan 2022

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					
	Jan 2022		\$ Diff	% Diff	Jan 2021		Jul 2021 - Jan 2022				Prior FYTD vs Current FYTD						
	Actual	Budget			Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4290 Other	0	21,794	(21,794)	-100%	0	0	-	82,015	152,555	(70,540)	-46%	5,739	76,276	1329%	190,983	261,523	-27%
Total Operating Income	0	21,794	(21,794)	-100%	0	0	-	82,015	152,555	(70,540)	-46%	5,739	76,276	1329%	190,983	261,523	-27%
Expenses																	
Personnel Services																	
5005 Salaries	0	1,490	1,490	100%	9,366	9,366	100%	55	11,180	11,126	100%	51,878	51,823	100%	8,254	19,380	57%
5010 Other compensation	0	0	0	-	0	0	-	0	0	0	-	(9)	(9)	100%	0	0	-
5015 Overtime	0	0	0	-	319	319	100%	0	0	0	-	1,519	1,519	100%	0	0	-
Total Compensation	0	1,490	1,490	100%	9,685	9,685	100%	55	11,180	11,126	100%	53,388	53,333	100%	8,254	19,380	57%
5100 Federal Payroll taxes	0	114	114	100%	702	702	100%	4	856	852	100%	3,909	3,905	100%	631	1,483	57%
5105 State Payroll taxes	0	0	0	-	3	3	100%	0	0	(0)	-	22	22	100%	0	0	-
5110 Unemployment Insurance	0	42	42	100%	257	257	100%	1	313	312	100%	819	817	100%	231	543	57%
5115 Workers compensation	0	54	54	100%	0	0	-	0	402	402	100%	0	0	-	294	696	58%
Total Payroll Taxes	0	209	209	100%	963	963	100%	5	1,570	1,565	100%	4,749	4,744	100%	1,157	2,722	57%
5200 Medical insurance	0	507	507	100%	0	0	-	14	3,806	3,792	100%	0	(14)	-	2,806	6,598	57%
5205 Dental insurance	0	41	41	100%	0	0	-	0	309	309	100%	0	0	-	226	535	58%
5215 Term life insurance	0	3	3	100%	0	0	-	0	25	25	99%	0	(0)	-	19	44	57%
5220 Long Term Disability insurance	0	9	9	100%	0	0	-	0	68	68	100%	0	(0)	-	50	118	57%
5225 PERS Employee Contributions	0	352	352	100%	2,140	2,140	100%	12	2,644	2,632	100%	12,108	12,096	100%	1,951	4,583	57%
5230 PERS Employer Contributions	0	89	89	100%	581	581	100%	3	671	668	100%	3,382	3,379	100%	495	1,163	57%
Total Insured Benefits	0	1,003	1,003	100%	2,721	2,721	100%	29	7,523	7,494	100%	15,490	15,461	100%	5,547	13,041	57%
Total Personnel Services	0	2,702	2,702	100%	13,368	13,368	100%	89	20,274	20,185	100%	73,627	73,537	100%	14,958	35,143	57%
Goods & Services																	
6005 Seminars & training	0	417	417	100%	0	0	-	0	2,917	2,917	100%	0	0	-	2,083	5,000	58%
Total Staff Training	0	417	417	100%	0	0	-	0	2,917	2,917	100%	0	0	-	2,083	5,000	58%
6030 Travel - Per Diem & mileage reimbursement	0	167	167	100%	0	0	-	0	1,167	1,167	100%	0	0	-	833	2,000	58%
Total Travel & Entertainment	0	167	167	100%	0	0	-	0	1,167	1,167	100%	0	0	-	833	2,000	58%
6050 Office supplies	0	42	42	100%	0	0	-	0	292	292	100%	0	0	-	208	500	58%
6070 Postage & courier services	0	0	0	-	0	0	-	0	0	0	-	19	19	100%	0	0	-
Total Office Expense	0	42	42	100%	0	0	-	0	292	292	100%	19	19	100%	208	500	58%
6105 Telephone - mobile	52	0	(52)	-	53	1	2%	248	0	(248)	-	422	174	41%	248	0	-
6155 Environmental Remediation/Mitigation/Monitoring	0	0	0	-	0	0	-	0	0	0	-	380	380	100%	0	0	-
Total Utilities	52	0	(52)	-	53	1	2%	248	0	(248)	-	802	554	69%	248	0	-
6250 Legal services	0	2,083	2,083	100%	0	0	-	0	14,583	14,583	100%	0	0	-	10,417	25,000	58%
6255 Auditing	0	833	833	100%	0	0	-	0	5,833	5,833	100%	0	0	-	4,167	10,000	58%
6290 Commercial insurance	4,875	4,477	(398)	-9%	4,477	(398)	-9%	31,739	31,341	(398)	-1%	31,720	(19)	0%	54,125	53,727	-1%

Financial Report - Actual vs. Budget
For Period Ending Jan 2022

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

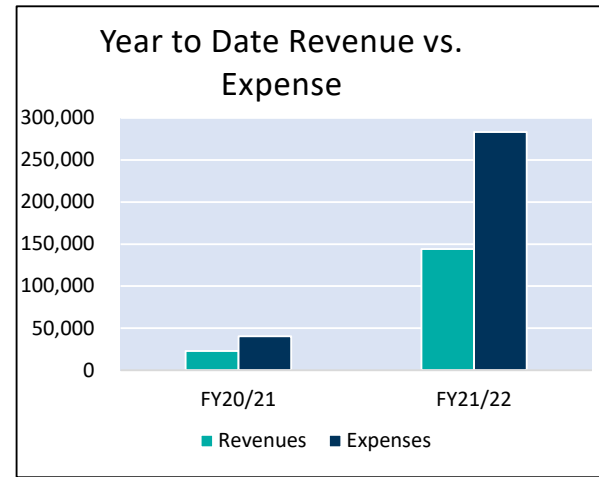
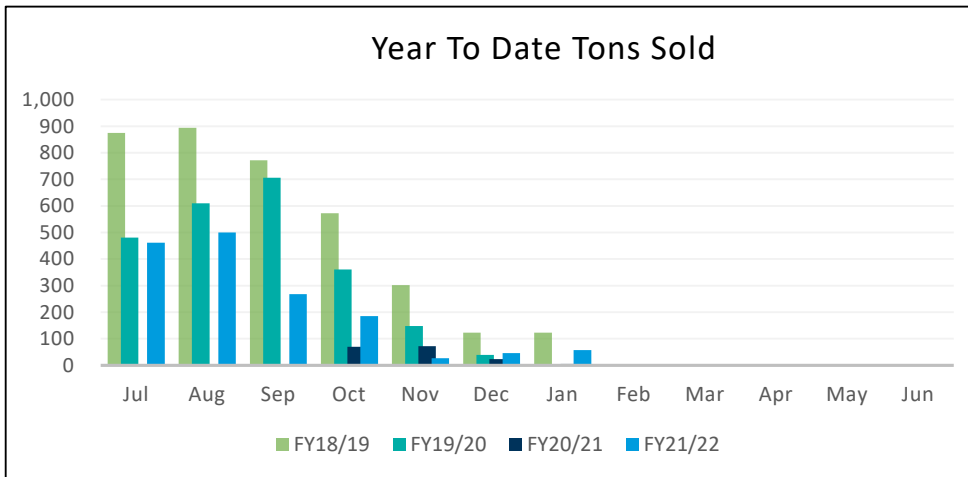
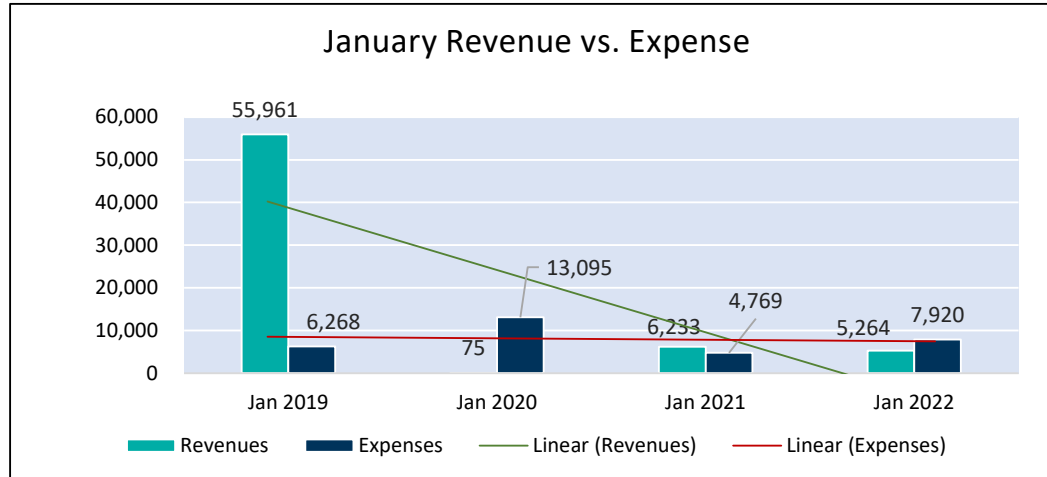
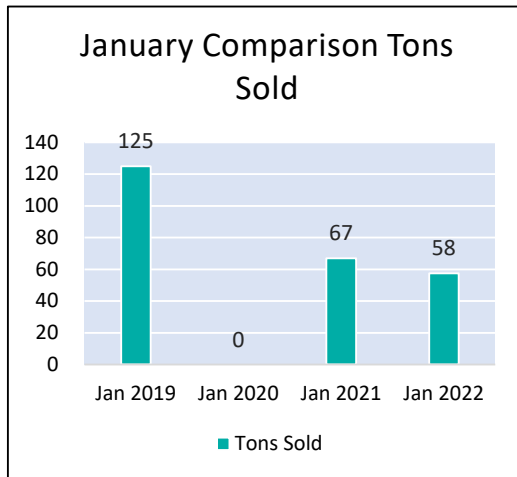
Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2022				Jan 2021			Jul 2021 - Jan 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Professional Services	4,875	7,394	2,518	34%	4,477	(398)	-9%	31,739	51,757	20,018	39%	31,720	(19)	0%	68,709	88,727	23%
6400 Small equipment & tools	0	0	0	-	0	0	-	214	0	(214)	-	0	(214)	-	214	0	-
6425 Operational supplies	0	4,167	4,167	100%	11,624	11,624	100%	0	29,167	29,167	100%	20,041	20,041	100%	20,833	50,000	58%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	5,104	5,104	100%	0	0	-
6450 Fuel - Gas	0	0	0	-	0	0	-	0	0	0	-	1,142	1,142	100%	0	0	-
6455 Fuel - Diesel	0	0	0	-	0	0	-	0	0	0	-	1,184	1,184	100%	0	0	-
Total Operational Expense	0	4,167	4,167	100%	11,624	11,624	100%	214	29,167	28,953	99%	27,470	27,256	99%	21,047	50,000	58%
6500 Repairs & maintenance equipment	0	5,417	5,417	100%	739	739	100%	0	37,917	37,917	100%	16,646	16,646	100%	27,083	65,000	58%
6505 Repairs & maintenance vehicles	0	1,250	1,250	100%	590	590	100%	81,681	8,750	(72,931)	-833%	6,798	(74,883)	-1101%	87,931	15,000	-486%
6540 Marina dredging	0	0	0	-	0	0	-	0	0	0	-	8,600	8,600	100%	0	0	-
Total Repair and Maintenance	0	6,667	6,667	100%	1,329	1,329	100%	81,681	46,667	(35,014)	-75%	32,044	(49,637)	-155%	115,014	80,000	-44%
Total Goods & Services	4,927	18,852	13,925	74%	17,483	12,556	72%	113,882	131,966	18,084	14%	92,054	(21,828)	-24%	208,143	226,227	8%
Total Expenses	4,927	21,555	16,627	77%	30,851	25,924	84%	113,971	152,240	38,269	25%	165,681	51,709	31%	223,101	261,370	15%
Operating Results	(4,927)	239	(5,166)	-2163%	(30,851)	25,924	-84%	(31,956)	315	(32,272)	-10234%	(159,942)	127,986	-80%	(32,119)	153	-21093%
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	204	0	204	-	0	204	-	1,670	0	1,670	-	0	1,670	-	1,670	0	-
Total Other Income	204	0	204	-	0	204	-	1,670	0	1,670	-	0	1,670	-	1,670	0	-
Net Other Income	204	0	204	-	0	204	-	1,670	0	1,670	-	0	1,670	-	1,670	0	-
Net Result	(4,723)	239	(4,962)	-2077%	(30,851)	26,128	-85%	(30,286)	315	(30,601)	-9705%	(159,942)	129,656	-81%	(30,448)	153	-20001%

	Current Period	Same Month Prior Years			Year to Date	Prior FYTD vs Current FYTD		
	Jan 2022	Jan 2021	Jan 2020	Jan 2019	FY21/22	Last FY	\$ Diff	% Diff
Albacore Tuna (Oregon) MT	0.0	0.0	0.0	0.0	1,460.5	2,003	(542)	-27.07%
Pink Shrimp (Oregon) MT	0.0	0.0	0.0	0.0	14,433.1	13,924.8	508	3.65%
Dungeness Crab (Coos Bay) MT	313.8	1,110.8	1,051.3	1,262.0	1,558.0	1,131.6	426	37.68%
Tons Sold	58	67	0	125	1,545	238	1,307	549.16%
Total Revenues	5,264	6,233	75	55,961	144,079	22,719	121,360	534.19%
Total Expenses	7,920	4,769	13,095	6,268	283,333	40,338	242,995	602.40%
Net Result	(2,657)	1,464	(13,095)	3,219	(139,255)	(17,619)	(121,635)	690.36%



Financial Report - Actual vs. Budget
For Period Ending Jan 2022

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					
	Jan 2022		\$ Diff	% Diff	Jan 2021		% Diff	Jul 2021 - Jan 2022		% Diff	Prior FYTD vs Current FYTD		Jul 2021 - Jun 2022				
	Actual	Budget			Actual	\$ Diff		Actual	Budget		\$ Diff	Last FY	\$ Diff	Projected	Budget	% Diff	
Operating Income																	
4010 Property Agreements	34,515	19,912	14,602	73%	23,326	11,188	48%	168,558	126,913	41,645	33%	148,673	19,886	13%	285,645	244,000	17%
4235 Customer Discounts	0	0	0	-	0	0	-	0	0	0	-	(3,950)	3,950	-100%	0	0	-
4260 Rail Operations Revenue	25,782	37,289	(11,507)	-31%	17,722	8,060	45%	195,124	231,161	(36,037)	-16%	151,324	43,800	29%	385,997	422,034	-9%
4265 Rail Surcharges	30,377	43,234	(12,858)	-30%	21,921	8,456	39%	229,493	269,644	(40,151)	-15%	182,469	47,024	26%	451,344	491,495	-8%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	786,453	786,453	0%
Total Operating Income	90,673	100,436	(9,762)	-10%	62,969	27,704	44%	593,175	627,718	(34,543)	-6%	478,515	114,660	24%	1,909,439	1,943,982	-2%
Expenses																	
Personnel Services																	
Goods & Services																	
6035 Meals & Entertainment	0	0	0	-	0	0	-	0	0	0	-	40	40	100%	0	0	-
Total Travel & Entertainment	0	0	0	-	0	0	-	0	0	0	-	40	40	100%	0	0	-
6060 IT supplies	0	0	0	-	0	0	-	0	0	0	-	40	40	100%	0	0	-
Total Office Expense	0	0	0	-	0	0	-	0	0	0	-	40	40	100%	0	0	-
6260 Consulting services	20,838	8,750	(12,088)	-138%	0	(20,838)	-	64,696	61,250	(3,446)	-6%	35,773	(28,923)	-81%	108,446	105,000	-3%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	18	18	100%	0	0	-
6290 Commercial insurance	3,528	3,039	(488)	-16%	3,042	(486)	-16%	23,195	21,275	(1,919)	-9%	20,196	(2,998)	-15%	38,391	36,472	-5%
Total Professional Services	24,366	11,789	(12,576)	-107%	3,042	(21,324)	-701%	87,891	82,525	(5,365)	-7%	55,987	(31,903)	-57%	146,837	141,472	-4%
6410 Signage	0	667	667	100%	0	0	-	0	4,667	4,667	100%	0	0	-	3,333	8,000	58%
Total Operational Expense	0	667	667	100%	0	0	-	0	4,667	4,667	100%	0	0	-	3,333	8,000	58%
6505 Repairs & maintenance vehicles	64	0	(64)	-	20,242	20,178	100%	894	0	(894)	-	20,963	20,069	96%	894	0	-
6510 Repairs & maintenance buildings	0	0	0	-	0	0	-	3,684	0	(3,684)	-	11,651	7,967	68%	3,684	0	-
Total Repair and Maintenance	64	342	278	81%	20,242	20,178	100%	4,578	2,392	(2,187)	-91%	32,614	28,036	86%	6,287	4,100	-53%
Total Goods & Services	24,430	12,798	(11,632)	-91%	23,284	(1,146)	-5%	92,469	89,584	(2,885)	-3%	88,681	(3,788)	-4%	156,457	153,572	-2%
Total Expenses	24,430	12,798	(11,632)	-91%	23,284	(1,146)	-5%	92,469	89,584	(2,885)	-3%	88,681	(3,788)	-4%	156,457	153,572	-2%
Operating Results	66,244	87,638	(21,394)	-24%	39,685	26,559	67%	500,706	538,135	(37,428)	-7%	389,834	110,872	28%	1,752,982	1,790,410	-2%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	720,000	(720,000)	-100%	0	0	-	439,582	720,000	(280,418)	-39%	317,100	122,482	39%	439,582	720,000	-39%
4915 Insurance Reimbursement	0	0	0	-	0	0	-	767	0	767	-	1,328	(560)	-42%	767	0	-
Total Other Income	0	720,000	(720,000)	-100%	0	0	-	440,349	720,000	(279,651)	-39%	318,428	121,922	38%	440,349	720,000	-39%
Other Expenses																	
6755 Insurance Claims	823	0	(823)	-	0	(823)	-	17,496	0	(17,496)	-	0	(17,496)	-	17,496	0	-
Total Taxes & Misc Expenses	823	0	(823)	-	0	(823)	-	17,496	0	(17,496)	-	0	(17,496)	-	17,496	0	-
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	479,402	389,754	(89,648)	-23%	354,756	(124,645)	-35%	479,402	389,754	-23%
7010 Interest payment	0	0	0	-	0	0	-	26,362	291,794	265,432	91%	289,855	263,493	91%	26,362	291,794	91%
7020 Principal repayment - Vehicles	1,047	1,047	(0)	0%	1,043	(4)	0%	7,323	7,329	6	0%	7,295	(28)	0%	12,558	12,564	0%
7025 Interest payment - Vehicles	12	12	0	1%	16	4	25%	91	85	(6)	-7%	119	28	23%	152	146	-4%
8012 CIP Construction Tunnels	0	0	0	-	2,728	2,728	100%	0	0	0	-	2,728	2,728	100%	0	0	-
8013 CIP Construction Bridges	2,622	66,667	64,045	96%	0	(2,622)	-	853,192	466,667	(386,525)	-83%	0	(853,192)	-	1,186,525	800,000	-48%
8016 CIP Construction Track	0	8,333	8,333	100%	0	0	-	0	58,333	58,333	100%	0	0	-	41,667	100,000	58%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	21,864	0	(21,864)	-	45,048	23,184	51%	21,864	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	25,000	25,000	100%	0	0	-
Total Debt Services	3,681	76,059	72,378	95%	3,787	106	3%	1,388,233	1,213,962	(174,271)	-14%	724,802	(663,431)	-92%	1,768,529	1,594,258	-11%
Total Other Expenses	4,503	76,059	71,556	94%	3,787	(716)	-19%	1,405,729	1,213,962	(191,767)	-16%	724,802	(680,927)	-94%	1,786,025	1,594,258	-12%
Net Other Income	(4,503)	643,941	(648,444)	-101%	(3,787)	(716)	19%	(965,380)	(493,962)	(471,418)	95%	(406,374)	(559,006)	138%	(1,345,676)	(874,258)	54%
Net Result	61,740	731,579	(669,839)	-92%	35,898	25,842	72%	(464,674)	44,173	(508,846)	-1152%	(16,540)	(448,134)	2709%	407,306	916,152	-56%



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Margaret Barber, Director of External Affairs

DATE: March 8, 2022

SUBJECT: Commercial/External Affairs/Marketing Management Report

Commercial:

Staff continue to work with inquiries interested in establishing operations at Terminal One in Coos Bay.

Staff are working to develop pricing structures for both ground leasing and tariff rates as the Port continues to work toward an executed contract with NorthPoint Development. Staff are also conducting an analysis of commodities shipped and trade routes to and from the U.S. West Coast to guide efforts in targeting profitable market segments to move through Terminal One.

EA/BD staff and the CBRL General Manager have completed quarterly customer meetings with rail customers along the line. The objective of these meetings was to solicit feedback on performance, identify any areas for improvement or enhanced coordination, and discuss upcoming rail and customer projects that could impact rail volumes.

Staff participated in meetings with two new inquiries interested in establishing a business interest in southwestern Oregon.

Staff completed the annual report to maintain the active status of Foreign Trade Zone No. 132.

Port Property:

Vacant Port owned properties include the Fishermen's Wharf and the two small office spaces adjacent to the Charleston Post Office, individual offices in the shared space of the Hub Building, an office on the 4th floor of the Hub Building, as well as 147 S. Broadway in the Hub Building. Staff are working to actively market this space to find a new tenant. Additional marketing materials were developed and distributed this past month through a variety of methods, including direct distribution, social media, and the Port's website.

The Port received two inquiries which resulted in two showings of the Fishermen's Wharf facility, as well as an inquiry and showing of the offices in the first floor of the Hub Building. Staff also received an inquiry for the vacant space at 147 S. Broadway in the Hub Building, however it was determined that the proposed desired use for that property would not be a good fit.

Port staff continue to work with Verizon Wireless, who is looking to site a cell phone tower on

Port owned property in Eastside. Verizon is currently completing its permitting requirements and working with the City of Coos Bay through their land use process. Verizon anticipates construction start date of September 2023.

Marketing, Media, and Outreach:

Staff will be participating in interviews about Port projects with both Progressive Railroading and Freight Waves magazine.

The Port was featured in the following news outlets:

My Oregon News: [Port of Coos Bay Has Big Plans](#)

KCBY: [New shipping terminal planned for Coos Bay amid rail improvements](#)

KOIN: [DeFazio secures \\$67 million for Coos Bay North Jetty repairs](#)

KMTR: [Port of Coos Bay to require mandatory moorage insurance for vessels](#)

Staff are working with employees of NorthPoint Development to conduct coordinated community outreach regarding development of the Container Facility.

Staff are regularly publishing a Charleston Operations update in the same format as the CBRL weekly update. The update is distributed to a list serve of approximately 250 recipients, including marina customers, seafood processors, legislative contacts, Port tenants, and local leadership. Updates are also posted on the Port's social media outlet, as well as on the website.

Staff are also working to compile a comprehensive list of Charleston Stakeholders for distribution of a survey that is currently in development. This stakeholder list will include commercial and recreational fishing fleets, Charleston businesses and organizations, seafood processors, Port tenants, and shipyard users. The intent of the survey is to solicit feedback regarding the most critical infrastructure in Charleston as well as recommendations for future investment.

Staff continue to work with a group comprised of local seafood processors, Markee & Associates, and the Pacific Northwest Seafood Processors Association to evaluate the possibility of constructing a multi-user wastewater treatment system. New requirements from DEQ under the 900-J permitting process present financial and managerial challenges for the seafood processing industry. Business Oregon has invited an application for Port Planning and Marketing Funding to support planning efforts for this project. Port staff will be compiling the application and supplemental materials over the next 30 days for submission.

Staff are conducting outreach to solicit feedback from community groups and leaders regarding desired future activities and concerns regarding the future development of Terminal One. These outreach efforts to date have included local municipalities, Coos County, Tribal Governments, Community Organizations, and local service providers. Additional outreach activities will continue to take place in the coming months.

The Port's LinkedIn page gained 12 new followers, received over 2,400 post impressions, appeared in 230 searches, and had 45 unique visitors. The top post of the past month was: " Crews continue work on the Coalbank Slough rail bridge replacement project. We have completed pile

driving activities and are now filling the steel piling with cement! Project completion is scheduled for mid-March. [#infrastructure](#) [#railinfrastructure](#) [#project](#)”

Staff are assisting the Fishermen’s Memorial committee in planning and coordination for the upcoming event, scheduled to take place at 10am on May 30. Staff have provided press releases, posts on social media, and coordination with Port staff for activities leading up to the event.

Legislative/Advocacy Work:

The 2022 short legislative session commenced beginning February 1, 2022 and will last for a period of 35 days. It is anticipated that the session will come to a conclusion within the coming days. Many of the bills that Port staff were tracking have died in committee. The primary focus of this legislative session was insuring the inclusion of \$15 million to support continued engineering and permitting work for the Channel Modification Project. At present, funding for this project has been included in SB 5202, which appropriates monies from the General Fund. Staff are still working with legislators to ensure that language regarding the third \$40 million installment of the funding is in place next session.

EA/BD Staff have been participating in meetings with various legislators in coordination with CEO John Burns to provide project updates and stress the importance of the Channel Modification Project to future development of the Coos Bay harbor.

Industry Articles/Information Items:

Thank you editorial from Crab Feed donation, The World Link: [Letter: Thank you so much](#)

Ocean freight rate trends, Hellenic Shipping News: [Long-Term Ocean Freight Rates on the Rise Again, As Demand, Congestion and Geopolitical Uncertainty Squeeze Shippers](#)

State of the Union on Ocean Carrier industry practices and response, Hellenic Shipping News: [White House: Lowering Prices and Leveling the Playing Field in Ocean Shipping](#)

Hellenic Shipping News: [Ocean carriers respond to State of the Union Address](#)

Fishing/Offshore Wind, KGW8: [Potential offshore wind power areas ‘shock’ Oregon fishing industry](#)

Offshore wind, Maritime Executive: [BOEM Identifies Three Potential Wind Lease Areas Off Oregon](#)

Offshore wind, National Wind Watch: [Three floating wind turbines are planned for Oregon coastline, though fishing industry groups are wary](#)

Russia/Ukraine conflict shipping and supply implications, Hellenic Shipping News: [Asian buyers shun Russian commodities as payment concerns mount](#)

Hellenic Shipping News: [Demand and new sales of Russian wheat fade on supply concerns](#)

Ukraine/Russia conflict to disrupt crude and LNG flows, Hellenic Shipping News: [Ukraine crisis will disrupt crude, coal and LNG flows even without sanctions](#)

Suez Canal rate increase, Freight Waves: [Suez Canal toll hike: 'Global trade just got more expensive](#)

Congestion shifting from West Coast to East Coast, Hellenic Shipping News: [US East Coast container port congestion grows as more shippers divert from West Coast](#)

Port of Savannah increasing capacity, Freight Waves: [Port of Savannah plans to boost container capacity by 60%](#)

M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: March 8, 2022

SUBJECT: Port Operations/Asset Management Report

Channel Modification Project:

Staff is working with David Miller and Associates (DMA) to develop a restart schedule and budget for this project. DMA will also begin contacting sub-contractors and define existing and new team members who will be part of the project team.

Rail Bridge Rehabilitation Project:

Work continues with engineering and design, permitting, contracting and construction for all phases of the project. Updates for each phase are provided below:

Coal Bank Slough Bridge: All piling are driven and filled according to plans. The contractor is placing caps and preparing the caps for the new superstructure. Work started on the track raise and tie replacement at the south end of the yard. This track raise was necessary to ensure proper vertical alignment with the new bridge. The contractor is approximately 1 to 2 weeks behind schedule due to trucking delays and delays associated with the pile driving.



Vaughn Viaduct: 60% design is complete, and engineers expect to have 100% design, engineering, and plans and specifications wrapped up by the end of March. Staff is working with MARAD and other agencies to complete the necessary NEPA amendments and permits for the new alternative.

Wildcat Creek Bridges: This ITB was solicited on January 11 and bids are due by March 9, 2022.

Steel Swing Bridges: This ITB was solicited on January 28 and bids are due on March 29, 2022.

Reedsport Swing Bridge (DTMF):

Engineers and vendors believe they have a solution to the problems encountered with the DTMF equipment needed for the project. Once this is confirmed, the Port will request a bid for the work.

PIDP Grant (Tie and Resurfacing Project):

The agreement is still going through the concurrence process at MARAD. Staff submitted a request to expend pre-agreement funds for engineering services and invitation to bid support. If approved, this will allow staff to begin work on these tasks while we await final agreement execution.

Safety and Security:

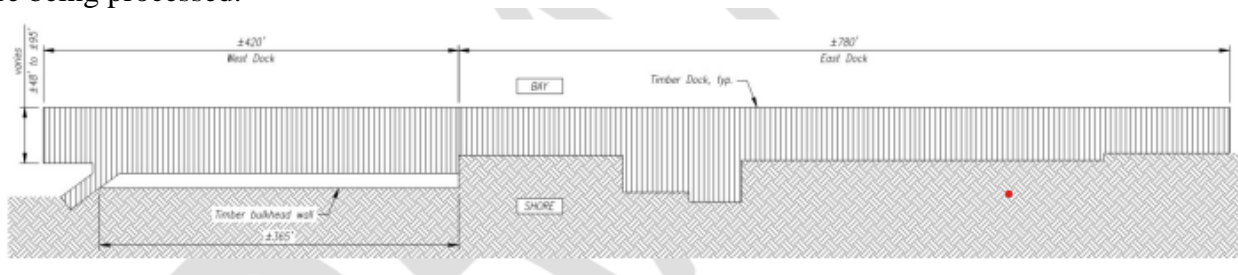
Five of the seven new cameras have been installed at Terminal One. We have seen a decrease in activity on the site over the past month. The contract caretaker continues to clean up the site and work on improvements. This includes landscaping, debris removal, and painting the gate guard shacks. Following Commission approval in February, staff held an auction for the remaining equipment left at the Terminal. Staff will be evaluating all bids received and submitting recommendations for winning bides and final disposal of equipment and materials.

North Jetty:

Staff was notified that the awarded bid for this work was protested. We are still waiting on final determination of the protest.

Terminal One:

Permits for the dock system have been transferred to the Port of Coos Bay from the USACE. All Department of State Lands easement and waterway lease transfer applications were submitted and are being processed.



Staff entered into a Professional Services Agreement with McGee Engineering to conduct an evaluation of the dock system. The scope of work includes:

- 1. Site Reconnaissance
- 2. Hands on inspection
- 3. Evaluation of dock capacity
- 4. Engineering Report

Engineers will also provide conceptual repair details and an Engineers Opinion of Probable Costs.

Transpacific Parkway Drainage Project (CCURA):

Staff is finalizing 100% design, specifications and bid documents. We still anticipate soliciting the bid for construction in March.



MEMORANDUM

TO: John Burns, Chief Executive Officer
FROM: Brandon Collura, Harbormaster
DATE: March 8, 2022
SUBJECT: Charleston Operations Management Report

The Marina finished the month of February at 58% capacity, identical to January. In comparison, February 2021 saw capacity at 57%. Of the 443 moorage slips, there were 164 annuals, 38 semi-annuals, 46 monthlies and 80 transients. All categories remained similar to the month prior. February ice volume sales totaled 33 tons. Total monthly sales were \$3,019.

The RV Park had 45% capacity in February. Out of 104 RV Park spaces, we had 49 new check-ins with total sales of \$25,697. For comparison, RV Park capacity in February 2021 was 30% with total sales of \$14,894.

Maintenance Projects:

Dock Work: The T on E dock has been completely rebuilt and re-stabilized throughout the month of February. Dock work continued on I-57, X dock in the shipyard, and G-41. Work included electrical, cleat replacement, through rod replacement, corner bracket, and pile hoop replacements across this infrastructure.

Electrical Repairs: Approximately seven electric pedestals were repaired or replaced in February. Maintenance crews continue rebuilding any pedestals that have service life.

Stormwater System: Every 5-6 years, the Ion and Carbon media need to be replaced in the Clear Creek Stormwater System in the Shipyard. This infrastructure ensures all storm water is run through the filtration system and cleaned to environmental standards before being discharged back into local waterways.

The cost of this project was approximately \$122,000. This was budgeted and accounted for in Operational Supplies. All phases of this project went according to plan and work was completed by Clear Creek, Roto Rooter, and Maintenance Staff.

Capital Projects:

Inner Basin Piling Project: Twenty piling were replaced in the Charleston Marina Complex inner basin in early February. The worst piling were identified, marked, and pulled out. They were replaced with 50' half-inch wall steel piling. This CIP was budgeted at \$103,000 and the contract was executed for \$99,500. These projects ensure the continued strength of infrastructure.





MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Rich Lopez, General Manager

DATE: March 8, 2022

SUBJECT: Railroad Department Management Report

Operations:

CBRL Carloads:

February = 503 Prior Month = 453 Prior Year February = 390

2021/22 Forecasted Monthly Average 683 missed by 180 carloads.

The month of February though short proved to be a positive for CBRL. With 64 carloads over the previous month, the CBRL Transportation team continues to meet the needs of the customers goals for carloads. We communicate with customers daily on needs and weekly outlook for switching. Both the day and night operations work together to communicate each other's needs to assure safe and efficient service. The management team works with the crews to make sure the communication in the field is consistent with the offices. Together the operations are exceeding expectations as we continue into the new year.

Sierra Pacific Industries has taken over complete operations of ordering and sale at the Noti – Seneca location. Both CBRL and SPI staff have been working together to make this transition as smooth as possible. SPI has stated that they would like to increase volume and is looking to CBRL to assist them in making it possible.

As we move from February into March the carload outlook is strong. CBRL expects to see 2 leased locomotives come on property to assist with the heavier car volume expected. The units are expected to arrive mid-March. The units will allow for CBRL to minimize the horsepower per ton the current locomotives are now pulling, plus allow Mr. Teeters to have a little more time on issues with CBRL locomotives.

As we look toward the upcoming months the teams are identifying safety issues along the line. The goal is to mitigate the issues that are not of immediate need in the good weather. Some of these items will include debris clearing from bridges and culverts, brush cut back and debris from main line walkable areas.

Mechanical (Car and Locomotive):

The Mechanical Car department was low on revenue because of no inventory on hand to make consumable repairs. Vendor sent wrong items and the replacements did not make it to the property

until end of month. The inventory is replenished, and repairs are being made.

Locomotive maintenance is current with periodic inspections. Mr. Teeters continues to diagnosis the 1909 loading issues. He has located multiple items with the electronics and is currently rewiring many circuits and relays. He continues to manage any repairs that are found online. The 2020 went down on the last of the month with a blown radiator. Staff is currently working with vendors for replacement parts and the CORP in Eugene has offered assistance in the replacement of the radiator.

Maintenance of Way (MOW):

The Maintenance of Way team is out each week performing their inspections and identifying any issues that need to be tended to when the weather becomes more workable. They have identified multiple spots for some tie replacement and areas where vegetation control will be needed. During February they moved the Gradall from the mid territory back to the south to work on sand conditions at Cordes to Hauser. The move allowed the team to clear culverts and remove debris from the storms and heavy weather events.

ODOT/FRA:

CBRL had one on site visit by ODOT Inspector Greg Stang. No violations to report. FRA Inspector of Signal and Train Bryon Alger was on property to perform joint tests on the Reedsport bridge. No defects were reported.

Coos Bay Rail Line:

As of March 1, 2022, the CBRL is 50 days' injury free. The CBRL had 1 incident in January. Currently, CBRL has 19 employees and 6 locomotives on property.

Rail Projects:

Coal Bank Slough Project is working toward goal of end of March opening to rail traffic. Both the bridge and track portions of the project are developing nicely. The yard project has begun to transform the south end of the yard.

Wildcat Bridge Project bids due March 9, 2022.

Swing Bridge Project bids due March 29, 2022.



2018 spotting logs at Ocean Terminal

Example of broken rail in a joint.



Action Items

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

DATE: March 8, 2022

PROJECT TITLE: First Reading of Ordinance 147 Amending Ordinance 143 Identifying Registration, Documentation, and Insurance Requirements for Charleston Marina Complex Customers and Agreement Holders

ACTION REQUESTED: None - First Reading of Ordinance 147

BACKGROUND:

A survey was recently conducted consisting of eleven Ports along the Oregon coast from Astoria to Brookings. Three of the eleven do not currently require insurance for moorage and shipyard customers, with the Oregon International Port of Coos Bay being one of the three.

The Port has spent over \$100,000 in the past five years disposing of derelict vessels, inclusive of the recent salvage operation of the uninsured MV Gypsy Artist. The Oregon State Marine Board also recently incurred the expense of disposing of five derelict vessels from the Charleston Marina. The Port currently owns another 20 vessels in the shipyard with costs estimated between \$100,000-\$120,000 to have all vessels environmentally tested and disposed of.

The Port conducted numerous discussions with our insurance carrier regarding any feasible options for the Port to hold greater insurance coverage, specifically regarding wreck removal and pollution coverages. With no viable options that are cost effective to the Port, the best option is for the Port to require all vessels moored in our facilities, as well as vessels utilizing Port services, to have insurance coverage.

Based on the survey of the other eight Ports already requiring insurance coverage for all customers, the Port recommends requiring insurance for all customers that execute moorage agreements and utilize various Port services.

A Charleston Advisory Committee meeting took place February 23, 2022, where the insurance requirements were presented and discussed with the Committee and Charleston customers in attendance. A copy of the Charleston Advisory Committee draft meeting minutes are included in the Information section of this packet.

Additional information regarding the Ordinance, the insurance policy requirements, and enforcement, are below.

Ordinance 147:

Ordinance 147 has been drafted to amend Ordinance 143, identifying registration, documentation, and insurance requirements for Charleston Marina Complex Customers and Agreement Holders. The proposed ordinance states:

1. All moored vessels must be currently registered with the State of Oregon or documented with the Coast Guard in the Moorage Holder's or Vessel Owner's name.

2. All vessels moored, stored, or using Travel Lift services, must be insured as outlined in the Port of Coos Bay Rate Schedule. These requirements are subject to periodic review by the Port’s Insurance Broker of Record. Current proof of the minimum insurance requirements must be submitted with the appropriate License Agreement, or upon request.
3. Vessel owners with expired registration will be reported to the Marine Patrol and Oregon State Marine Board.
4. If requested by the Marine Patrol or the Oregon State Marine Board, the Port will provide boat owner information for unregistered vessels.

Per a Memorandum of Understanding between the Oregon State Marine Board (OSMB) and the Port of Coos Bay Charleston Marina for participation in OSMB’s Abandoned Vessel Removal Assistance Program, the Charleston Marina is required to adhere to #1 through #4 above.

Ordinance Process:

The process for adopting an ordinance requires the Port to publish a legal advertisement not more than 10 days nor less than 4 days prior to its Board meeting at which time the proposed ordinance or amendment will be first read. The legal ad was published in The World newspaper on March 8, 2022. After first reading of the ordinance or amendment, the Commission may consider its adoption at its next meeting after a second reading. However, a second reading of the ordinance can be waived if: 1) a copy of the ordinance is available for each person requesting one; and 2) the Board directs that the ordinance be read by title only. The second reading and consideration of the amendment will be scheduled at the Board’s next regular meeting, currently scheduled for April 19, 2022. If adopted, the ordinance shall take effect on the 30th day after adoption unless a later date is prescribed by the ordinance. Port Staff is recommending the ordinance shall take effect on May 19, 2022.

Port of Coos Bay Rate Schedule (Insurance Policy Requirements):

Based on recommendations by the Port’s Insurance Broker of Record, as well as following the general insurance requirements of other Ports, the Port of Coos Bay Rate Sheet has been revised to include the following Insurance Requirements:

- A current Certificate of Insurance listing the Oregon International Port of Coos Bay as an additional insured and listing the following minimum limits, is required and must be provided by all agreement/license holders.
- The Oregon International Port of Coos Bay must receive notice of cancellation of any required insurance.

Moored Vessels

General Liability, must include wreck removal and pollution liability\$500,000

Charter/Guide Vessels

General Liability, must include wreck removal and pollution liability\$1,000,000

Travel Lift Services and Short Term Storage of Vessels (in Shipyard)

General Liability, must include wreck removal and pollution liability\$500,000

Long Term Storage of Vessels (in Shipyard)

General Liability, must include pollution liability.....\$250,000

Pursuant to Port Policy, the Rate Schedule must be modified by resolution of the Port Commission. Upon Commission approval of the resolution in April (coinciding with adoption of the Ordinance), the revised Port of Coos Bay 2021/22 Rate Schedule will be republished with an effective date of May 19, 2022.

Moorage License Agreement:

The Moorage License Agreement has been revised with enhanced terms and conditions, including insurance, registration and documentation requirements.

The remaining Charleston Marina agreements (Travel Lift, Vessel Storage, etc.) will also be revised in the near future to reflect insurance requirements.

Enforcement Process:

Assuming Ordinance 147 is adopted in the time frame described above, new Charleston Marina customers must provide proof of insurance and documentation, effective May 19, 2022. Existing customers will be given until July 1, 2022 to provide proof of insurance and registration/documentation. After the first reading of the Ordinance, a letter will be mailed to all customers outlining the proposed insurance and registration/documentation requirements.

Any vessel that does not obtain insurance by July 1, 2022, will be in violation of the Ordinance and may be considered a hazardous vessel and will be treated accordingly to Port Ordinance.

An insurance audit will be conducted every six months to ensure customers remain compliant with insurance requirements.

Seaworthiness of vessels will be required. Owners or operators of moored vessels must be able to demonstrate the seaworthiness of their vessels, if requested by the Harbormaster, by getting the vessel underway under its own power.

Packet Materials:

A copy of proposed Ordinance 147, proposed amendment to Ordinance 143 (changes in red text), proposed Moorage License Agreement, and the proposed changes to the Port of Coos Bay Rate Schedule (changes in red text) are included within this Commission packet. Port legal counsel has reviewed and approved the proposed Ordinances and Moorage License Agreement.

RECOMMENDED MOTION:

First reading of Ordinance 147.

Proposed Recommended Motions for April Meeting:

1. Approve and adopt Ordinance 147 amending Ordinance 143 to include registration, documentation, and insurance requirements for Charleston Marina Complex Customers and Agreement Holders.
2. Approve Resolution 2022ResXX revising the 2021/22 Port of Coos Bay Rate Schedule to include Insurance Requirements, effective May 19, 2022.

ORDINANCE NO. 147
AN ORDINANCE AMENDING ORDINANCE NO. 143

BE IT ENACTED BY THE BOARD OF COMMISSIONERS OF THE OREGON INTERNATIONAL PORT OF COOS BAY AS FOLLOWS:

Section 1. Ordinance No. 143 is hereby amended to include Ordinance No. 147 identifying registration, documentation and insurance requirements for Charleston Marina Complex customers and Agreement Holders,

Section 2. Chapter 11A: Operational Policies Ordinance 143, Policy 11A.2: Charleston Marina, Section H: Registration / Documentation / Insurance, states:

1. All moored vessels must be currently registered with the State of Oregon or documented with the Coast Guard in the Moorage Holder's or Vessel Owner's name.
2. All vessels moored, stored, or using Travel Lift services, must be insured as outlined in the Port of Coos Bay Rate Schedule. These requirements are subject to periodic review by the Port's Insurance Broker of Record. Current proof of the minimum insurance requirements must be submitted with the appropriate License Agreement, or upon request.
3. Vessel owners with expired registration will be reported to the Marine Patrol and Oregon State Marine Board.
4. If requested by the Marine Patrol or the Oregon State Marine Board, the Port will provide boat owner information for unregistered vessels.

Section 3. This ordinance amendment shall take effect May 19, 2022.

Passed and enacted by the Oregon International Port of Coos Bay Commission this ____th day of _____, 2022.

David Kronsteiner, President

ATTEST:

Eric Farm, Vice President

Policy 11A.1: REGULATIONS OF ALL PROPERTIES OWNED BY THE OREGON INTERNATIONAL PORT OF COOS BAY (ORDINANCE 143)

A. REGULATIONS HAVING GENERAL APPLICATION: Provisions of this Division apply to properties owned, managed or controlled by the Port including, but not limited to, the following: Charleston Marina Complex, Citrus Dock, ORCAS Dock, North Bay Marine Industrial Park (North Spit), Eastside property and Business Center.

B. PROPERTY MANAGEMENT: The Commission shall provide for the management of property owned, controlled or operated by the Port; and hereby delegates to the Port's Chief Executive Officer to carry out specific functions of such management. The Chief Executive Officer, or such persons as may be designated by the Chief Executive Officer, shall manage such properties in an orderly and efficient manner, provide for the collection of fees for services and keep records of the receipt and disbursement of funds.

C. PROPERTY OFFENSES: The following acts are unlawful:

1. Erecting signs or other structures on Port property without written permission of the Port.
2. Discharging firearms on any property owned or managed by the Port, without prior written authorization from the Chief Executive Officer (CEO), or his designee. The CEO, or designee, may issue written authorization to permit the discharge of firearms on any property owned or managed by the Port for the limited purpose of controlling predators or invasive species.
3. Building fire on Port property without permission of the Port.

D. REMOVAL, DISPOSAL AND SALE OF VESSELS AND OTHER PROPERTIES WHICH ARE ABANDONED, HAZARDOUS OR ON WHICH THERE ARE UNPAID CHARGES:

1. Definitions: For purposes of this section, the following definitions will apply:
 - a. A vessel shall be deemed abandoned if the vessel is not registered with the Port within 12 hours of commencement of use of Port moorage; or the vessel is not removed from Port facilities as required under provisions of this Ordinance covering hazardous vessels and termination of moorage.
 - b. Personal property, other than vessels, shall be deemed abandoned if the property is left on or in Port facilities without identification, evidence of ownership, or notification to the Port of ownership for a period of more than five (5) days; or personal property identified to a vessel is left on or in Port facilities in excess of 90 days after expiration of the moorage license agreement for resident vessels or in excess of five (5) days after expiration of the moorage license agreement for transient vessels and guest boats, provided that personal property or gear

associated with a vessel which is deemed abandoned under this ordinance shall likewise be deemed abandoned.

- c. A hazardous vessel is one which is determined by the Harbormaster to be unseaworthy or in a state of disrepair which if unduly prolonged could endanger the marine environment or life or property or become a hazard to navigation.
 - d. Moorage is any place where a vessel lies when at anchor or is made fast to a dock or is laid alongside another vessel made fast to a dock, and shall include side and multi-side ties.
2. Removing or Securing Vessels or Personal Property and Public Sale: The Port may, at its option, employ the following procedures for the collection of delinquent moorage or storage charges, securing or removing vessels or personal property in cases of delinquency or abandonment, and public sale of vessels and personal property:
- a. Prior Notice to Owner and Operator. At least thirty (30) days prior to securing or removal of a resident vessel, the Port shall give the owner a notice setting forth the charges owing and stating that the Port may terminate the moorage license or other ongoing service and seize the vessel or other property if the charges are not paid within thirty (30) days of the date of the notice. The notice shall be delivered by: (A) Posting the notice on the vessel or personal property; and (B) personal delivery to the owner or certified mail, return receipt requested, to the owner at the last address provided to the Port by the owner. The foregoing notice shall be given by the same methods to the operator registered with the Port if different than the owner. In the case of abandoned vessels or property, or where no address was furnished by the owner/operator, the Port is not required to give the foregoing notice prior to securing or removing the vessel or personal property.
 - b. Securing Vessels and Personal Property: In cases of delinquency or abandoned vessels or personal property, the Port may take reasonable measures including, but not limited to, the use of chains, ropes, and locks, removal from the water, or removal to storage area to secure vessels and other personal property so that the same are in the possession and control of the Port and cannot be removed from Port facilities.
 - c. Notice of Securing Vessel or Personal Property: At the time of securing a vessel or other personal property, an authorized Port employee shall attach to such vessel or property a notice which shall contain the following information:
 - I. The date and time of the notice was attached;
 - II. A statement that if the account, together with all expenses incurred in securing the vessel or property and the Port's collection costs, is not paid in full within

sixty (60) days of the date of such notice, the vessel or personal property may be sold at public auction with proceeds applied to satisfy the Port costs;

III. The address and telephone number where additional information may be obtained concerning release of the vessel or personal property;

IV. The notice may also establish the date and time the public auction is to be held and give other information for notices of foreclosure sales under ORS 87.192 (4).

V. Notice of securing a vessel or personal property shall be sent to the owner and, if different, to the operator thereof, by certified mail, return receipt requested, at the last address provided to the Port by the owner and/or operator.

3. Recovery of Possession by Owner or Operator: The owner or operator of a vessel or personal property secured by the Port may recover possession as follows:

a. By making payment to the Port of all Port charges including costs incurred in securing the vessel or property, notification costs, and other collection costs; or

b. By entering into a written agreement satisfactory to the Port for installment payments of the unpaid balance, collection, and other costs, in addition to the payment of future charges when due and, in the case of commercial vessels or commercial property, execution of a confession of judgment for the unpaid sums due at the time of filing of such confession of judgment, including costs, collection expenses, and attorney fees; or

c. By posting with the Port a sufficient cash bond or other acceptable security to be held in trust by the Port pending resolution of any disputed Port charges in a civil action in a court of competent jurisdiction. Upon entry of final judgment in such court, including appeals, or upon any settlement of such dispute between the parties, the trust shall terminate and the Port shall receive so much of the bond or other security as is agreed or as is necessary to satisfy any judgment, costs and interests as may be awarded to the Port. If personal or real property was pledged as security, it shall be executed upon in the manner provided by law.

4. Procedure for Public Sale: If a vessel or other personal property has been secured and the owner or operator does not regain possession by the above methods, the Port may, at its sole option, elect to sell the vessel or property at public sale. Gear or other personal property belonging to or associated with a vessel which has been secured and is being held for public auction under this ordinance may be sold at public auction along with such vessel. The Port adopts the procedures for notification, foreclosure, and sale provided by Sections 87.172 through 87.206, Oregon Revised Statutes for all sales of vessels and other personal property under this Ordinance, except for the sale of documented vessels. The Port may bid all or part of its charges

and expenses at the sale and may become a purchaser at the sale. Sale proceeds shall be applied first to the costs of the sale, including attorney fees, then to discharge of shall be paid as provided by ORS 87.206. For the foreclosure and sale of documented vessels, in addition to the procedures provided herein, the Port shall comply with the requirements of Federal regulations contained in 46 CFR Ch 1, to the extent that they are in addition to or different from the requirements of this Ordinance.

5. Removal of Hazardous Vessels:

- a. A hazardous vessel may immediately and without notice be moved by the Port, secured, placed in a storage or removed from the moorage facilities whenever reasonably necessary for the protection and safety of the Port's property, other navigation vessels or the environment. All risk of loss or damage resulting from such movement shall be borne by the vessel owner and/or operator. All expenses incurred by the Port, including charges for salvage services, are for the account of the owner and/or operator. In the event the vessel is moved to another location or facility, the vessel, its owner and its operator shall, in addition, be liable for the prevailing moorage rate and other fees charged at the location or facility to which the vessel is moved.
- b. The Port shall give written notice requesting removal of hazardous vessels within fifteen (15) days of the date of such notice. Such notice shall be given by (1) posting the hazardous vessel, and (2) by personal delivery to the owner or by certified mail, return receipt requested, to the last address provided to the Port by the owner.
- c. The Port shall make a reasonable effort to give a notice requesting removal prior to moving a hazardous vessel where a non-emergency situation exists, however, the Port may move or remove hazardous vessel as it reasonably deems necessary for the protection of Port property, other vessels, navigation or the environment. If the Port moves the hazardous vessel without prior notice, notice requesting removal under this section shall be given as soon thereafter as practicable.
- d. A hazardous vessel which remains in or on Port facilities in excess of fifteen (15) days from the date of the notice requesting removal may, at the opinion of the Port, be deemed an abandoned vessel.
- e. In the event any such vessel shall capsize, sink or otherwise be disabled in such a manner as to be a hazard to navigation or use of Port facilities, all loss, damage or cost of removing the same shall be chargeable to the vessel owner/operator and/or the person lawfully in possession thereof and/or the person bringing the same onto the Port facilities.

E. TOWING ABANDONED VEHICLES: The Port may tow a vehicle that has been left on Port property and determined to be abandoned after completing the following procedure:

1. The Port shall affix a notice to the vehicle that the vehicle will be towed if it is not removed from Port property. Such notice must remain on the vehicle for 72 hours before the vehicle is towed from the property.
2. The Port shall notify the local law enforcement agency (Coos County Sheriff's Office) of intent to have the vehicle towed.
3. The Port fills out a form that contains (a) a description of the vehicle, (b) the location of the property from which the vehicle is to be towed, and (c) a statement that the Port has complied with ORS 98.830.

Policy 11A.2: CHARLESTON MARINA

A. MARINA: The Charleston Marina includes the Small Boat Basin, the Shipyard, and other property managed by the Port in the Charleston area.

B. MARINA REGULATIONS: At the Charleston Marina, it shall be unlawful for any person:

1. To drive a motor vehicle at speeds in excess of those posted by proper signs within the confines of the Charleston Marina.
2. To park motor vehicles, boat trailers or other wheeled vehicles in excess of time limits or in places designated and marked “no parking” by the Harbormaster.
3. To park or leave a motor vehicle unattended within the confines of the Charleston Marina or on the roads or streets adjacent thereto in such a manner as to cause obstruction or hazard to vehicle or foot traffic.
4. To operate motor marine craft at speeds, or in a manner, dangerous or injurious to other craft or to persons or property.
5. To park recreational vehicles upon the premises of the Marina except in the area that has been designated for this purpose by the Port Commission.
6. To allow any animal within the Charleston Marina unless such animal is on a leash and controlled by the owner, or is on private property. Animals are not permitted on boats used as living quarters at the Charleston Marina and are not permitted on docks except to go directly to or from a boat and must be on a leash and controlled by the owner. No animal shall be left unattended on Marina property, and owners are required to clean up after their animals. Boat owners or users violating or permitting the violation of a provision of this paragraph will be required to pay a charge of \$25.00, and may be denied the use or rental of Port facilities for repeated or continuing violations.
7. To use the facilities of the Charleston Marina without payment in advance of the established fees. The Harbormaster or such other person as may be designated by the Harbormaster, is hereby authorized to impound the equipment, trailers, boats or automobiles of persons using the facilities without paying in advance therefore.
8. To dispose of garbage, oil or refuse within the Marina except in authorized containers.
9. To leave gear, materials, tackle or debris on floats or docks.

10. To use or enter upon the docks at the Charleston Marina from the hours of 10:00 P.M. to 5:00 A.M., unless that person has a boat legally moored at the Marina or is an employee or guest upon said boat.
11. To loan, to allow anyone to use, or to sub-lease a moorage or storage space at the Charleston Marina without the written permission of the Harbormaster.

C. RESTRICTIONS ON VESSELS IN THE MARINA:

1. Unseaworthy Vessels Prohibited in Harbor: A person shall not moor or permit to be moored in the Charleston Marina, a vessel of any kind whatsoever which is unseaworthy or in a badly deteriorated condition or which is likely to sink or to damage docks, wharves, floats or other vessels or which may become a menace to navigation.
2. Correcting Unsafe Berthing: If any vessel shall be found in the judgment of the Harbormaster to be anchored or moored within any harbor or maritime facility in an unsafe or dangerous manner, or in such a way as to create a hazard to other vessels or to persons or property, Harbormaster shall order and direct necessary measures to eliminate such unsafe or dangerous condition. Primary responsibility for compliance with such orders and directions or ordinance shall rest with the owner of the improperly anchored or moored vessel or his authorized agent. In an emergency situation and in the absence of any such responsible person, Harbormaster shall forthwith board such vessel and cause the improper situation to be corrected, and the owner of the vessel shall be liable for any costs incurred by the Port in effecting such correction.
3. Removal and Custody of Illegally Berthed or Abandoned Vessels: If any unattended vessel or unseaworthy vessel shall be found to be anchored or moored illegally within a harbor or maritime facility, or if Harbormaster has reasonable grounds to believe that a vessel has been abandoned within a harbor or maritime facility, the Harbormaster may assume custody of such vessel and cause it to be removed and held or placed in storage. The Port of Harbormaster shall not be held liable for any damage to such vessel or liable to its owners before or after assuming custody. Vessels so taken into custody shall be released to the owner by the Harbormaster only after satisfactory proof of ownership has been presented and full reimbursement made to the Port for all costs incident to recovery, movement and storage as set forth in Policy 11.1, Section D, Number 3.
4. Obstruction of Fairways, Channels or Berthing Spaces and Removal of Sunken Vessels:
 - a. It shall be unlawful to tie up or anchor a vessel at the Charleston Marina in such a manner as to obstruct the fairways or channels or to prevent or obstruct the passage of other vessels; or to voluntarily or carelessly sink or allow to be sunk any vessel in any channel, fairway, berth in space; or to float loose timbers,

debris, logs or piles in any channel, fairway, or berthing space in such a manner as to impede navigation or cause damage to vessels therein. It is understood that wrecked or sunken vessels within a harbor are subject to the published rules and regulations of the United States Coast Guard and any applicable State Law, rules or regulations.

- b. Whenever the navigation of any waters within the Marina, including anchorages and berths therein, shall be obstructed or endangered by any sunken vessel or other obstruction and the obstruction or danger has existed for a period of more than twenty-four (24) hours, the vessel or obstruction shall be subject to removal, sale or other disposition in accordance with Policy 11.1, Section D of this Ordinance. The owner or owners of such vessel or other property causing said obstruction or danger shall be liable to the Port of all costs incident to said removal and disposition, and the Port, its employees, agents, and officers, shall not be liable for the damages of any nature whatsoever arising out of or in any way connected with removal, sale or disposition of such vessel or other property.

D. REGULATION OF MOORAGES AT THE CHARLESTON MARINA:

1. Findings: The Port Commission finds that the Port moorage facilities at its Charleston Marina Complex are designed for use by seaworthy vessels for fishing and recreational uses, and that such facilities are not designed to provide appropriate sanitation and other accommodations for vessels and other structures which are not seaworthy. The Commission further finds that its moorage facilities need additional regulation to protect appropriate uses of its facilities and the public health, safety, and welfare.

2. Definitions: For purposes of this ordinance, the following definitions shall apply:

Harbormaster means and includes the person appointed to the office of Harbormaster or an assistant or acting Harbormaster.

Holding Tank means a receptacle designed for and used on a vessel to retain sewage.

Live-aboard vessel is one which is used as temporary living quarters for members of the crew and passengers.

Moorage shall mean any place where a vessel is made fast to a dock or is laid along side another vessel made fast to a dock, and shall include side and multi-side ties.

Seaworthy shall mean the condition of a vessel which is self-propelled, in sound condition, and capable of operating safely in navigable waters.

Sewage means the wastewater associated with human habitation, including that portion of wastewater commonly known as black water, from toilets of any other receptacles containing human or animal excreta and urine.

Vessel shall mean any sailboat or motor-driven craft that is designed for operation in open waters and is currently documented by the U.S. Coast Guard or registered with a state or foreign country.

3. Permitted Moorages: Moorages at Port facilities shall be limited to seaworthy vessels. Owners or operators of moored vessels must be able to demonstrate the seaworthiness of their vessels, if requested by the Harbormaster, by getting the vessel underway under its own power. No vessel shall be moored at a Port moorage facility for more than twelve (12) hours without it being registered with the Port.
4. Living Quarters: Vessels may be used as temporary living quarters while moored at Port facilities only if they are moored on a day-to-day basis or have a live-aboard permit for a longer period; provided that no live-aboard permit shall be issued for a period in excess of the duration of the moorage license. On application, vessel owners or operators who meet the stipulations of this Ordinance and abide by all federal, state, local, and Port regulations shall be eligible for a live-aboard permit. No vessel moored at Port facilities may be used primarily as a domicile.
5. Moorage Renewal and Termination: The Port has no obligation to issue or renew any moorage license. Vessels remaining on Port premises after the expiration or termination of a license may be deemed abandoned. The Port reserves the right to terminate a moorage for a failure or refusal of a licensee to comply with this ordinance, the terms of the moorage license agreement, or the applicable laws, rules or regulations of the Port, County of Coos, State of Oregon or the United States.
6. Dock Restrictions: Port docks shall be subject to the following restrictions:
 - a. No vessel will be moored in a manner which is hazardous to other dock users or which prevents rapid access to the dock in emergencies.
 - b. Docks and fingers shall be kept clear of obstructions.
 - c. All vessels are required to be tied in a safe and seaman-like manner, and the vessel owners or operators are responsible for any hazards created by mooring lines or the placement of objects on or over the dock or walkways.
 - d. Spray painting, sanding and sandblasting the exterior of vessels is prohibited at Port docks. Limited repair and upkeep of vessels is permitted at the Port docks with the approval of the Harbormaster.
7. Discharge of Sewage: Discharge of sewage from vessels while in the Marina is prohibited. Vessels may use one of the Port's pump-out stations for the purpose of removing sewage from their tanks.

8. Moorage Fees: All vessels moored in excess of four (4) hours will be subject to moorage charges and shall be registered with the Port within twelve (12) hours. Moorage fees will be on an annual, monthly or daily basis. The existing fee schedule for moorages is hereby adopted as a part of this ordinance, and it may be modified by resolution of the Port Commission and become effective immediately for new moorages.

E. LICENSING PRIVATE COMMERCIAL BUSINESSES IN THE MARINA:

1. No person, firm or corporation shall conduct a private commercial business at the Charleston Marina without first obtaining from the Port either a lease which authorizes the conduct of the specific type of business on the premises or a license for such business. The conduct of a “private commercial business” shall include the offering, soliciting, or selling of goods or services, but shall not include governmental or utility services.
2. The Port Commission, by resolution, may adopt and amend a schedule of rules, regulations, rates and fees for the licensing and operation of private commercial businesses at the Charleston Marina, and such rules, regulations, rates and fees shall have the same force and effect as the provisions of this Ordinance. The regulations may provide for licenses to be issued or denied on the basis of whether the goods or services are necessary or convenient in the operation of the Marina.

F. ACCESS TO, AND USE OF, CHARLESTON SHIPYARD:

1. Time Restrictions for Shipyard Access: No person shall be permitted to enter onto the premises of the Charleston Shipyard of the Oregon International Port of Coos Bay between the hours of 10:00 p.m. and 5:00 a.m., unless such person is an agent or employee of the Port or is named in a permit issued by the Port. Persons having leases of Shipyard land and/or buildings from the Port will receive access permits for their premises.
2. Access Permits: Persons not an employee, agent or a lessee of the Port may apply for a revocable permit to be on the Shipyard premises between the hours of 10:00 p.m. and 5:00 a.m. for the purpose of performing work on their vessels, subject to the following:
 - a. The application and the permit will provide the names of the owner, operator, crew members or other persons for whom the permit is to be issued, their address and telephone numbers, the identification of a valid Shipyard storage license, a description of the work to be performed on the vessel and the requested duration of the permit.
 - b. If all conditions for a permit have been met, and if the applicant is not in violation of any applicable laws, ordinances or regulations, then the permit may be issued at the discretion of a Port representative.

- c. A Port representative may revoke a permit at anytime with or without cause.
3. Use Restrictions: Permit holders under the terms of this Ordinance are subject to the following restrictions.
 - a. All work on vessels must be carried out in compliance with regulations adopted by resolutions adopted by resolution of the Port Commission to be known as ‘Best Management Practices’.
 - b. Persons sleeping during restricted hours must do so on vessels in the Shipyard and may not for this purpose use motor vehicles, trailers or other quarters without written permission from the Port justified by special conditions involving health or safety; and such permission shall not be granted for more then thirty days and may be revoked at any time without cause and without prior notice.
 - c. Any minors in the Shipyard area must be directly supervised by an adult.
 - d. No repairs may be made to vehicles or other property except the vessel for which the permit is issued and the tools or equipment used in such repair.
 - e. Permit holders must agree to defend, indemnify, and hold the Port harmless from claims and legal actions arising out of conduct, conditions, lack of due care or failure to comply with laws or regulations while on the premises of the Shipyard.
4. Enforcement: Employees and agents of the Port and law enforcement officers are authorized to enforce the provisions of this Ordinance by denying access to the Shipyard and by excluding or removing unauthorized persons from the Shipyard. Gates to the Shipyard will remain closed between the hours of 10:00 p.m. and 5:00 a.m., except to permit entry of emergency vehicles or authorized Port personnel. Persons on Shipyard premises without authorization or a permit are deemed to be trespassers.

G. MARINA RATES AND DISCOUNTS: (Amended by Ordinance 146)

1. Owners and/or operators of vessels using Port moorage facilities, owners of property contained within Port storage areas, and users of Port services, are responsible for the charges outlined in the current Charleston Marina Rate and Discount Schedule, as adopted periodically by the Port’s Board of Commissioners.
2. Rates and discounts are reviewed each year during the budget development process. Any changes will be reviewed and approved by the Port’s Budget Committee and Board of Commissioners.
3. Discounted rates are offered to monthly and annual moorage customers and monthly RV Park customers who utilize multiple services within the Charleston Harbor, are

current on their account balance, pay for their services/rent in advance, and adhere to Port policies.

4. Current discounts are listed on the published Charleston Marina Rate & Discount Schedule.

H. REGISTRATION / DOCUMENTATION / INSURANCE: (Amended by Ordinance 147)

1. All moored vessels must be currently registered with the State of Oregon or documented with the Coast Guard in the Moorage Holder's or Vessel Owner's name.
2. All vessels moored, stored, or using Travel Lift services, must be insured as outlined in the Port of Coos Bay Rate Schedule. These requirements are subject to periodic review by the Port's Insurance Broker of Record. Current proof of the minimum insurance requirements must be submitted with the appropriate License Agreement, or upon request.
3. Vessel owners with expired registration will be reported to the Marine Patrol and Oregon State Marine Board.
4. If requested by the Marine Patrol or the Oregon State Marine Board, the Port will provide boat owner information for unregistered vessels.

Policy 11A.3: GENERAL PROVISIONS

A. LIABILITY AND INDEMNITY:

1. Neither the Port nor its officers, agent or employees shall be liable for damages to persons or property arising on property owned, managed or operated by the Port caused by the unauthorized or illegal acts or omissions of any person or persons not employed by the Port in the ordinary course of its business; and the injured or damaged party shall rely only on the person or persons whose acts or omissions caused such injury or damage.
2. Any person using, renting or purchasing any services or facilities on property which is under the management and control of the Port shall be deemed to have accepted such facilities or property under the conditions and circumstances then existing and shall not hold the Port nor any of its officers, agents or employees liable for any claim, loss or injury resulting from the condition of such facility or property. The use of Port facilities, whether or not for a charge or other consideration, shall be deemed an acceptance and acknowledgment that the privileges granted for such use are subject to the foregoing provisions.
3. Any person, firm or corporation using any Port property, building or facility under a lease or contract entered into after the effective date of this Ordinance shall indemnify and hold the Port harmless from any injury or damage caused by its acts or omissions or those of its agents or employees or caused by any condition of the property, premises or facility while under the control of such person, firm or corporation.

B. ENFORCEMENT:

1. This Ordinance, having been enacted under the authority of ORS 777.190, may be enforced by any peace officer of the State of Oregon, County of Coos, or Oregon International Port of Coos Bay, who may give a warning or issue a citation for violation of this ordinance. Citations may require appearance in a Court in Coos County, Oregon. The manner of service and the content of the citation shall be as provided by Oregon law.
2. Any person violating a provision of this ordinance will be subject to a civil penalty of not to exceed \$500, and each day that a violation shall continue and persist, after written notice to the offender of the nature of the violation, will be a separate and distinct violation.

C. REPEAL OF ORDINANCES: Ordinances numbered 82, 101, 115, 125, 126, 127, 130, 131, 132, 135, 136 and 138 are hereby repealed; provided, that if there are any conditions, circumstances or proceedings pending under the terms of any of such ordinances at the effective date of this Ordinance, then such proceedings may be continued until their conclusion under the terms of such ordinance.

D. AMENDMENTS AND CODIFICATION: After the enactment of amendments to this ordinance, Port General Counsel, or other official designated by the Board of Commissioners, is hereby authorized to codify the changes in this ordinance, and add a note below the change with the date and number of the amending ordinance.



2021/22 Port of Coos Bay Rate Schedule - DRAFT - amended

Proposed to be Effective May 19, 2022

Administration Office:	125 Central Avenue, Suite 300, Coos Bay, Oregon 97420	(541) 267-7678
Charleston Marina Office:	63534 Kingfisher Rd, Charleston, Oregon 97420	(541) 888-2548
Charleston Marina RV Park:	63402 Kingfisher Rd, Charleston, Oregon 97420	(541) 888-9512
Charleston Marina Shipyard:	63131 Troller Rd, Charleston, Oregon 97420	(541) 888-3703

Charleston Marina Services

Moorage - Boats 15' and Under

Day.....	\$7.59
Week	\$40.84
Month.....	\$116.70

Moorage - Vessels Greater Than 15'

Moorage Rates for vessels greater than 15 feet are charged by foot length on average. All rates include electric power and water.

Daily, Per Foot	\$0.583
Monthly, Per Foot	\$0.298
Semi-Annual, Per Foot.....	\$0.199
Annual, Per Foot.....	\$0.177

Launch Ramp

Daily Fee	\$5.00
Annual Permit.....	\$67.00

Ice - Regular Business Hours

Per Ton	\$91.00
Minimum Ice Order	\$61.00
No Show Fee, Cancellation with less than six hours' notice	\$75.00

Ice - After Hours & Holidays

Per Ton	\$91.00
Per Ton Surcharge	\$15.00
Minimum Ice Order	\$61.00
Minimum Surcharge.....	\$61.00
No Show Fee, Cancellation with less than six hours' notice	\$75.00

Public Buying Dock Hoist

Per Hour	\$25.00
Cable Non-Return Fee.....	\$500.00

Showers

3 Minutes Per Token	\$0.50
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Charleston Marina Shipyard Services

Short Term Work Area – Utility Services

Minimum Per Month	\$53.00
1-30 Days, Per Foot, Per Day.....	\$0.16
31-90 Days, Per Foot, Per Day.....	\$0.28
91-180 Days, Per Foot, Per Day.....	\$0.40
Over 180 Days, Per Foot, Per Day	\$0.54

Long Term Work Area – No Utility Services

Per Foot, Per Calendar Month	\$4.63
Minimum	\$138.77

Environmental Service Charge

Added to all Charleston Shipyard Invoices.....	11%
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Concrete Work Dock

Per Foot, Up To 4 Hours	\$0.82
Per Foot, Per Full Day	\$1.36

Floating Work Dock

Per Foot, Up To 4 Hours	\$0.43
Per Foot, Per Full Day	\$0.70

Boat Travel Lift - Includes 1 Hour Boat Wash

Two Moves	\$603.65
Single Move.....	\$430.73
After Hours Move Surcharge.....	\$280.08
Boat Wash Each Additional Hour	\$70.02

Forklift Service

Per Hour	\$89.12
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Dustless Sanders

Per Day	\$13.79
Per Week	\$64.71

Charleston Marina Storage Units

Storage Unit Rates

Dimensions: Door - 9'2" x 10' Inside - 10' x 11'/15'

5' x 10', Per Month.....	\$60.47
10' x 15', Per Month	\$126.25
10' x 20', Per Month	\$147.47
10' x 25', Per Month	\$166.56
10' x 30', Per Month	\$183.54
10' x 35', Per Month	\$197.33

Charleston Marina Dry Storage

<u>Boat Trailers</u>	
Per Month	\$25.46
<u>Boat & Trailer</u>	
Per Foot, Per Month.....	\$2.49
Minimum	\$74.79
<u>Crab Pots & Fishing Gear</u>	
Per Item	\$14.85
Per Square Foot Per Month.....	\$0.20
Prepaid Deposit For Each ID Tag	\$5.83

Charleston Marina RV Park

Additional Fees Added to RV Park Rates

Coos County Lodging Tax	1.5%
Visitor Fee	2%
Extra Vehicles, per day, per vehicle	\$2.00

Standard Hook Up – Rows B & E, 30-34 feet long

Daily.....	\$42.00
Weekly	\$232.05
Monthly (6 month stay limit within a 12 month period)	\$619.50

Deluxe Hook Up – Rows A & D, 40 feet long

Daily.....	\$44.10
Weekly	\$246.75
Monthly (6 month stay limit within a 12 month period)	\$655.20

Pull-Through Hook Up – Row C, 55-60 feet long

Daily.....	\$47.25
Weekly	\$260.40
Monthly (6 month stay limit within a 12 month period)	\$689.85

Yurts

Daily.....	\$59.85
Weekly	\$281.40

RV Storage

Units may be left plugged in when unoccupied, winter season only, subject to availability.

Daily.....	\$4.00
Monthly.....	\$115.00

RV Dump

Per Use	\$7.00
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Propane

Per Gallon	varies on delivered price
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Charleston Marina Administrative Services

Animal Violations

Per Ordinance 143, 11A.2.B.6\$25.00

Business Licenses

Charter Operations, per month\$100.00

General Services, per month.....\$100.00

Food Vendors, self contained, per year\$100.00

Fuel Delivery, per year\$100.00

Fuel Delivery, per gallon\$0.05

Ordinance Violation

Civil Penalty, each day, not to exceed.....\$500.00

General Administrative Services

Labor

Port Staff Labor, per hour\$75.00

Attorney / Legal Counsel.....Current hourly rate charged to Port

Public Records

Black and White Copies, per page.....\$0.25

Color Copies, per page\$0.75

Fax, per page\$1.00

Scan to PDF, per page\$0.25

Digital Files Copied to Digital Media, per CD / Flash Drive\$5.00

Mailed copies, up to 2 pages (plus additional postage fee over 2 pages)\$5.00

Mailed Digital File Copied to Digital Media.....\$10.00

Non-Commercial Firewood Gathering Permit

30 day permit, valid November through April\$5.00

Insurance Requirements

A current Certificate of Insurance listing the Oregon International Port of Coos Bay as an additional insured and listing the following minimum limits, is required and must be provided by all agreement/license holders. The Oregon International Port of Coos Bay must receive notice of cancellation of any required insurance.

Moored Vessels

General Liability, must include wreck removal and pollution liability\$500,000

Charter/Guide Vessels

General Liability, must include wreck removal and pollution liability\$1,000,000

Travel Lift Services and Short Term Storage of Vessels (in Shipyard)

General Liability, must include wreck removal and pollution liability\$500,000

Long Term Storage of Vessels (in Shipyard)

General Liability, must include pollution liability\$250,000

Railroad Property Access and Occupancy

Fees for any other Railroad access or occupancy not specified below will be reviewed and rate quoted on an individual basis.

Administrative Fees

Application for New Agreement, Non-Refundable	\$1,200.00
Application for Adoption/Assignment of Existing Agreement, Non-Refundable	\$1,500.00
Expedited Processing	\$1,000.00
Engineering Review Fee	\$1,750.00

Access Fees

Allows limited access for 90 days with advanced notice to Railroad.

Right of Entry.....	\$1,000.00
Right of Entry Extension, Per Additional 90 Days	\$500.00
Temporary Grade Crossing, Not to Exceed One Year, Minimum \$500.00.....	Negotiated
Temporary Track Lease	\$25.00 per track foot, plus \$0.15 per sq. ft.

Grade Crossing Occupancy Fees

Per foot per year, due annually in advance. 3% CPI increase annually.

Recreational, Minimum 16 Feet.....	\$45.00
Farm/Residential, Minimum 16 Feet	\$58.00
Industrial/Commercial, Minimum 24 Feet.....	\$65.00

Track Lease Occupancy Fees

Per track foot per year plus additional land rate, due annually in advance. 3% CPI increase annually.

Lessee Maintained Track, Minimum 100 Feet	\$25.00
Railroad Maintained Track, Minimum 100 Feet	\$30.00
Land for Leased Track Use, Lessee or Railroad Maintained, Per Square Foot.....	\$0.30
Hazardous, Minimum 100 Feet.....	\$60.00
Land for Leased Track Use, Hazardous, Per Square Foot.....	\$0.45
Switch Maintenance Fee, Applies if Less Than Negotiated Carloads Annually.....	\$2,500.00

Wireline Crossing Occupancy Fees

Per wire per year, due annually in advance. 3% CPI increase annually.

Power	\$750.00
Communications	\$1,100.00
Cable TV.....	\$1,800.00
Fiber Optics	\$2,500.00
Poles, Pole Attachments, Anchors, Guy Wires, Bridge Attachments.....	\$300.00

Pipeline Crossing Occupancy Fees

Base rate plus additional fee per inch of carrier pipe per year, due annually in advance. 3% CPI increase annually.

Sewer or Water	\$750.00
Sewer or Water, Add Per Inch of Carrier Pipe.....	\$32.00
Gas or Oil.....	\$1,000.00
Gas or Oil, Add Per Inch of Carrier Pipe	\$35.00
Open Culverts or Other Drainage.....	\$1,000.00
Manholes, Hydrants	\$300.00

Railroad Property Access and Occupancy, continued

Wireline and Pipeline Longitudinal Crossing

Rate as specified above per wire or pipe, plus additional rate based on length of occupancy. 3% CPI increase annually.

Longitudinal Crossing, Per Foot.....\$1.50

Outdoor Advertising Occupancy Fees

Base rate per sign per year or percentage of revenue, whichever is greater. Base rate due annually in advance. 3% CPI increase annually. Right of Entry Agreement required for installation. Notice to Railroad required for all other access.

Signal Box, Per Face.....\$450.00

Signage, 4' x 8' or less\$750.00

Billboard, 10' x 40' or less\$2,000.00

Billboard, greater than 10' x 40'.....\$4,000.00

Land Lease Occupancy Fees

Per square foot per year, due annually in advance. 3% CPI increase annually. Land to be used for cultivation or other purposes. No permanent structures or other installations allowed. Minimum \$500 per agreement.

Land Lease.....\$0.80

Miscellaneous

Unloading Platforms, Lessee Maintained\$950.00

Overhead Conveyor, Lessee Maintained\$950.00

Weight Scales, Lessee Maintained\$950.00

Crossing Removal Fee

Removal and Disposal Fee, Due to Account Delinquency Status.....\$500.00

Additional Labor and Equipment, Per Hour\$100.00

Moorage Holder (must be an individual)

Name: _____
Mailing Address: _____
City: _____ State: _____ Zip: _____
Telephone: _____
Email: _____
ID #: _____ Type: _____

Vessel Owner Same as Above

Name: _____
Mailing Address: _____
City: _____ State: _____ Zip: _____
Telephone: _____
Email: _____
ID #: _____ Type: _____

Billing / Communication Method

Bill To: Moorage Holder Vessel Owner
Billing Method: E-mail USPS Mail

The Port of Coos Bay Charleston Marina (Port) grants to the designated Moorage Holder a license for moorage of the designated vessel in this agreement. Moorage Holder and Vessel Owner (if different) have read and agree to the Terms and Conditions as set forth in the Moorage License Agreement. A copy of the Charleston Marina Best Management Practices has been provided.

Moorage Holder: _____ Date: _____
Signature

Vessel Owner: _____ Date: _____
Signature

For Internal Use Only

Required Documentation and Processes:

- Current Registration / Documentation
- Certificate of Insurance with minimum requirements and listing the Port of Coos Bay as an additional insured
- Best Management Practices (BMPs) Provided
- Seaworthy Inspection and Checklist Completed
- Driver License / Identification Verification

Port: _____ Title: _____ Date: _____
Signature

Vessel Information

Vessel Name: _____
Length: _____ Beam: _____ Draft: _____
Reg / Doc #: _____
Slip Number: _____
Year: _____ Make: _____
 Recreational Sail Commercial

Moorage Information

From: _____ To: _____
 Annual Semi-Annual Monthly
Slip Number: _____
Moorage Fee: \$ _____ per contract period
(Subject to change)

Insurance Information

Insurance Company: _____
Policy #: _____
Expiration Date: _____

**DRAFT MOORAGE LICENSE AGREEMENT
GENERAL TERMS AND CONDITIONS**

Moorage Agreement

The Port of Coos Bay Charleston Marina (Port) grants to the designated Moorage Holder a license for moorage of the designated vessel in this agreement.

Rules and Regulations

This Moorage License Agreement is subject to the terms and conditions as set forth below, to the Oregon International Port of Coos Bay Ordinances, and to the Charleston Marina Best Management Practices (BMPs), including any amendments thereto. A copy of the BMPs has been provided with this agreement. Port Ordinances are available upon request and are accessible on the Port's website. The Port reserves the right to terminate a moorage for failure or refusal of a Moorage Holder to comply with this ordinance, the terms of the Moorage License Agreement, Port Ordinances, Port BMPs, or the applicable laws, rules or regulations of the Port, County of Coos, State of Oregon or the United States.

Rates and Fees

Moorage Holder and Vessel Owner (if different) are responsible for the charges and fees incurred as outlined in the Port of Coos Bay Rate Schedule, adopted and periodically amended by the Port of Coos Bay Board of Commissioners. Rates are subject to change with prior written notice. Moorage fees are due and payable in advance for the entire term of the agreement.

Moorage Renewal and Termination

Monthly Moorage License Agreements will be automatically renewed for up to twelve months. After twelve months, a monthly renewal agreement will be mailed. Annual and semi-annual renewal agreements will be mailed prior to expiration of the agreement. Moorage fees are due in advance of the term. Moorage will be terminated 10 days after the renewal date if signed agreements are not returned or moorage renewal fees are not paid. The Port has no obligation to issue or renew any Moorage License. Early cancellations will *not* result in refunds.

Non-Payment or Abandonment

The Port will cancel this Agreement for non-payment by the tenth (10th) business day without further notice. In such case the vessel will incur moorage charges at a daily rate from the date the payment was due (first business day of the contract period). If the matter is not resolved and the account settled within 30 days, the Port will initiate proceedings to impound the vessel with intent to sell it at public auction, as well as turn the delinquent account over to a collection agency and may be subject to a collection fee.

Insurance

All moored vessels must be insured with the minimum limits as outlined in the Port of Coos Bay Rate Schedule. These minimum requirements are subject to periodic review by the Port's Insurance Broker of Record. Current proof of the minimum insurance requirements must be submitted with the Moorage License Agreement, or upon request.

Registration and Documentation

All moored vessels must be currently registered with the State or documented with the Coast Guard in the Moorage Holder's or Vessel Owner's name. Current vessel registration / documentation must be submitted with the Moorage License Agreement and prior to moorage of the vessel, or upon request.

Vessel Condition

Moorage shall be limited to seaworthy vessels. A person shall not moor or be permitted to be moored in the Charleston Marina, a vessel of any kind whatsoever which is unseaworthy or in a badly deteriorated condition or which is likely to sink or to damage docks, wharves, floats or other vessels or which may become a menace to navigation. Owners or operators of moored vessels must be able to demonstrate the seaworthiness of their vessels by getting the vessel underway under its own power. All vessels shall comply with state of Oregon water quality standards and may not discharge hazardous materials or pollutants into the water.

Change of Address

Moorage Holders are responsible for notifying the Port of any change of mailing address, email address, or phone number. All communication and billings will be deemed delivered when mailed to the address of record supplied by the Moorage Holder.

Assignment and Transfer

This Moorage License Agreement is not transferable and may not be re-assigned or sublet by the Moorage Holder. The sale of the vessel covered by this Agreement transfers no rights or privileges of this Agreement, nor does it guarantee issuance of a new Agreement. The Port must be notified within 10 days if a vessel is sold and remains within the Charleston Marina. Failure to notify the Port may result in fees to the seller and daily moorage rates to the buyer.

Utilities

Use of electrical service is at the Moorage Holder's own risk. The Port does not guarantee the continuity or characteristics of electrical service or its compatibility with the vessel's electrical system. The Port shall not be liable for any damages caused by use of the electrical service. Water, electricity, and trash are included in the moorage rate. Excessive usage may be assessed a fee.

Vessel Access

The Moorage Holder grants the Port access to board or move the vessel at any time, at the discretion of the Port, in an effort to prevent any casualty, potential hazard, or damage to Port or customer property; to mitigate environmental hazard; or for welfare checks of the occupant or the vessel. The Port assumes no responsibility for any damage that may occur arising from the assertion of this right.

Vessel Relocation

The Port reserves the right in its sole discretion and without notice to reassign any vessel to an alternate site of the Port's choosing permanently or temporarily, to accommodate emergency situations, repairs or administrative needs.

Damage to Port Property

Any person, vehicle, or vessel that causes damage to Port property or substantial interference with Port operations shall be liable to the Port for any costs (including but not limited to attorney fees, actual cost of repairs or replacement, staff time, loss of revenue, administrative costs, etc.), or damages incurred by the Port in connection therewith.

Non-Waiver and Jurisdiction

The failure of the Port to enforce all or any part of this agreement shall not constitute a waiver of any rights, including that which may have failed to enforce, under this agreement. This agreement shall be construed under the laws of the State of Oregon.

Liability and Indemnity

The Moorage Holder assumes the risk of any loss or damage occasioned by theft, accident, fire or other hazard to the vessel. The Port shall not be liable for any such loss or damage from any cause; nor shall the Port be responsible for the safety of the vessel. The Moorage Holder shall be responsible for all conditions and activities on the vessel; and the Moorage Holder agrees to indemnify and hold the Port harmless from any claim, liability, damage or legal action caused by acts or omissions of the Moorage Holder, its agents, employees, lessees or assigns, or anyone upon or using the vessel herein described, or which may be caused by any conditions of the vessel herein moored.

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

DATE: March 8, 2022

PROJECT TITLE: Charleston Advisory Committee Member Re-Appointments

ACTION REQUESTED: Commission Approval of Re-Appointments to the Charleston Advisory Committee.

BACKGROUND:

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

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

The Charleston Advisory Committee met February 23, 2022. Membership re-appointments were discussed individually with current members regarding continued membership. All advisory committee members whose terms have expired have agreed to renew for additional 3-year terms. These are inclusive of Michael Armstrong (Jan. 2021-2024), as well as Lou Leberti, Kathy Hornstuen, and Knute Nemeth (Jan. 2022-2025). The proposed roster is included in the meeting packet following this backgrounder.

RECOMMENDED MOTION:

Approve the reappointment of current members Michael Armstrong, Lou Leberti, Kathy Hornstuen, and Knute Nemeth for 3-year terms to the Charleston Advisory Committee.

**OREGON INTERNATIONAL PORT OF COOS BAY
 CHARLESTON ADVISORY COMMITTEE
 2022 PROPOSED ROSTER**

3-year staggered terms

	Committee Member	Term
1.	Nick Nylander, Chair	3 Year Term – Exp. Jan 2023
2.	Mark Fleck, Vice Chair	3 Year Term – Exp. Jan 2023
3.	Kyle Cox	3 Year Term – Exp. Jan 2023
4.	Michael T. Armstrong	3 Year Term – Exp. Jan 2024
5.	Lou Leberti	3 Year Term – Exp. Jan 2025
6.	Kathleen Hornstuen	3 Year Term – Exp. Jan 2025
7.	Knute Nemeth	3 Year Term – Exp. Jan 2025

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

DATE: March 8, 2022

PROJECT TITLE: Steel Bridges Repair Project Bid Award (BUILD Phase 4)

ACTION REQUESTED: Authorize Chief Executive Officer John Burns to award and enter into a contract for the Steel Bridges Repair Project (BUILD Phase 4)

BACKGROUND:

On April 13, 2021, the Port Commission authorized Port staff to solicit Invitations to Bid (ITB) for five separate construction contracts for the CBRL Bridge Rehabilitation Project (BUILD).

On January 11, 2022, the Oregon International Port of Coos Bay solicited bids for the BUILD project (Phase 4) to effect repairs to ten steel bridges located between MP 677.80 and MP 694.78 on the Coos Bay rail line. Bid responses were due to the Port by no later than 2 p.m. on Wednesday, March 9, 2022, which is after the Commission packets are prepared for mailing. Once bids are received, staff will review the bids for accuracy and completeness for final recommendations.

Port procurement rule 2.8.1(E) requires the Port Commission, acting in its capacity as the Local Contract Review Board, authorize solicitations and awards of contracts in excess of \$150,000.

Port staff will provide the bids received and recommendation for contract award at the March 15, 2022 Commission Meeting.

RECOMMENDATION MOTION:

Authorize Chief Executive Officer John Burns to award and enter into a contract for the Steel Bridges Repair Project (BUILD Phase 4).

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

DATE: March 8, 2022

PROJECT TITLE: North Point Development Lease

ACTION REQUESTED: Commission Approval Authorizing CEO John Burns to Negotiate and enter into a Lease with North Point Development

BACKGROUND:

In the late summer of 2021, the Port of Coos Bay and North Point Development entered into a Memorandum of Understanding (MOU) for the potential lease of Port property on the North Spit also referred to as the North Bay Marine Industrial Park. The footprint of the North Bay Marine Industrial Park that will be subject to this lease is approximately 220 acres of industrial zoned, water dependent property solely owned by the Oregon International Port of Coos Bay.

The parties share the mutual desire to construct a new multi-modal container terminal in the Port of Coos Bay. This project is intended to move approximately 1 million 40' shipping containers into and out of the Port. Cargo will move into and out of the Port via the Coos Bay Rail Line which ties into the Class 1 Union Pacific rail line in Eugene, Oregon. This lease will be for a period of 50 years with optional extensions.

The Port and North Point are working collaboratively to secure the necessary funding to make significant upgrades to the rail line as well as deepening and widening the federal navigation channel over the first nine miles of the harbor.

RECOMMENDED MOTION:

Authorize Chief Executive Officer John Burns to negotiate and enter into a lease with North Point Development for approximately 220 acres of land on the North Spit.

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 / 2018 - 2022

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

	2018		2019		2020		2021		2022	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	580	1,914.0	611	2,016.3	409	1,349.7	346	1,141.8	445	1,468.5
Feb	618	2,039.4	465	1,534.5	400	1,320.0	390	1,287.0	503	1,659.9
Mar	627	2,069.1	547	1,805.1	432	1,425.6	566	1,867.8		
Apr	574	1,894.2	521	1,719.3	350	1,155.0	621	2,049.3		
May	623	2,055.9	438	1,445.4	394	1,300.2	599	1,976.7		
Jun	594	1,960.2	318	1,049.4	534	1,762.2	625	2,062.5		
Jul	602	1,986.6	346	1,141.8	485	1,600.5	503	1,659.9		
Aug	602	1,986.6	329	1,085.7	467	1,541.1	485	1,600.5		
Sep	472	1,557.6	299	986.7	378	1,247.4	556	1,834.8		
Oct	469	1,547.7	425	1,402.5	431	1,422.3	521	1,719.3		
Nov	268	884.4	348	1,148.4	349	1,151.7	548	1,808.4		
Dec	399	1,316.7	303	999.9	499	1,646.7	453	1,494.9		
Total	6,428	21,212.4	4,950	16,335.0	5,128	16,922.4	6,213	20,502.9	948	3,128.4

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 2022 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:	948	rail carloads =	94,800	short tons =	3,128.4	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.

Coos Bay Rail Line, Inc. (CBRL) is 50 days injury free as of March 1, 2022!

**OREGON INTERNATIONAL PORT OF COOS BAY
CHARLESTON MARINA ADVISORY COMMITTEE MEETING
12:00 p.m., Wednesday, February 23, 2022
Charleston Marina RV Park, Recreation Room**

DRAFT MINUTES

ATTENDANCE

Advisory Members:

Nick Nylander, Chair; Mark Fleck, Vice Chair; Lou Leberti; Kyle Cox; Michael Armstrong; Kathleen Hornstuen; and Knute Nemeth.

Port Staff:

Brandon Collura, Harbormaster; Mike Dunning, Chief Port Operations Officer; Lanelle Comstock, Chief Administrative Officer; Margaret Barber, Director of External Affairs and Business Development; Cheryl Charitar, Charleston Office Administrator; Ray Dwire, Security; Mickey Pulse, Maintenance Operator; Dani Erm, RV Park Administrative Assistant; and Krystal Karcher, Administrative Assistant.

Guests:

John Payne; Mathew Clarke; Rachelle Foster; Lance Porteur; John Perry; Mike Hage; John Moir; David Young; Otar Overacker; Richard Shore; and Ed Fleming.

1. CALL MEETING TO ORDER

Chair Nick Nylander called the meeting to order at 12:00 p.m.

2. INTRODUCTION OF GUESTS

3. REVIEW AND APPROVAL OF MEETING MINUTES

A. Approval of May 5, 2021 Meeting Minutes

Upon a motion by Michael Armstrong (Second by Knute Nemeth), the Charleston Advisory Committee Members voted to approve the May 5, 2021 Meeting Minutes. **Motion Passed.**

4. FINANCIAL DATA REVIEW

Harbormaster Brandon Collura reviewed the financial data for Charleston Operations, as included in the packet, the financial data review covers the first half of the fiscal year. Charleston operating income was ahead of plan at \$1.297 million versus a budget of \$1.185 million. Personnel expenses were lower than budget by \$41,060. Operating expenses also came in under budget at \$440,696 versus a budget of \$505,076. Total operating expenses were \$810,577 with a budget of \$916,017. Charleston net result was a gain of \$117,140 versus a budgeted loss of \$223,321. The gain, which is better than plan by \$340,461 is due in part to revenues being within 9% of plan. Revenues across the Marina performed

better than plan and made up for the shortfall created by the lack of ice sales. Year to date maintenance expenses are underspent due to the timing of projects. Other revenues and expenses are below plan due to the timing of capital projects planned for the year. Projects are underway in recent months but have not been reflected in the financial data being presented. Assuming the current trends continue, the projected operating results would end the year about \$218,000 better than budget.

Kyle Cox asked what happens when extra money is saved. Mr. Collura stated if there is any type of surplus at the end of the year it would be reallocated to another project, through a supplemental budget if needed. Kathleen Hornstuen asked if the Master Plan is consulted when considering which projects to fund. Mr. Collura confirmed it is.

5. CURRENT MARINA PROJECTS UPDATE

Mr. Collura stated it has been nearly a year since this group met so there are a number of updates. He asked that everyone hold their questions until the end of each segment to keep the meeting organized.

The most recent capital improvement project completed was the replacement of 20 piling in the Inner Basin between G and H docks, at a cost of \$99,500. Also just recently completed was the replacement of the media for the Shipyard stormwater system. This media is an essential component of running the Shipyard and meeting DEQ requirements. This capital expenditure cost \$122,000 and is needed every five years. There has been approximately \$35,000 spent to date this fiscal year to repair 13 fingers in the Inner and Outer Basins, and to either repair or replace 21 electrical pedestals. Staff will continue to work on finger repairs as they are able to throughout the Spring.

The roof of the Giddings building sustained damage in the windstorm of early January 2022. Temporary repairs were made and staff are awaiting quotes from multiple roofing companies to make permanent repairs. Some companies are backed up into the Summer, but staff are hopeful that bids will come in soon and repairs will be made to that facility.

On Monday, January 10, 2022 the MV Gypsy Artist sank while tied up at the DWF dock. It was salvaged and hauled out a few days later, which came at a total cost to the Port of just under \$60,000. Costs included dive services, equipment, and staff time for maintenance and security personnel. The owner was uninsured and did not have the means to have the vessel hauled out.

Mr. Collura asked if there were any questions regarding the project updates provided. Mr. Cox asked what year the stormwater system was installed. Mr. Collura stated it was in 2017 or 2018. Knute Nemeth stated the system was a great investment to keep the Shipyard running and keep the estuary clean.

6. CURRENT PORT PROJECTS UPDATE

A. Moorage Insurance Requirements

Mr. Collura stated the Port currently owns 20 abandoned vessels and the cost to dispose of these vessels is estimated at \$100,000. Eighteen of these are in the Shipyard and two in the water, and there is a wait list of customers to get into the Shipyard where these vessels are being stored.

A Marina customer stated those boats at one time contributed to the harbor and paid their fees, some of them for many years bringing in a lot of fish and making money for the community. He stated this needs to be remembered, even though they now need to be removed. He stated requiring insurance for these old boats will bring more liability to the Port if something were to happen. He stated his concern that no company will insure some of the old boats and they will leave. Another customer stated he recently tried to get insurance on his boat, which was rebuilt in 1998 but originally built in 1926. It's an old wooden boat that is reasonably sound, but he was refused coverage after the haul-out and inspection.

A Marina customer offered his suggestion to put a percentage of the moorage payments for customers who can't get insurance into a fund to cover those derelict vessels and any small oil spills. He stated the days of the small wooden boat fishermen are over, and this will be another nail in their coffin. These fishermen are customers who pay for moorage services. Mr. Cox agreed there should be some type of "rainy day fund" for the Marina but stated that rates would need to be raised.

Another customer asked why the MV Gypsy Artist was being used as the catalyst for this requirement. He stated he had personally called the Port office because that vessel was not sitting right in the water. He also stated he was not the only one to report the condition and wondered if more could have been done. Mr. Collura stated multiple attempts were made to contact the owner. Mike Dunning stated the MV Gypsy Artist is not the only reason the Port is implementing this requirement. Every port on the Oregon coast has similar requirements, and Charleston is the last to implement this requirement.

A Marina customer asked if somehow the cost could be internalized or outsourced, thereby selling the right to someone that could salvage the vessels for scrap and make a profit instead of incurring a loss. Mr. Dunning stated the Port does contract for this service and spent over \$100,000 in the last few years. The customer again stated the cost could be internalized.

A Marina customer stated the MV Gypsy Artist hadn't been hauled out for many years. Mr. Dunning stated the Port is also looking at including a mandatory haul-out every few years as part of the moorage agreement. This will ensure boats stay seaworthy. Mr. Dunning stated the Port continues to get pressure from State agencies about requiring insurance.

Mr. Nemeth stated the Shipyard and the fishermen need to be maintained. A fundraising effort to appeal to the community and the State would possibly alleviate the pressure on these fishermen. If boats are lost, then business will decline in the Shipyard and elsewhere. Mr. Nemeth stated fishermen have been struggling with rising costs and regulations. If the constraints of the budget have been reached, then another approach is needed such as a public relations campaign to raise money.

Mr. Collura stated that on top of the \$100,000 the Port is planning to spend to dispose of current derelict vessels, there are an additional 32 vessels in the water that have been identified as high risk and most likely unseaworthy. To dispose of all 32 vessels would cost an estimated \$200,000 if they were on land, and \$1.9 million if all 32 sank. A Marina customer asked if a number like that would qualify as a national disaster. Mr. Collura stated if it was storm related, then possibly.

Mr. Collura stated he consulted with seven ports along the Oregon coast including Astoria, Garibaldi, Toledo, Newport, Salmon Harbor, Bandon, and Brookings. These ports all require insurance to have a moorage agreement, and also require the port to be listed as additional insured. A Marina customer asked what level of coverage will be required. Mr. Collura stated general liability coverage to include wreck removal and pollution liability at a \$500,000 coverage level. Charter vessel operations would require a \$1 million policy.

A Marina customer stated the one providing the service should be the one insured, and if the customers could collectively pay for that insurance it would solve the problem. Mr. Dunning stated Port staff will take another look at this, as it is a difficult decision that will negatively impact some vessels in the Marina, many of them hard working families doing the right thing.

Mark Fleck stated there are multiple businesses using the facility and asked if there was a way to ensure all businesses pay their fair share. Mr. Dunning stated there is a business license program, but it is hard to enforce; just as the live aboard policy is also hard to enforce. Mr. Dunning stated there should be no one using their vessel as a primary residence, as opposed to a crew staying onboard a vessel while working. There are State requirements that must be met for a Marina to allow live-aboards. Ed Fleming stated the live-aboard policy is not on the agenda today rather it is the insurance issue, and then stated there is no ordinance against living aboard. Mr. Dunning stated the discussion got off track, but the no live-aboard policy is included as part of the Ordinance 143. Mr. Fleming stated there is language in the ordinance that allows for a “live-aboard permit” and he has a letter from a former CEO stating the ordinance was never enforced. Meetings were promised to address the live-aboard issue but there were no meetings. Mr. Dunning stated this could be added to the agenda for discussion at the next meeting.

Mr. Collura stated the Board of Commissioners will be presented with the new ordinance requiring moorage customers to carry insurance. The ordinance will follow standard ordinance procedure prior to adoption, including opportunity for discussion and public comment.

Nick Nylander asked how it is decided who gets the proceeds in the event of a loss. Mr. Dunning stated the Port would be listed as additional insured so the insurance company would pay the Port directly. The Port would not profit from the loss, and any proceeds remaining would go to the vessel owner.

Mr. Armstrong asked if the Port has contacted the Oregon State Marine Board to determine if the ORS’s that apply could be amended. If ORS 830.948, which excluded abandoned and derelict vessels, could be amended then the fund is already set up. Mr. Dunning stated the statute does not cover commercial vessels. Ms. Hornstuen asked if it would be worthwhile to contact legislators. Mr. Dunning stated Port staff have been working on this issue for years. Margaret Barber stated the problem has come to the forefront in recent years but a solution is likely still years out.

Mr. Nemeth stated an emergency should be declared, as this will cause the Port to lose fishermen creating an economic emergency. Mr. Nemeth stated the fishermen pay their fees and the Port has worked hard but if the money is not in the budget, then an emergency declaration would take action to solve the issue. Mr. Dunning stated other ports have implemented this policy without an emergency declaration, so it would be hard to make the case that Charleston is different or special.

A Marina customer stated this Marina is the last bastion of hope for small boat owners who have left the other ports. Mr. Dunning stated it would be good to know how many small boats this would affect. A Marina customer asked if anything could be done to include the cost of insurance in the moorage fee. Mr. Dunning stated revenue currently collected from moorage doesn’t cover the overhead to operate the facility and adding this cost would increase rates exponentially. Mr. Armstrong stated again the Port should look at ORS 830.948. Mr. Dunning stated the Port has used this program, as recently as this year but it doesn’t cover all the problem.

A Marina customer stated there is a vessel in the South Slough Estuary that sank once already, and he has contacted multiple agencies but nothing has been done. He stated if the insurance requirement goes through, there will be more like this. Another Marina customer asked whether money had been taken

from Charleston to fund the Railroad operations. Mr. Dunning confirmed that no money has gone from Charleston to the Railroad. Mr. Cox stated the money and budgets may be separate, but the Railroad does take energy from Port staff which takes away from Charleston.

B. Community Events Update

Ms. Barber stated community events are returning this year, including the Charleston Fisherman's Memorial which will be held on May 30, 2022 at 10 a.m. The Seafood Festival will also return the second week in August and Octoberfish will be held the first weekend in October.

C. Charleston Marina Complex Planning and Survey

Staff has been working on a community survey which will help to determine the greatest needs for the Charleston Marina Complex. The survey will be distributed to a broad spectrum of stakeholders to solicit feedback which will help establish priorities in capital projects planning for the coming years. Capital projects are often driven by funding availability and there are many infrastructure needs in Charleston.

Mr. Cox asked whether the survey would include certain properties and if they would change or remain the same, such as the Shipyard. Ms. Barber stated it is still in the development process, but staff are envisioning a survey that will address all aspects of the complex. Mr. Cox asked whether this will be just a questionnaire or a more in-depth look. Ms. Barber stated it will begin with a survey and then the results will determine the next steps. Mr. Cox asked who will receive the survey. Ms. Barber stated it will go to a large list of stakeholders, and staff will encourage people to share it. Mr. Nemeth asked if Port district taxpayers would also be given notification. Ms. Barber stated the primary focus will be on people with a vested interest in Charleston.

Mr. Cox asked to clarify something CEO John Burns had said in an email communication regarding uses of the Shipyard property, and whether it would become something other than a Shipyard. Mr. Cox asked if the intention of the Port was to get rid of the Shipyard. Mr. Dunning stated he is not aware of such plans but cannot speak for Mr. Burns who is not present.

Mr. Cox stated he has applied for a Connect Oregon grant of \$5 million to replace all the docks in the Shipyard. Lou Leberti asked if the grant was to replace Port owned docks why the Port doesn't apply. Mr. Dunning stated the business operating the docks must be the one to apply. Mr. Leberti then asked about grants for the railroad. Mr. Dunning stated those grants are to fix the infrastructure of the railroad. Grant money cannot be used for anything other than the intended project. The Port does not profit from grants and often there are match dollars required.

D. Dredging Section 107

Mr. Dunning stated Section 107 of the Continuing Authorities Act is through the US Army Corps of Engineers. The last time the Port dredged near Point Adams it cost \$186,000 to remove 14,000 CY. The Continuing Authorities Act would have the Federal government take over the navigation channel from the beginning of Pt. Adams to the boat ramp. Dredging of this area would then fall under Federal responsibility. This will entail a feasibility study at a cost of \$600,000 with the Port paying about \$200,000 of that. The study will take about two years and the Corps has initial funding to start the study. Mr. Dunning stated the Port would be responsible for 10% of the dredging cost under this act.

E. North Jetty Repair Project

Mr. Dunning stated the North Jetty Repair Project is moving forward, with the \$68 million in funding having been approved. There is a small delay in that one contractor has protested the award, so it will now go through the public contracting process for protest. After that, it is likely the contractor will start mobilizing in equipment and rock to the site.

7. ROUNDTABLE DISCUSSION ON FACILITIES MAINTENANCE NEEDS

Chair Nick Nylander asked for any committee or staff input on the facilities maintenance needs.

Mr. Dunning shared that a Maintenance Operator has been hired for the Marina, taking the position that will be vacated when Rick Stewart retires in about a month. Mr. Dunning also stated that he (himself) will be more directly overseeing Charleston Operations going forward and will be more involved.

Mr. Nemeth asked if any progress has been made with the paving of Troller Road. Mr. Dunning stated efforts continue to move this issue forward. The County has vacated the maintenance of this road.

Ms. Hornstuen asked if the RV Park Rec Room would be available again for local non-profits to meet. Lanelle Comstock stated it has been made available recently. Ms. Hornstuen stated the Marine Life Center is open again on Fridays and Saturdays.

8. PUBLIC COMMENT

Ed Fleming, Marina customer, stated there should be more meetings regarding only the insurance requirement so that all questions can be answered and concerns addressed. Mr. Fleming suggested the Port notify all moorage customers by mail of the requirements and any proposed ordinances, and any meetings to be held in the future. Mr. Fleming stated there should be a long time frame to comply prior to enforcing any penalty. Mr. Fleming stated with 32 non-seaworthy boats, if the owners' intentions are to make those boats seaworthy, they would all need to be hauled out.

Mr. Fleming asked when the action item will go to Commission for approval. Mr. Collura stated the original intent was for March, but staff will evaluate the feedback from this meeting. Mr. Fleming asked for confirmation that it would not go to Commission in March. Mr. Collura stated that is undetermined at this time. Mr. Fleming stated the time frame is important to know for customers who want to make additional objections, and more information needs to be shared as to what coverage will be required. Mr. Collura stated the ordinance will require a general liability policy with \$500,000 minimum coverage inclusive of wreck removal and pollution liability, with the Oregon International Port of Coos Bay listed as additional insured. This is for recreational and commercial vessels, and charter vessels will need a \$1 million policy.

Mr. Fleming asked if the Port could provide contact information for insurance providers who might offer coverage for older vessels, that it would be helpful for customers to have that information. Mr. Collura stated he would put together a short list. Mr. Fleming asked if there would be another meeting regarding this issue. Mr. Collura stated there no plans for another meeting. The Port Commission meetings have public comment time available. Ms. Comstock stated the ordinance will go before Commissioners twice

prior to approval. There will be two different readings, then 30 days after adoption prior to the ordinance taking effect.

9. COMMITTEE COMMENT

Mr. Armstrong restated his earlier suggestion to look into the ORS 839.911, which includes vessels abandoned in the navigation channel or those in danger of sinking. Mr. Armstrong stated this statute covers vessels anywhere in the water and is a tool the Port could use.

10. NEXT MEETING DATE

The next committee meeting is scheduled for Wednesday, May 4, 2022 at 12:00 p.m.

11. ADJOURN

Chair Nick Nylander adjourned the meeting at 1:40 p.m.

2022/23 Port Budget Planning Calendar

Budget Planning	
January 18	Appoint Budget Officer Megan Richardson
January 24	Operating Plan Prep Instructions & Budget Calendar Distributed to Department Heads
February 7	Operating Plans Due from Department Heads, Work Papers Distributed to Begin Budget Plan
February 21 - 25	Department Meetings (Individual Review)
February 28	Budget Plans Due from Department Heads
March 1 - 4	Draft Budget
March 7 - April 15	Review Draft Budget & Edit
April 11 - 15	Draft Budget Message
April 18 - 22	Review final draft of Proposed Budget
April 29	Complete Proposed Budget
Charleston Advisory Committee Meetings	
TBD (week of May 2)	Proposed Rates Draft
Budget Committee Meetings	
TBD (week of May 9)	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 9)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 23)	1 st Budget Committee Meeting
TBD (week of May 23)	Publish Notice (if needed) (at least 5 days prior)
TBD (week of May 31)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
June 13	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
June 21	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 19	Submit complete budget document to County Clerk by September 30

2022/23 CBRL Budget Planning Calendar

Budget Planning	
January 18	Appoint Budget Officer Megan Richardson
January 24	Operating Plan Prep Instructions & Budget Calendar Distributed to Department Head
February 7	Operating Plan Due, Work Papers Distributed to Begin Budget Plan
February 21 - 25	Department Meetings
February 28	Budget Plans Due
March 1 - 4	Finance Builds Draft Budget
March 7- April 15	Review Draft Budget & Edit
April 11 - 15	Review Final Draft of Proposed Budget
April 18 - 22	Create and Finalize Budget Message
April 29	Complete Proposed Budget
Budget Committee Meetings	
TBD (week of May 9)	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 9)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 23)	1 st Budget Committee Meeting
TBD (week of May 23)	Publish Notice (if needed) (published at least 5 days prior)
TBD (week of May 31)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
June 13	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
June 21	CBRL Board of Directors Meeting / Budget Hearing
June TBD (Tentative 1wk following Board mtg)	CBRL Board of Directors Budget Approval (if needed)
Post Adoption	
September 19	Submit complete budget document to County Clerk by September 30

2022/23 CCURA Budget Planning Calendar

Budget Committee Meetings	
TBD – week of April 18	Publish Notice/Legal Ad (10 days prior)
TBD – week of May 2	1 st Budget Committee Meeting
TBD (if needed)	Publish Notice/Legal Ad (if needed)
TBD (if needed)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
TBD – week of May 16	Publish Notice & Budget Summary (14 days prior)
TBD – week of May 31	CCURA Board meeting / Budget Hearing & Approval – if ready
TBD (if needed)	Publish Notice & Budget Summary (14 days prior)
TBD (if needed)	2 nd CCURA Board meeting / Budget Approval (if needed)
Post Adoption	
July 7	Submit UR-50 to Tax Assessor by July 15
September 22	Submit complete budget document to County Clerk by September 30