



M E M O R A N D U M

TO: Interested Parties
FROM: Kyle Stevens, President
DATE: February 13, 2025
SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Thursday, February 20, 2025**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Thursday, February 20, 2025. Written comment will be accepted until 8:30 a.m. on Thursday, February 20, 2025 by sending an email to portcoos@portofcoosbay.com with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Thursday, February 20, 2025**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

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

KS/js

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING**

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

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

Watch Live on YouTube: www.youtube.com/portcoos

Mission: Promoting sustainable development that enhances the economy of southwest Oregon and the State.

*ORS 777.065: The Legislative Assembly recognizes that assistance and encouragement of enhanced world trade opportunities are an important function of the state, and that development of new and expanded overseas markets for commodities exported from the ports of this state has great potential for diversifying and improving the economic base of the state. Therefore, development and improvement of port facilities suitable for use in world maritime trade at the Ports of Umatilla, Morrow, Arlington, The Dalles, Hood River and Cascade Locks and the development of deepwater port facilities at Astoria, **Coos Bay**, Newport, Portland and St. Helens is declared to be a state economic goal of high priority.*

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

1. CALL MEETING TO ORDER

2. INTRODUCTION OF COMMISSION, GUESTS AND PORT STAFF

3. PORT PROJECT UPDATE

- A. Charleston Marina RV Park Project Update..... Ray Dwire
- B. Port Financial Update..... Megan Richardson

4. PUBLIC COMMENT

5. CONSENT ITEMS

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10. COMMISSION COMMENTS

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

12. RECESS TO EXECUTIVE SESSION

13. ADJOURN

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
11:00 a.m., Thursday, January 16, 2025

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

ATTENDANCE

Commission:

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

Staff:

Lanelle Comstock, Chief Executive Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; Rick Adamek, Director of Asset Management; Ray Dwire, Charleston Marina Manager; Krystal Karcher, Administrative Services Manager; and Jennifer Sierra, Administrative Assistant.

Media & Guests:

Lesley Daggitt and Amanda McCleary-Moore, Moss Adams; Tallon Trentz, IUOE Local 701; Carol Sanders; Jan Hodder; Mike Graybill; Christine Moffitt; Robert Bryant; Jim Behrends; Jamie Fereday; Dean Lundie; Ashley Audycki; and Sue Lee.

1. CALL MEETING TO ORDER

President Stevens called the meeting to order at 11:05 a.m.

2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF

A. Presentation of FY 2023/24 Annual Financial Report, Amanda McCleary-Moore and Lesley Daggitt, Moss Adams

Amanda McCleary-Moore and Lesley Daggitt introduced themselves on behalf of Moss Adams to present the 2023/24 financial audit report. Ms. Daggitt began by reviewing the agenda, which would guide their presentation. Ms. McCleary-Moore clarified that the discussion of "Significant Risks Identified" does not pertain specifically to the Port. Rather, these are key areas of focus derived from their auditing standards, not indications of any specific findings in the audit. Ms. Daggitt spoke of the nature of services provided, including auditing the Port's financial statements in accordance with Generally Accepted Accounting Standards, compliance testing and reporting under Oregon Minimum Audit Standards, Single Audit of federal grant programs under Uniform Guidance, and reporting of the overall audit plan, results, internal control findings or any non-compliance findings.

The audit focused areas include internal controls, IT environment, cash and investments, revenues and receivables, leases and SBITAs, capital assets, long-term debt, accrued liabilities (e.g., PERS and OPEB), financial close and reporting, compliance with Oregon Minimum Standards, and federal grants. The financial statements are reviewed for material accuracy. The compliance testing covered

approved bank use, insurance, tax revenues from motor vehicles and fuel, public fund investments, public contracts, construction projects, and annual budget processes. A budgetary over-expenditure was noted this year related to railroad operations.

Ms. McCleary-Moore reported that Moss Adams issued a clean opinion on the Port's financial statements, confirming they are materially correct based on testing, sampling, and analytics. No significant deficiencies or material weaknesses in controls were identified. One instance of over-expenditure occurred, though the Port has reduced such occurrences through planning and supplemental budgets. There were no significant noncompliance issues impacting financial statements or internal controls.

Ms. McCleary-Moore discussed key areas of communication from their testing, emphasizing the Significant Risks Identified by auditing standards. For the Port, the focus included management override of controls. This involves ensuring that internal controls are effective and cannot be bypassed by management, particularly concerning journal entries and financial statement preparation. No additional risks were found in the tested journal entries. For preparation testing, they focused on significant unusual transactions and ensured proper authorization, with no issues identified.

Ms. McCleary-Moore reviewed GASB Statement No. 100, which the Port implemented this year. While it did not impact the current year's financial statements, it will guide the reporting of error corrections and changes in accounting policies in the future, including specific disclosure requirements.

Ms. McCleary-Moore reported there were no significant or unusual transactions identified, as well as no significant difficulties encountered during the audit and there were no disagreements with management. No circumstances affected the form or content of the auditor's report. There were no other findings or issues arising from the audit.

Ms. McCleary-Moore expressed gratitude to the Port and Finance team for their collaboration in meeting the audit deadline.

Commissioner Hamner inquired about IT evaluations and controls regarding fiscal security against cyber issues. Ms. McCleary-Moore clarified that their audit focus is on the IT environment not specifically on cybersecurity but on two critical areas, access controls and change management. They examine who has access to the organization's systems, ensuring access is appropriate and aligns with internal control procedures. They evaluate how system upgrades and patches are managed. This involves assessing whether updates are tested before implementation and if the organization regularly updates its accounting systems to avoid security risks.

Commissioner ViksneHill inquired about the vendor change mentioned in the audit letter. Ms. McCleary-Moore explained that it relates to external fraud concerns, such as receiving fraudulent emails from individuals posing as companies or employees requesting account changes. She emphasized the importance of follow-up practices, including direct contact with the company or employee, to verify such requests and prevent fraud.

B. Port Financial Update by Megan Richardson

Megan Richardson presented the November 2024 financial review, highlighting a \$93K shortfall in operating income, which was about \$276K compared to the budgeted \$369K. The Administration

faced a \$3K shortfall, mainly due to vacant lease spaces in the Hub Building. However, Port Operations saw a net gain of \$3K, due to a dock agreement at the T1 facility.

The Railroad Operations experienced a \$58K shortfall. The Port's rail leases, along with a rail management fee based on 10% of Coos Bay Rail Line (CBRL) car movements, contribute to the revenue. In November, the budget anticipated 600 car movements, but CBRL only moved 335 cars, resulting in a \$150K shortfall year-to-date due to the lower-than-expected car movements.

Charleston Operations faced a \$35K shortfall this month, with a total impact of around \$45K, bringing the year-to-date shortfall to approximately \$200K. The primary areas affected are building and dock leases, the marina (including moorage and services), and the RV park, alongside travel lift movement and other smaller revenue streams, while Ice Plant sales this year have exceeded previous years.

Operating expenses were about \$365K, which is \$133K less than the budgeted amount. Departments are focused on tightening their budgets and finding savings wherever possible. The total operating results showed a loss of about \$88K, which is \$40K better than the planned loss of \$129K. Railroad Operations had an unfavorable result due to lower revenues. The Other Income was \$1.9M, exceeding the budgeted \$1.67M by \$241K. Property tax collected this month was \$1.88M, outperforming the budgeted \$1.65M by \$227K. This increase occurred because anticipated December revenue came in earlier, in November. Of the collected property taxes, 91% was expected for the year, with 93% already received through November. Other income includes transfers from the dredge fund, public records requests, and reimbursements for facility damages, such as insurance or customer-related claims.

The Port's total expenses were \$882K, which is \$217K over the budgeted amount of \$665K. This overspending includes financial expenses and taxes, such as banking and merchant fees related to credit card payments, and a small amount of property taxes for leased port properties like storage units. Debt service expenses for the month totaled \$877K, exceeding the budget of \$626K by \$251K. This overspend was due to a budget allocation error, as most of the debt service payments were made in November, with a smaller portion split between December and June. The Port is still within budget for the fiscal year overall, with debt service covering asset payments.

For November, the Port reported a net gain of \$936K, surpassing the budgeted gain of \$872K by about \$64K. Year-to-date, the Port had a net gain of \$727K, exceeding the budgeted \$406K by roughly \$321K. This favorable result includes an unplanned revenue of \$405K from the sale of three locomotives.

Commissioner ViksneHill inquired about the outlook for the rest of the year. Ms. Richardson responded by stating that revenues are currently falling short and are expected to remain below target, with a projected shortfall of \$400K. Lanelle Comstock mentioned that the plan is to hold a forecasting work session later this month or early next month.

3. PUBLIC COMMENT

A. Jamie Fereday, a retired teacher, sent an email to the Board of Commissioners regarding a document he had submitted in November, which included links to research on the values of estuaries, particularly focusing on flood control. He emphasized that many estuaries no longer

serve this function due to channelization and sediment buildup, which requires dredging for shipping purposes. One of the documents he shared was from the U of O Sutherland study, which Mr. Fereday recommended the Board watch in a webinar. Mr. Fereday also mentioned another study specific to the local estuary and a report on how coastal cities are vulnerable to storm surge, exacerbated by human activities and sea level rise. Mr. Fereday stressed that deepening or widening channels worsens these issues and suggested that the Board could consider these findings, especially considering the goals for estuary restoration. He acknowledged the Board's focus on PCIP but urged them to reconsider actions that go against the goal of preserving the estuary's values. Mr. Fereday concluded with quotes emphasizing good judgment and experience, recalling his time on the Oregon Ocean Policy Advisory Council (OPAC) where he focused on important environmental goals.

B. Dean Lundie, owner of the Cushman Marina and RV Park, raised several concerns regarding his property and the local harbor. Over the past few years, he has sent letters about damage to his property that he alleged was caused by the rail and is seeking a response regarding dock damage. He has requested surplus concrete barriers.

Mr. Lundie stated he is worried about the risks of ship fires in the harbor, especially with cargo container ships. He contacted Val Hoyle's office regarding Peter DeFazio's decision to close the U.S. Coast Guard Station—Cutter Orca, which he believes was a capable firefighting vessel. He advocated for reinstating a Coast Guard ship to address potential fire emergencies in the bay. Mr. Lundie stated he is concerned about ships discharging ballast water into the local bay, which could harm the ecosystem, citing San Francisco Bay as an example of such ecological damage. He commended the local bay bar pilots and the harbor but expressed frustration with foreign ships' lack of respect for the area's ecology.

4. CONSENT ITEMS

- A. Approval of December 19, 2024 Regular Commission Meeting Minutes
- B. Approval of December Invoices
- C. Approval of December Contracts Awarded

Upon a motion by Commissioner ViksneHill (second by Commissioner Arnie Roblan), the Board of Commissioners voted to approve the December 19, 2024 Regular Commission Meeting Minutes, December Invoices and December Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

6. ACTION ITEMS/REPORTS

A. 2023/24 Annual Financial Report

Moss Adams has completed the annual financial report on behalf of the Oregon International Port of Coos Bay for fiscal year ending June 30, 2024.

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

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

Ms. Amanda McCleary-Moore of Moss Adams attended this Commission meeting and presented the audit. A copy of the audit has been provided to Commissioners for review.

Upon a motion by Commissioner Roblan (second by Commissioner Edwards), the Board of Commissioners motioned to approve the annual financial report for fiscal year 2023/24. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

B. Appointment of FY 2025/26 Budget Officer

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

Port staff recommends Megan Richardson, the Port's Director of Finance & Accounting, to be appointed as the Budget Officer for the fiscal year 2025/26 budget process.

Upon a motion by Commissioner Hamner (second by Commissioner Roblan), the Board of Commissioners motioned to approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the fiscal year 2025/26 budget process. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

C. 2025Res01: Declaration of Emergency: Bridge at 763.55

On January 14, 2025, three hangers in span 1 of the North Bend swing span bridge at MP 763.55 were found close to failure during a routine inspection of the bridge by CBRL's Bridge Inspector. The Bridge Inspector provided photos and information to CBRL's engineer of record, Stantec, who pulled the bridge out of service until the hangers could be repaired. Port staff was immediately notified of the immediate need to reinforce the hangers on the bridge, and until permanent repairs can be made, rail service south of the bridge will be interrupted.

Without timely repairs, CBRL's largest customer will be without service. Due to the bridge being out of service due to other matters, the customer south of the bridge has approximately 37 cars waiting for delivery. Three locomotives are also south of bridge unable to be used.

Scott Partney, who has extensive construction knowledge of steel bridge repairs, has replaced the hangers in the past on other spans, and has the ability and the work force to repair the hangers in the time frame necessary to limit the rail down time, was immediately contacted regarding the repairs.

Partney provided a quote of no more than \$75,000 to reinforce the hangers and estimated the repairs to be completed the following week.

On January 15, 2025, Chief Executive Officer Lanelle Comstock signed a declaration of emergency to authorize the Port to enter into a sole source contract with Scott Partney Construction to quickly reinforce the hangers to resolve this emergency condition and bring the bridge back into service. The \$75,000 will be paid for by the Port's line of credit.

Ms. Comstock expressed concerns about the financial viability of repairing the bridge due to the Port's cash flow issues. She highlighted the potential negative impact on local businesses, such as Greenhill, GMA Garnet, and others, if the bridge remains out of service. Since 2018, the Port has spent \$4.4M on emergency bridge repairs, including \$2.6M for the swing span bridge, which recently received \$12M from a BUILD grant. The proposed \$75K repair funding would come from a line of credit, but Ms. Comstock suggested that these funds could also support the Charleston Marina.

Ms. Comstock said that Matt Friesen is engaging with legislators to explore options for securing additional funding to address the issue. Meanwhile, Brian Early is focusing on acquiring new customers to increase the carload volume.

Commissioner Hamner inquired about the companies mentioned, specifically asking how many jobs are tied to these businesses. Ms. Comstock noted that she would need to look into the matter further to determine the potential impact. Commissioner Stevens appreciated the transparency regarding this issue, noting that in past years, information often came too late. Commissioner Stevens noted that it's difficult to predict what will happen in the future, but additional repairs may be necessary.

Commissioner Hamner inquired about the tariffs paid for carloads crossing the bridge and asked which account these payments are allocated to. Ms. Comstock explained that the Port collects surcharges associated with bridge crossings. Ms. Richardson added that while these surcharges help offset some of the costs for major bridge repairs, the repair expenses significantly exceed the revenue generated by the surcharges.

Commissioner Roblan asked about the yearly value of rail cars using the bridge. Ms. Comstock said she would gather that data. Commissioner Stevens inquired about a pending work list for the bridge. Rick Adamek explained that a formal climbing inspection did not include these issues, but that deterioration has since accelerated. The top 20 recommendations from the inspection have been addressed, and reinforcements are being added to extend the bridge's usability by 5-10 years. A full replacement could cost \$150K per span. Mr. Adamek stated that the swing span bridge is nearing the end of its life expectancy, with critical connections like gussets, diagonals, and hangers deteriorating, some failing unexpectedly during repairs. With 13 spans and many similar connections, significant attention will be needed soon. Commissioner Stevens suggested starting conversations with customers within the next month to begin planning and estimating costs. Mr. Adamek added that the climbing inspection data could help predict future needs.

Commissioner Hamner expressed concerns about the impact of 1,600 carloads, which would equate to 6,000 semi-trucks, on the highway. She raised questions about the Tribes' plans for their terminal next to the Mill Casino Hotel, particularly regarding the shipment of wood pellets. Although unsure whether these shipments would be transported by semi-trucks, she emphasized the need for a broader,

long-term discussion. Commissioner Roblan added that the bridge in question is the largest swing span bridge in North America, originally designed to match the width of the Panama Canal.

Ms. Comstock moved to recommend adopting Resolution 2025Res01.

Upon a motion by Commissioner Roblan (second by Commissioner ViksneHill), the Board of Commissioners motioned to adopt resolution 2025Res01 ratifying the Declaration of Emergency for emergency hanger reinforcements on the steel bridge located at MP 763.55. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

7. **OTHER**

8. **COMMISSION COMMENTS**

9. **NEXT MEETING DATE** – Thursday, February 20, 2025, 11:00 a.m.

10. **ADJOURN**

President Stevens adjourned the meeting at 12:09 p.m. and entered into Executive Session, as authorized under ORS 192.660(2), to:

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



M E M O R A N D U M

To: Port of Coos Bay Board of Commissioners
From: Mary Green, Accounting Supervisor
Date: February 13, 2025
Subject: Invoices Paid for Commission Approval through January, 2025

A/P checks issued per NetSuite financial system	932,068.17
Payroll disbursement per Umpqua Bank statement	143,717.69
Misc electronic disbursements per Umpqua Bank statement	925,715.49
Total Disbursements	<u>\$ 2,001,501.35</u>



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Megan Richardson, Director of Finance and Accounting

DATE: February 13, 2025

SUBJECT: January 2025 Contracts Awarded

The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the month of January. 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
Billeter Marine, LLC	Repair/Replace Shipyard Pilings Dock 3	\$20,273.00
DeAngelo Contracting Services	Herbicide Spraying All Rail Line Sidings and Yards	\$25,123.44
Scott Partney Construction	Span 1 Hanger Reinforcement	\$75,000.00
Scott Partney Construction	2024 Emergency Repairs MP 763.55 CO#1	\$48,205.00
Total Contracts Awarded for January		\$168,601.44

Management Reports



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Lanelle Comstock, Chief Executive Officer
DATE: February 13, 2025
SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- President’s Day (offices closed): Monday, February 17
- February Regular Commission Meeting: Thursday, February 20, 11:00 am
- March Regular Commission Meeting: Thursday, March 20, 11:00 am

ADMINISTRATION

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.

Budget Planning: We have begun the administrative budget planning process for the 2025/26 fiscal year budget, which includes drafting an Operating Plan. This year’s focus is on sustainability and the Port’s need to maintain its operations and facilities with limited cash flow. Each department must identify in their Operating Plans how they can either drive increased revenues or reduce expenses. The tentative 2025/26 Budget Planning Calendar is included within the Information Section of this packet as a general guideline of the budget process. Please be advised of the following public meetings regarding the Port’s budget (exact dates to be determined):

- April 16 - Charleston Advisory Committee Meeting to discuss proposed projects and rates
- Week of May 12 - Budget Committee Meeting(s)
- Week of June 16 - Regularly Scheduled Port Commission Meeting and Budget Hearing

Troller Road: I spoke with Paul Slater, the Coos County Road Master, regarding Troller Road as it is once again laden with extreme potholes. He stated the road hasn’t been vacated, but it is a “local access road” - a public road open to the public but not maintained by the government/County unless actioned to do so by the Coos County Commission. Our next step is to attend a Coos County Commission meeting and ask them to add Troller Road to their maintained road inventory and to effect immediate repairs.

Recruitment: Cheryl Charitar, the Charleston Marina Office Administrator, is planning to retire at the end of August. The Port is now seeking to hire a Marina and RV Park Office Assistant who will accommodate the needs of customers in the Charleston Marina. Additional information can be found on the Port’s website.



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Megan Richardson, Director of Finance
DATE: February 13, 2025
SUBJECT: Accounting & Finance Management Report

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

Operating Revenue:

Total operating revenues totaled \$235K, which was approximately \$121K less than budgeted. All departments, except Port Ops, reported revenues that fell short of the budget. Admin revenue continues to fall short of budget due to vacancies within the Hub building. Rail Ops car movements fell short of the budgeted amount due to lower customer demand than anticipated. The month of December had a total of 347 car movements compared to a budget projection of 640 cars. Charleston fell short of revenue projections across all business lines except Marina and Shipyard Services.

Operating Expense:

Operating expenses totaled \$537K, which was \$69K under budget for the period. All departments, except Rail Ops, underspent their budgets this month. The underspending this period is a combination of an effort to reduce spending across the general fund, and operations in Charleston being limited due to most maintenance staff are in Garibaldi for the dredging operations. The over spending in Rail Ops is for emergency bridge repairs.

Operating Result:

The Port ended December with a net loss of \$301K against a planned net loss of \$250K, which was greater than planned by \$51K. All departments performed better than planned except for Rail Ops. The unfavorable operating result is due to lower revenues, which did not cover expenses.

Other Income & Expense:

Other revenues totaled \$390K, which is less than planned by \$165K. This decrease is due to the timing of property taxes received. The budgeted amount to be received in December was received in November. Other expenses totaled \$23K, which is \$78K underspent.

Net Result & Year to Date:

December had a net gain of \$66K compared to a budgeted net gain of \$204K resulting in a \$138K negative variance.

Other Comments:

January Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
3,473,998.56	1,543,975.30	1,930,023.26	-	325,004.26	1,605,018.99

The total cash balances in all bank accounts for the January month end were \$3,473,998.56 which is a decrease from December of \$1.48M. Restricted funds are detailed in the table above. Total interest earnings totaled \$12,234.95 with \$3,005.87 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate decreased to 4.73 % pa. This is a decrease in the pool interest rate of 0.54% from the start of the fiscal year.

Financial Report - Actual vs. Budget - General Fund
For Period Ending Dec 2024



	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				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																	
Administration	12,248	15,618	(3,370)	(22%)	11,992	256	2%	73,339	93,705	(20,366)	(22%)	65,036	8,304	13%	167,043	187,409	(11%)
External Affairs	0	0	0	-	10,014	(10,014)	(100%)	0	0	0	-	60,114	(60,114)	(100%)	0	0	-
Port Operations	24,435	21,131	3,304	16%	25,831	(1,395)	(5%)	139,232	129,704	9,528	7%	140,179	(947)	(1%)	284,379	274,852	3%
Railroad Operations	41,414	106,874	(65,461)	(61%)	73,263	(31,849)	(43%)	425,477	641,245	(215,768)	(34%)	450,050	(24,573)	(5%)	1,960,666	2,176,434	(10%)
Charleston Operations																	
Building & Dock Leases	19,083	29,474	(10,391)	(35%)	24,028	(4,945)	(21%)	117,306	176,847	(59,541)	(34%)	147,144	(29,838)	(20%)	294,153	353,693	(17%)
Marina	90,558	90,437	120	0%	70,218	20,339	29%	656,439	751,821	(95,382)	(13%)	604,107	52,332	9%	1,364,558	1,459,940	(7%)
Shipyard	26,495	17,754	8,741	49%	28,556	(2,061)	(7%)	179,206	108,519	70,687	65%	151,843	27,363	18%	302,479	231,792	30%
RV Park	13,358	18,713	(5,356)	(29%)	18,658	(5,300)	(28%)	230,891	259,978	(29,087)	(11%)	263,214	(32,322)	(12%)	342,900	371,987	(8%)
Ice Plant	4,600	4,697	(97)	(2%)	5,500	(900)	(16%)	247,391	103,502	143,889	139%	116,511	130,880	112%	343,889	200,000	72%
Travel Lift	1,549	2,579	(1,030)	(40%)	2,112	(563)	(27%)	30,961	26,426	4,536	17%	21,314	9,647	45%	57,886	53,350	9%
Other	1,548	48,726	(47,178)	(97%)	(39,657)	41,205	(104%)	(24,486)	113,972	(138,458)	(121%)	(55,368)	30,882	(56%)	14,002	152,460	(91%)
Total Charleston Operations	157,189	212,380	(55,191)	(26%)	109,415	47,774	44%	1,437,708	1,541,063	(103,356)	(7%)	1,248,763	188,944	15%	2,719,867	2,823,222	(4%)
Total Operating Income	235,286	356,004	(120,717)	(34%)	230,515	4,771	2%	2,075,756	2,405,718	(329,962)	(14%)	1,964,142	111,614	6%	5,131,955	5,461,916	(6%)
Operating Expenses																	
Administration	133,894	181,231	47,337	26%	150,162	16,268	11%	957,760	884,789	(72,970)	(8%)	936,646	(21,114)	(2%)	1,792,998	1,720,027	(4%)
External Affairs	32,077	35,480	3,403	10%	39,088	7,012	18%	169,475	186,124	16,649	9%	203,877	34,401	(17%)	355,600	372,249	(4%)
Port Operations	17,573	52,232	34,659	66%	76,344	58,772	77%	193,180	244,928	51,748	21%	447,741	254,561	(57%)	450,860	502,609	(10%)
Railroad Operations	156,237	62,779	(93,458)	(149%)	73,661	(82,576)	(112%)	583,199	376,673	(206,527)	(55%)	521,188	(62,011)	(12%)	967,243	760,716	27%
Charleston Operations	196,959	274,329	77,370	28%	137,605	(59,354)	(43%)	1,070,908	1,422,036	351,128	25%	1,026,681	(44,226)	(4%)	2,522,792	2,873,920	(12%)
Total Expenses	536,738	606,049	69,311	11%	476,860	(59,878)	(13%)	2,974,522	3,114,550	140,028	4%	3,136,134	161,611	5%	6,089,493	6,229,521	2%
Operating Results																	
Administration	(121,646)	(165,613)	43,967	(27%)	(138,170)	16,524	(12%)	(884,420)	(791,084)	(93,337)	12%	(871,610)	(12,810)	1%	(1,625,955)	(1,532,619)	6%
External Affairs	(32,077)	(35,480)	3,403	(10%)	(29,074)	(3,002)	10%	(169,475)	(186,124)	16,649	(9%)	(143,763)	(25,713)	18%	(355,600)	(372,249)	(4%)
Port Operations	6,863	(31,100)	37,963	(122%)	(50,514)	57,376	(114%)	(53,948)	(115,224)	61,276	(53%)	(307,562)	253,614	(82%)	(166,481)	(227,757)	(27%)
Railroad Operations	(114,823)	44,095	(158,918)	(360%)	(398)	(114,425)	28785%	(157,722)	264,572	(422,294)	(160%)	(71,139)	(86,584)	122%	993,423	1,415,718	(30%)
Charleston Operations	(39,770)	(61,948)	22,179	(36%)	(28,190)	(11,580)	41%	366,800	119,028	247,773	208%	222,082	144,718	65%	197,074	(50,698)	(489%)
Totals Operating Results	(301,452)	(250,046)	(51,406)	21%	(246,345)	(55,108)	22%	(898,766)	(708,832)	(189,934)	27%	(1,171,992)	273,226	(23%)	(957,538)	(767,605)	25%
Tax Collected	346,719	537,222	(190,503)	(35%)	549,239	(202,520)	(37%)	2,296,786	2,263,144	33,643	1%	2,225,138	71,649	3%	2,458,497	2,424,854	1%
Financial Income	11,807	12,194	(387)	(3%)	14,493	(2,686)	(19%)	52,241	60,094	(7,852)	(13%)	67,655	(15,414)	(23%)	105,635	113,487	(7%)
Grant Income	0	5,000	(5,000)	(100%)	0	0	-	0	5,000	(5,000)	(100%)	0	0	-	55,000	60,000	(8%)
Loan Receipts	-	0	0	-	0	0	-	0	0	0	-	31,909	(31,909)	(100%)	0	0	-
Other Income	31,958	1,075	30,883	2873%	125	31,833	25511%	537,468	6,450	531,018	8233%	14,087	523,381	3715%	543,917	12,899	4117%
Total Other Income	390,484	555,491	(165,007)	(30%)	563,857	(173,373)	(31%)	2,886,495	2,334,687	551,809	24%	2,338,789	547,706	23%	3,163,049	2,611,240	21%
Financial Expenses & Taxes	4,225	5,750	1,525	(27%)	2,216	(2,009)	91%	57,872	47,500	(10,372)	22%	137,673	79,801	(58%)	82,372	72,000	(14%)
Debt Service	18,491	60,573	42,082	(69%)	120,322	101,831	(85%)	968,968	993,955	24,987	(3%)	1,114,776	145,808	(13%)	1,328,150	1,353,137	2%
Capital Outlays	0	34,875	34,875	(100%)	49,194	49,194	(100%)	167,811	209,250	41,439	(20%)	413,740	245,929	(59%)	377,061	418,500	10%
Total Other Expenses	22,717	101,198	78,481	(78%)	171,732	149,015	(87%)	1,194,650	1,250,705	56,055	(4%)	1,666,188	471,538	(28%)	1,787,582	1,843,637	(3%)
Net Result	66,315	204,247	(137,932)	68%	145,781	(79,465)	(55%)	793,079	375,150	417,930	(111%)	(499,391)	1,292,470	259%	417,928	(2)	-

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Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	10,998	14,322	(3,324)	-23%	10,742	256	2%	65,749	85,929	(20,180)	-23%	57,536	8,214	14%	151,679	171,859	-12%
4125 Launch Ramp	0	0	0	-	0	0	-	70	0	70	-	0	70	-	70	0	-
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	7,500	7,500	0	0%	7,500	0	0%	15,000	15,000	0%
4290 Other	0	46	(46)	-100%	0	0	-	20	276	(256)	-93%	0	20	-	294	550	-47%
Total Operating Income	12,248	15,618	(3,370)	-22%	11,992	256	2%	73,339	93,705	(20,366)	-22%	65,036	8,304	13%	167,043	187,409	-11%
Expenses																	
Personnel Services																	
5005 Salaries	63,704	87,601	23,897	27%	69,298	5,595	8%	406,321	379,224	(27,097)	-7%	431,085	24,764	6%	785,545	758,449	-4%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	0	-
Total Compensation	63,704	87,601	23,897	27%	69,298	5,595	8%	406,321	379,224	(27,097)	-7%	431,132	24,812	6%	785,545	758,449	-4%
5100 Federal Payroll taxes	4,762	5,946	1,184	20%	3,944	(818)	-21%	22,549	25,741	3,192	12%	26,600	4,051	15%	48,289	51,481	6%
5105 State Payroll taxes	(832)	0	832	-	182	1,014	556%	0	0	0	-	1,209	1,209	100%	0	0	-
5110 Unemployment Insurance	1,491	1,375	(115)	-8%	384	(1,107)	-288%	3,786	5,953	2,167	36%	4,163	376	9%	9,739	11,906	18%
5115 Workers compensation	91	346	255	74%	232	141	61%	543	1,497	954	64%	822	279	34%	2,040	2,995	32%
Total Payroll Taxes	5,512	7,667	2,155	28%	4,743	(770)	-16%	26,878	33,191	6,314	19%	32,793	5,915	18%	60,069	66,382	10%
5200 Medical insurance	5,426	8,184	2,758	34%	12,824	7,398	58%	35,199	49,105	13,906	28%	75,167	39,969	53%	84,304	98,210	14%
5205 Dental insurance	701	980	279	28%	1,089	388	36%	4,563	5,878	1,315	22%	6,154	1,591	26%	10,441	11,756	11%
5215 Term life insurance	63	88	25	29%	121	58	48%	392	525	133	25%	743	351	47%	917	1,050	13%
5220 Long Term Disability insurance	241	386	144	37%	407	166	41%	1,402	2,313	912	39%	2,466	1,064	43%	3,715	4,627	20%
5225 PERS Employer Contributions	8,937	18,343	9,406	51%	11,221	2,284	20%	53,278	79,408	26,129	33%	89,788	36,510	41%	132,686	158,815	16%
5230 PERS Employee Contributions	2,425	4,978	2,553	51%	2,974	549	18%	14,458	21,549	7,091	33%	23,545	9,087	39%	36,007	43,098	16%
5295 Allocations	0	(284)	(284)	100%	0	0	-	0	(1,229)	(1,229)	100%	0	0	-	(1,229)	(2,458)	50%
Total Insured Benefits	17,793	32,674	14,881	46%	28,636	10,843	38%	109,291	157,548	48,257	31%	197,863	88,571	45%	266,840	315,097	15%
Total Personnel Services	87,009	127,942	40,932	32%	102,677	15,668	15%	542,490	569,964	27,474	5%	661,788	119,298	18%	1,112,454	1,139,928	2%
Goods & Services																	
6005 Seminars & training	34	679	645	95%	150	116	77%	695	4,075	3,380	83%	12,643	11,948	95%	4,770	8,150	41%
6010 Educational reimbursement	0	0	0	-	0	0	-	0	0	0	-	1,104	1,104	100%	0	0	-
Total Staff Training	34	679	645	95%	150	116	77%	695	4,075	3,380	83%	13,747	13,052	95%	4,770	8,150	41%
6020 Travel - airfare	0	167	167	100%	0	0	-	0	1,000	1,000	100%	1,349	1,349	100%	1,000	2,000	50%
6025 Travel - lodging & transportation	0	208	208	100%	0	0	-	163	1,250	1,087	87%	382	218	57%	1,413	2,500	43%
6030 Travel - Per Diem & mileage reimbursement	0	250	250	100%	100	100	100%	269	1,500	1,231	82%	700	431	62%	1,769	3,000	41%
6035 Meals & Entertainment	0	167	167	100%	58	58	100%	296	1,000	704	70%	1,342	1,046	78%	1,296	2,000	35%
Total Travel & Entertainment	0	792	792	100%	158	158	100%	729	4,750	4,021	85%	3,772	3,044	81%	5,479	9,500	42%

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	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	924	433	(491)	-113%	477	(447)	-94%	2,193	2,600	407	16%	5,079	2,886	57%	4,793	5,200	8%
6055 Kitchen supplies	30	92	62	67%	147	117	80%	855	550	(305)	-56%	1,004	149	15%	1,405	1,100	-28%
6060 IT supplies	28	583	555	95%	64	36	56%	269	3,500	3,231	92%	2,179	1,910	88%	3,769	7,000	46%
6070 Postage & courier services	400	333	(67)	-20%	400	0	0%	1,610	2,000	390	19%	2,000	390	19%	3,610	4,000	10%
6085 Office equipment lease	462	154	(308)	-200%	462	0	0%	923	923	0	0%	923	0	0%	1,847	1,847	0%
6087 Office equipment repairs & maintenance	551	375	(176)	-47%	192	(359)	-187%	1,065	2,250	1,185	53%	1,527	462	30%	3,315	4,500	26%
6090 IT SW subscriptions & licenses	16,349	10,373	(5,976)	-58%	25,760	9,411	37%	88,802	62,240	(26,562)	-43%	94,675	5,873	6%	151,042	124,480	-21%
6095 Commission expenses	285	640	355	55%	0	(285)	-	1,769	3,840	2,072	54%	378	(1,390)	-368%	5,609	7,680	27%
Total Office Expense	19,028	12,984	(6,045)	-47%	27,502	8,474	31%	97,487	77,903	(19,584)	-25%	107,765	10,278	10%	175,391	155,807	-13%
6100 Telephone - landline	417	417	(1)	0%	452	34	8%	2,680	2,500	(180)	-7%	2,655	(25)	-1%	5,180	5,000	-4%
6105 Telephone - mobile	424	555	131	24%	794	370	47%	2,483	3,330	847	25%	4,873	2,390	49%	5,813	6,660	13%
6110 Internet services	292	650	357	55%	633	340	54%	2,230	3,898	1,668	43%	3,754	1,524	41%	6,128	7,796	21%
6130 Electricity	1,548	1,827	278	15%	1,598	50	3%	5,746	6,737	991	15%	5,892	146	2%	14,569	15,560	6%
6135 Water/Sewer	220	259	39	15%	233	14	6%	1,353	1,360	7	1%	1,226	(127)	-10%	2,993	3,000	0%
6140 Garbage/Sanitation Collection	321	310	(11)	-4%	342	21	6%	1,932	1,860	(72)	-4%	1,799	(133)	-7%	3,792	3,720	-2%
Total Utilities	3,223	4,017	794	20%	4,051	829	20%	16,424	19,685	3,261	17%	20,199	3,775	19%	38,475	41,736	8%
6205 Janitorial services	882	1,017	135	13%	840	(42)	-5%	5,292	6,100	808	13%	5,040	(252)	-5%	11,392	12,200	7%
6215 Payroll services	1,690	736	(954)	-130%	654	(1,035)	-158%	4,358	3,925	(433)	-11%	3,487	(870)	-25%	9,433	9,000	-5%
6245 Legal advertising	0	167	167	100%	0	0	-	78	1,000	922	92%	0	(78)	-	1,078	2,000	46%
6250 Legal services	12,489	8,333	(4,156)	-50%	3,212	(9,278)	-289%	54,265	50,000	(4,265)	-9%	42,052	(12,213)	-29%	104,265	100,000	-4%
6255 Auditing	6,750	10,714	3,964	37%	4,350	(2,400)	-55%	49,380	64,286	14,906	23%	47,150	(2,230)	-5%	60,094	75,000	20%
6260 Consulting services	0	6,327	6,327	100%	0	0	-	161,076	37,960	(123,116)	-324%	0	(161,076)	-	199,036	75,920	-162%
6290 Commercial insurance	2,717	2,769	51	2%	2,757	40	1%	16,560	16,611	51	0%	15,885	(676)	-4%	33,477	33,528	0%
Total Professional Services	24,528	30,062	5,534	18%	11,813	(12,715)	-108%	291,009	179,882	(111,127)	-62%	113,614	(177,395)	-156%	418,775	307,648	-36%
6315 Advertising	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
6351 Awards & Recognitions	0	663	663	100%	55	55	100%	3,713	3,975	263	7%	3,878	165	4%	7,688	7,950	3%
Total Marketing Expense	0	704	704	100%	55	55	100%	3,713	4,225	513	12%	3,878	165	4%	7,937	8,450	6%
6400 Small equipment & tools	0	42	42	100%	399	399	100%	63	250	187	75%	1,252	1,190	95%	313	500	37%
6405 Safety/hazardous materials	0	22	22	100%	0	0	-	45	130	85	65%	676	631	93%	175	260	33%
6420 Janitorial supplies	0	125	125	100%	24	24	100%	429	750	321	43%	859	430	50%	1,179	1,500	21%
6425 Operational supplies	22	42	20	47%	19	(3)	-16%	363	250	(113)	-45%	112	(251)	-224%	613	500	-23%
Total Operational Expense	22	230	208	90%	442	420	95%	900	1,380	480	35%	2,900	2,000	69%	2,280	2,760	17%

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	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	0	0	0	-	48	48	100%	0	0	-
6505 Repairs & maintenance vehicles	0	0	0	-	466	466	100%	17	0	(17)	-	837	820	98%	17	0	-
6510 Repairs & maintenance buildings	20	1,462	1,442	99%	2,843	2,823	99%	4,057	8,770	4,713	54%	7,858	3,801	48%	12,827	17,540	27%
6580 Permits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	200	200	0%
Total Repair and Maintenance	49	1,487	1,438	97%	3,314	3,265	99%	4,314	8,920	4,606	52%	8,983	4,669	52%	13,434	18,040	26%
6599 Budget Contingency	0	2,334	2,334	100%	0	0	-	0	14,004	14,004	100%	0	0	-	14,005	28,009	50%
Total Goods & Services	46,884	53,289	6,405	12%	47,485	601	1%	415,270	314,825	(100,444)	-32%	274,858	(140,412)	-51%	680,544	580,100	-17%
Total Expenses	133,894	181,231	47,337	26%	150,162	16,268	11%	957,760	884,789	(72,970)	-8%	936,646	(21,114)	-2%	1,792,998	1,720,027	-4%
Operating Results	(121,646)	(165,613)	43,967	-27%	(138,170)	16,524	-12%	(884,420)	(791,084)	(93,337)	12%	(871,610)	(12,810)	1%	(1,625,955)	(1,532,618.54)	6%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	14,662	219,432	(204,771)	-93%	214,151	(199,490)	-93%	1,919,680	1,906,049	13,631	1%	1,860,264	59,416	3%	2,062,485	2,048,854	1%
4410 Property Taxes - Prior Years	715	2,790	(2,075)	-74%	2,888	(2,173)	-75%	35,198	31,095	4,103	13%	32,176	3,022	9%	54,103	50,000	8%
4470 Property Taxes - Sublet Facilities	(947)	0	(947)	-	0	(947)	-	9,022	11,000	(1,978)	-18%	0	9,022	-	9,022	11,000	-18%
4505 Interest - Bank	4,433	4,820	(387)	-8%	7,119	(2,686)	-38%	7,998	15,850	(7,852)	-50%	23,411	(15,414)	-66%	17,148	25,000	-31%
4506 Interest - Southport Note	1,305	1,305	0	0%	1,484	(179)	-12%	8,056	8,056	0	0%	9,124	(1,068)	-12%	15,565	15,565	0%
4515 Principal Repayment - Southport Note	6,069	6,069	0	0%	5,890	179	3%	36,188	36,188	0	0%	35,120	1,068	3%	72,922	72,922	0%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	50,000	50,000	0%
4705 Loans Received	0	0	0	-	0	0	-	0	0	0	-	31,909	(31,909)	-100%	0	0	-
4805 Transfer - GF	0	0	0	-	0	0	-	73,132	0	73,132	-	0	73,132	-	73,132	0	-
4905 Other	0	0	0	-	50	(50)	-100%	1,133	0	1,133	-	283	850	301%	1,133	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	8,537	(8,537)	-100%	0	0	-
Total Other Income	26,237	234,416	(208,179)	-89%	231,582	(205,345)	-89%	2,090,406	2,008,237	82,169	4%	2,000,824	89,582	4%	2,355,510	2,273,341	4%
Other Expenses																	
Taxes & Misc Expenses																	
6710 Reimbursable Expenses	0	0	0	-	0	0	-	0	0	0	-	103,302	103,302	100%	0	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	9,970	11,000	1,031	9%	0	(9,970)	-	9,970	11,000	9%
6740 Merchant fees	0	0	0	-	2,359	2,359	100%	0	0	0	-	19,727	19,727	100%	0	0	-
6745 Banking fees	334	333	(0)	0%	(149)	(483)	324%	1,610	2,000	390	20%	1,700	91	5%	3,610	4,000	10%
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	2,002	2,002	100%	0	0	-
Total Taxes & Misc Expenses	334	333	(0)	0%	2,210	1,876	85%	11,579	13,000	1,421	11%	126,731	115,152	91%	13,579	15,000	9%
Debt Services & Capital Expense																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	120,000	120,000	0%
7010 Interest payment	0	0	0	-	34,590	34,590	100%	33,264	33,264	0	0%	34,590	1,325	4%	66,529	66,529	0%
8010 CIP Buildings	0	3,208	3,208	100%	0	0	-	0	19,250	19,250	100%	3,298	3,298	100%	19,250	38,500	50%
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	31,909	31,909	100%	0	0	-
Total Debt Services & Capital Expenses	0	3,208	3,208	100%	34,590	34,590	100%	33,264	52,514	19,250	37%	69,797	36,533	52%	205,779	225,029	9%
Total Other Expenses	334	3,542	3,208	91%	36,799	36,466	99%	44,843	65,514	20,671	32%	196,528	151,684	77%	219,358	240,029	9%
Net Other Income	25,903	230,875	(204,972)	-89%	194,782	(168,879)	-87%	2,045,563	1,942,723	102,840	5%	1,804,296	241,266	13%	2,136,152	2,033,312	5%
Net Result	(95,743)	65,262	(161,004)	-247%	56,613	(152,356)	-269%	1,161,142	1,151,639	9,503	1%	932,686	228,456	24%	510,197	500,694	2%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				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	19,083	29,474	(10,391)	-35%	24,028	(4,945)	-21%	117,306	176,847	(59,541)	-34%	147,144	(29,838)	-20%	294,153	353,693	-17%
4100 Annual Moorage	15,185	21,075	(5,890)	-28%	14,680	504	3%	196,746	271,381	(74,635)	-28%	189,043	7,703	4%	491,040	565,675	-13%
4105 Semi-Annual Moorage	17,265	8,746	8,519	97%	8,633	8,632	100%	108,710	71,608	37,102	52%	70,680	38,030	54%	197,612	160,510	23%
4110 Monthly Moorage	16,500	17,250	(751)	-4%	12,121	4,379	36%	83,992	115,905	(31,913)	-28%	81,440	2,552	3%	188,087	220,000	-15%
4115 Transient Moorage	14,811	6,136	8,675	141%	7,659	7,152	93%	94,186	78,522	15,663	20%	98,007	(3,821)	-4%	136,663	121,000	13%
4118 Work Dock	3,139	7,148	(4,009)	-56%	8,940	(5,800)	-65%	33,523	26,832	6,692	25%	33,556	(33)	0%	58,309	51,617	13%
4120 Metered Utilities	40	0	40	-	0	40	-	465	0	465	-	0	465	-	465	0	-
4125 Launch Ramp	4,050	3,865	185	5%	3,497	553	16%	32,856	28,267	4,588	16%	25,574	7,282	28%	52,834	48,246	10%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	100	(100)	-100%	0	0	-	100	200	-50%
4135 Storage Yard	5,235	6,559	(1,324)	-20%	5,798	(563)	-10%	26,055	39,186	(13,131)	-34%	34,644	(8,588)	-25%	42,941	56,072	-23%
4140 Storage Unit	19,382	19,558	(175)	-1%	17,909	1,473	8%	117,593	119,519	(1,926)	-2%	109,443	8,150	7%	233,694	235,620	-1%
4145 Long Term Boat Storage	11,110	10,357	753	7%	9,735	1,375	14%	69,854	68,519	1,335	2%	64,405	5,449	8%	141,695	140,360	1%
4150 Short Term Boat Storage	6,008	3,728	2,280	61%	3,899	2,108	54%	37,949	19,626	18,323	93%	20,530	17,419	85%	66,962	48,639	38%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	90	500	(410)	-82%	245	(155)	-63%	590	1,000	-41%
4165 Space Rents	11,791	16,044	(4,253)	-27%	16,373	(4,582)	-28%	224,980	249,954	(24,975)	-10%	255,071	(30,092)	-12%	333,052	358,027	-7%
4173 Laundry	237	178	59	33%	145	93	64%	2,080	2,686	(606)	-23%	2,190	(111)	-5%	2,694	3,300	-18%
4175 Propane	1,210	2,482	(1,273)	-51%	2,076	(867)	-42%	3,308	7,287	(3,980)	-55%	6,096	(2,788)	-46%	6,580	10,560	-38%
4180 Merchandise	0	8	(8)	-100%	14	(14)	-100%	21	50	(29)	-59%	364	(343)	-94%	71	100	-29%
4190 Ice	4,600	4,697	(97)	-2%	5,500	(900)	-16%	247,391	103,502	143,889	139%	116,511	130,880	112%	343,889	200,000	72%
4200 Boat Lifts	1,549	2,579	(1,030)	-40%	2,112	(563)	-27%	31,320	26,426	4,895	19%	21,640	9,680	45%	58,245	53,350	9%
4230 Environmental Fee	3,569	3,669	(100)	-3%	3,963	(394)	-10%	26,744	20,374	6,370	31%	22,004	4,740	22%	49,163	42,793	15%
4235 Customer Discounts	0	0	0	-	0	0	-	(335)	0	(335)	-	(1,482)	1,146	-77%	(335)	0	-
4290 Other	2,426	74,226	(71,800)	-97%	35,040	(32,614)	-93%	60,850	164,972	(104,122)	-63%	58,365	2,485	4%	150,338	254,460	-41%
4295 Bad Debt Expense	0	(25,500)	25,500	-100%	(72,707)	72,707	-100%	(77,975)	(51,000)	(26,975)	53%	(106,707)	28,732	-27%	(128,975)	(102,000)	26%
Total Operating Income	157,189	212,380	(55,191)	-26%	109,415	47,774	44%	1,437,708	1,541,063	(103,356)	-7%	1,248,763	188,944	15%	2,719,867	2,823,222	-4%
Expenses																	
Personnel Services																	
5005 Salaries	121,492	91,782	(29,710)	-32%	36,232	(85,260)	-235%	397,335	397,324	(11)	0%	231,006	(166,329)	-72%	794,659	794,647	0%
5010 Other compensation	0	0	0	-	0	0	-	2,550	0	(2,550)	-	4,827	2,277	47%	2,550	0	-
5015 Overtime	2,793	2,201	(592)	-27%	174	(2,619)	-1506%	18,264	9,530	(8,734)	-92%	5,844	(12,420)	-213%	27,794	19,060	-46%
Total Compensation	124,285	93,983	(30,302)	-32%	36,406	(87,879)	-241%	418,149	406,854	(11,295)	-3%	241,677	(176,472)	-73%	825,002	813,707	-1%
5100 Federal Payroll taxes	9,390	7,190	(2,200)	-31%	2,730	(6,660)	-244%	31,469	31,124	(345)	-1%	18,280	(13,189)	-72%	62,593	62,249	-1%
5105 State Payroll taxes	(1,032)	0	1,032	-	143	1,174	822%	123	0	(123)	-	956	833	87%	123	0	-
5110 Unemployment Insurance	4,023	2,664	(1,359)	-51%	842	(3,181)	-378%	11,377	11,533	156	1%	5,567	(5,811)	-104%	22,911	23,066	1%
5115 Workers compensation	1,703	6,252	4,549	73%	4,412	2,709	61%	10,077	27,063	16,985	63%	13,340	3,263	24%	37,140	54,126	31%
Total Payroll Taxes	14,084	16,105	2,022	13%	8,127	(5,957)	-73%	53,047	69,720	16,674	24%	38,142	(14,904)	-39%	122,767	139,441	12%
5200 Medical insurance	15,374	19,726	4,352	22%	11,820	(3,553)	-30%	111,461	118,358	6,897	6%	74,298	(37,163)	-50%	229,818	236,715	3%
5205 Dental insurance	1,043	1,554	511	33%	786	(257)	-33%	7,704	9,323	1,619	17%	5,432	(2,273)	-42%	17,027	18,646	9%
5215 Term life insurance	175	200	25	13%	99	(76)	-77%	1,163	1,200	38	3%	685	(477)	-70%	2,363	2,400	2%
5220 Long Term Disability insurance	350	414	63	15%	193	(157)	-81%	2,361	2,482	121	5%	1,349	(1,012)	-75%	4,843	4,964	2%
5225 PERS Employer Contributions	12,547	21,181	8,634	41%	4,570	(7,977)	-175%	79,026	91,694	12,668	14%	30,609	(48,417)	-158%	170,720	183,388	7%
5230 PERS Employee Contributions	3,332	5,639	2,307	41%	1,240	(2,092)	-169%	21,010	24,411	3,401	14%	8,277	(12,732)	-154%	45,421	48,822	7%
5295 Allocations	(46,245)	(13,265)	32,980	-249%	0	46,245	-	(98,079)	(57,425)	40,654	-71%	0	98,079	-	(155,505)	(114,851)	-35%
Total Insured Benefits	(13,424)	35,449	48,872	138%	18,708	32,132	172%	124,646	190,042	65,397	34%	120,651	(3,995)	-3%	314,688	380,085	17%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Personnel Services	124,945	145,537	20,592	14%	63,242	(61,703)	-98%	595,841	666,616	70,775	11%	400,470	(195,371)	-49%	1,262,457	1,333,232	5%
Goods & Services																	
6005 Seminars & training	78	108	30	28%	0	(78)	-	208	650	442	68%	0	(208)	-	858	1,300	34%
Total Staff Training	78	108	30	28%	0	(78)	-	208	650	442	68%	0	(208)	-	858	1,300	34%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
6030 Travel - Per Diem & mileage reimbursement	0	75	75	100%	0	0	-	0	450	450	100%	0	0	-	450	900	50%
6035 Meals & Entertainment	0	70	70	100%	305	305	100%	209	417	208	50%	455	245	54%	627	835	25%
Total Travel & Entertainment	0	228	228	100%	305	305	100%	209	1,368	1,158	85%	455	245	54%	1,577	2,735	42%
6050 Office supplies	182	0	(182)	-	0	(182)	-	603	0	(603)	-	194	(409)	-211%	603	0	-
6055 Kitchen supplies	0	45	45	100%	220	220	100%	599	267	(332)	-125%	1,140	540	47%	866	534	-62%
6060 IT supplies	0	0	0	-	0	0	-	661	0	(661)	-	0	(661)	-	661	0	-
6070 Postage & courier services	0	13	13	100%	0	0	-	15	75	60	81%	132	117	89%	90	150	40%
6090 IT SW subscriptions & licenses	699	4,312	3,613	84%	0	(699)	-	699	25,872	25,173	97%	0	(699)	-	26,571	51,744	49%
Total Office Expense	881	4,419	3,538	80%	220	(661)	-301%	2,576	26,514	23,938	90%	1,465	(1,111)	-76%	29,090	53,028	45%
6100 Telephone - landline	265	265	0	0%	259	(6)	-2%	1,589	1,590	1	0%	1,528	(62)	-4%	3,179	3,180	0%
6105 Telephone - mobile	455	600	145	24%	452	(3)	-1%	2,835	3,600	765	21%	3,332	497	15%	6,435	7,200	11%
6110 Internet services	2,981	2,010	(971)	-48%	1,949	(1,032)	-53%	11,760	12,060	300	2%	11,614	(146)	-1%	23,820	24,120	1%
6115 Cable TV	941	954	12	1%	913	(29)	-3%	5,629	5,722	93	2%	5,550	(79)	-1%	11,351	11,444	1%
6130 Electricity	26,156	26,606	450	2%	24,232	(1,924)	-8%	137,307	123,122	(14,184)	-12%	112,264	(25,043)	-22%	297,224	283,040	-5%
6131 Propane - Operations	162	112	(50)	-44%	78	(84)	-107%	640	1,492	852	57%	1,042	401	39%	1,148	2,000	43%
6135 Water/Sewer	5,822	6,960	1,138	16%	8,217	2,395	29%	50,430	60,215	9,785	16%	70,848	20,418	29%	91,077	100,862	10%
6140 Garbage/Sanitation Collection	9,606	8,344	(1,262)	-15%	5,777	(3,829)	-66%	55,892	50,066	(5,826)	-12%	50,055	(5,836)	-12%	105,957	100,131	-6%
6145 Hazardous material disposal	0	653	653	100%	0	0	-	1,275	3,915	2,640	67%	1,330	55	4%	5,190	7,830	34%
6150 Derelict boat disposal	0	4,167	4,167	100%	0	0	-	0	25,000	25,000	100%	0	0	-	25,000	50,000	50%
6155 Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	379	379	100%	0	1,750	1,750	100%	910	910	100%	1,750	3,500	50%
Total Utilities	46,388	50,961	4,573	9%	42,255	(4,133)	-10%	267,356	288,532	21,176	7%	258,473	(8,883)	-3%	572,132	593,308	4%
6200 Temporary/Contract help	0	1,300	1,300	100%	0	0	-	6,560	7,800	1,240	16%	6,200	(360)	-6%	14,360	15,600	8%
6205 Janitorial services	0	0	0	-	33	33	100%	33	0	(33)	-	281	248	88%	33	0	-
6210 Vending machine services	125	158	33	21%	125	0	0%	888	950	62	7%	750	(138)	-18%	1,838	1,900	3%
6245 Legal advertising	0	250	250	100%	0	0	-	380	1,500	1,120	75%	0	(380)	-	1,880	3,000	37%
6260 Consulting services	268	348	80	23%	1,070	802	75%	3,296	2,085	(1,211)	-58%	2,945	(351)	-12%	5,381	4,170	-29%
6290 Commercial insurance	10,188	10,188	0	0%	9,132	(1,057)	-12%	61,129	61,129	0	0%	54,790	(6,339)	-12%	136,672	136,672	0%
Total Professional Services	10,581	12,244	1,663	14%	10,360	(221)	-2%	72,286	73,464	1,177	2%	65,206	(7,080)	-11%	160,165	161,342	1%
6400 Small equipment & tools	1,750	1,713	(37)	-2%	2,058	308	15%	9,857	10,275	418	4%	11,481	1,624	14%	20,132	20,550	2%
6405 Safety/hazardous materials	1,215	83	(1,132)	-1358%	0	(1,215)	-	2,057	500	(1,557)	-311%	252	(1,805)	-717%	2,557	1,000	-156%
6410 Signage	562	42	(520)	-1249%	0	(562)	-	746	250	(496)	-199%	225	(521)	-232%	996	500	-99%
6415 Clothing	584	544	(40)	-7%	320	(264)	-83%	1,197	3,263	2,066	63%	1,138	(59)	-5%	4,459	6,525	32%
6420 Janitorial supplies	185	875	690	79%	210	25	12%	3,495	5,250	1,755	33%	4,419	924	21%	8,745	10,500	17%
6425 Operational supplies	1,050	1,833	784	43%	311	(739)	-238%	7,805	11,000	3,195	29%	23,521	15,716	67%	18,805	22,000	15%
6430 Equipment Rental	0	2,000	2,000	100%	0	0	-	0	12,000	12,000	100%	2,302	2,302	100%	12,000	24,000	50%
6450 Fuel - Gas	0	1,000	1,000	100%	1,209	1,209	100%	1,204	6,000	4,796	80%	5,615	4,411	79%	7,204	12,000	40%
6455 Fuel - Diesel	0	558	558	100%	0	0	-	1,671	3,350	1,679	50%	2,186	515	24%	5,021	6,700	25%
6481 Propane - Retail	710	500	(210)	-42%	780	70	9%	1,958	2,905	947	33%	3,606	1,647	46%	4,053	5,000	19%
6485 Retail items	0	0	0	-	0	0	-	0	0	0	-	62	62	100%	0	0	-
Total Operational Expense	6,056	9,148	3,092	34%	4,888	(1,168)	-24%	29,990	54,793	24,802	45%	54,807	24,817	45%	83,973	108,775	23%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	7,168	4,917	(2,251)	-46%	6,363	(805)	-13%	15,936	29,500	13,564	46%	27,425	11,489	42%	45,436	59,000	23%
6505 Repairs & maintenance vehicles	322	1,458	1,137	78%	52	(269)	-515%	5,604	8,750	3,146	36%	2,140	(3,463)	-162%	14,354	17,500	18%
6510 Repairs & maintenance buildings	540	2,167	1,627	75%	26	(514)	-1995%	4,377	13,000	8,623	66%	15,751	11,374	72%	17,377	26,000	33%
6515 Repairs & maintenance land improvements	0	2,417	2,417	100%	9,249	9,249	100%	414	14,500	14,086	97%	18,107	17,693	98%	14,914	29,000	49%
6520 Repairs & maintenance docks	0	11,075	11,075	100%	645	645	100%	8,807	66,450	57,643	87%	27,971	19,164	69%	75,257	132,900	43%
6540 Marina dredging	0	25,833	25,833	100%	0	0	-	60,000	155,000	95,000	61%	150,000	90,000	60%	215,000	310,000	31%
6575 Waterway Leases	0	3,167	3,167	100%	0	0	-	4,358	19,000	14,642	77%	1,277	(3,081)	-241%	23,358	38,000	39%
6580 Permits	0	650	650	100%	0	0	-	2,935	3,900	965	25%	3,134	199	6%	6,835	7,800	12%
Total Repair and Maintenance	8,030	51,683	43,653	84%	16,335	8,305	51%	102,440	310,100	207,660	67%	245,806	143,366	58%	412,540	620,200	33%
Total Goods & Services	72,014	128,792	56,778	44%	74,363	2,349	3%	475,067	755,420	280,353	37%	626,212	151,145	24%	1,260,335	1,540,688	18%
Total Expenses	196,959	274,329	77,370	28%	137,605	(59,354)	-43%	1,070,908	1,422,036	351,128	25%	1,026,681	(44,226)	-4%	2,522,792	2,873,920	12%
Operating Results	(39,770)	(61,948)	22,179	-36%	(28,190)	(11,580)	41%	366,800	119,028	247,773	208%	222,082	144,718	65%	197,074	(50,698)	-489%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	89	0	89	-	0	89	-	687	0	687	-	498	188	38%	687	0	-
4650 Grants Received - MAP	0	5,000	(5,000)	-100%	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
4805 Transfer - GF	29,172	0	29,172	-	0	29,172	-	51,261	0	51,261	-	0	51,261	-	51,261	0	-
4905 Other	2,786	1,075	1,711	159%	75	2,711	3614%	6,479	6,450	29	0%	5,267	1,212	23%	12,928	12,899	0%
Total Other Income	32,047	6,075	25,972	428%	75	31,972	42630%	58,426	11,450	46,976	410%	5,765	52,661	913%	64,876	17,899	262%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	11,727.20	12,000.00	272.80	2%	10,900	(827)	-8%	11,727.20	12,000.00	2%
6740 Merchant fees	2,719.63	2,916.67	197.04	7%	-	(2,719.63)	-	22,238.53	17,500.02	(4,738.51)	-27%	0	(22,239)	-	39,738.51	35,000.00	-14%
6745 Banking fees	-	-	-	-	-	-	-	-	-	-	-	35	35	100%	-	-	-
6750 Fines & Penalties	-	-	-	-	6.25	6.25	100%	12.50	-	(12.50)	-	6	(6)	-100%	12.50	-	-
Total Taxes & Misc Expenses	2,719.63	2,916.67	197.04	7%	6	(2,713)	-43414%	33,978	29,500.02	(4,478)	-15%	10,942	(23,037)	-211%	51,478	47,000.00	-10%
Debt Services & Capital Expense																	
7005 Principal repayment	0	0	0	-	0	0	-	271,524	271,524	0	0%	247,675	(23,849)	-10%	271,524	271,524	0%
7010 Interest payment	0	0	0	-	0	0	-	124,417	124,418	1	0%	128,054	3,637	3%	140,868	140,869	0%
7020 Vehicle Principal repayment	1,971	1,403	(569)	-41%	2,057	86	4%	7,280	10,979	3,699	34%	7,225	(55)	-1%	13,062	16,761	22%
7025 Vehicle Interest payment	314	64	(251)	-394%	228	(86)	-38%	506	780	274	35%	562	55	10%	1,360	1,634	17%
8010 CIP Buildings	0	21,667	21,667	100%	0	0	-	160,917	130,000	(30,917)	-24%	33,493	(127,424)	-380%	290,917	260,000	-12%
8011 CIP Docks	0	10,000	10,000	100%	40,848	40,848	100%	0	60,000	60,000	100%	61,047	61,047	100%	60,000	120,000	50%
8020 CIP Machinery & Equipment	0	0	0	-	8,200	8,200	100%	6,894	0	(6,894)	-	22,950	16,056	70%	6,894	0	-
Total Debt Services & Capital Expense	2,285	33,133	30,848	93%	51,333	49,048	96%	571,538	597,701	26,164	4%	501,005	(70,533)	-14%	784,624	810,788	3%
Total Other Expenses	5,005	36,049	31,045	86%	51,339	46,334	90%	605,516	627,201	21,686	3%	511,946	(93,569)	-18%	836,102	857,788	3%
Net Other Income	27,042	(29,975)	57,017	-190%	(51,264)	78,307	-153%	(547,090)	(615,752)	68,662	-11%	(506,181)	(40,908)	8%	(771,227)	(839,889)	-8%
Net Result	(12,727)	(91,923)	79,196	-86%	(79,454)	66,727	-84%	(180,289)	(496,724)	316,434	-64%	(284,099)	103,810	-37%	(574,152)	(890,587)	-36%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

Fund: General Fund Department: External Affairs Location: All Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD		Jul 2024 - Jun 2025			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4180 Merchandise	0	0	0	-	14	(14)	-100%	0	0	0	-	14	(14)	-100%	0	0	-
4290 Other	0	0	0	-	10,000	(10,000)	-100%	0	0	0	-	60,100	(60,100)	-100%	0	0	-
Total Operating Income	0	0	0	-	10,014	(10,014)	-100%	0	0	0	-	60,114	(60,114)	-100%	0	0	-
Expenses																	
Personnel Services																	
5005 Salaries	11,590	11,602	12	0%	7,538	(4,052)	-54%	50,225	50,225	0	0%	42,891	(7,334)	-17%	100,450	100,450	0%
Total Compensation	11,590	11,602	12	0%	7,538	(4,052)	-54%	50,225	50,225	0	0%	42,891	(7,334)	-17%	100,450	100,450	0%
5100 Federal Payroll taxes	868	888	19	2%	565	(303)	-54%	3,769	3,842	73	2%	3,260	(509)	-16%	7,611	7,684	1%
5105 State Payroll taxes	(152)	0	152	-	30	181	613%	0	0	0	-	170	170	100%	0	0	-
5110 Unemployment Insurance	250	205	(45)	-22%	199	(51)	-25%	279	888	609	69%	508	228	45%	1,168	1,776	34%
5115 Workers compensation	20	54	34	63%	79	59	75%	116	235	119	51%	185	69	37%	352	471	25%
Total Payroll Taxes	987	1,147	160	14%	873	(113)	-13%	4,165	4,966	801	16%	4,123	(42)	-1%	9,130	9,931	8%
5200 Medical insurance	707	645	(61)	-10%	694	(13)	-2%	4,239	3,871	(369)	-10%	3,942	(298)	-8%	8,110	7,741	-5%
5205 Dental insurance	45	46	2	4%	45	0	0%	267	278	11	4%	291	24	8%	545	556	2%
5215 Term life insurance	13	13	0	0%	13	0	0%	75	75	0	0%	50	(25)	-50%	150	150	0%
5220 Long Term Disability insurance	51	51	0	0%	50	(1)	-3%	308	306	(1)	0%	211	(97)	-46%	614	613	0%
5225 PERS Employer Contributions	1,708	2,565	857	33%	1,667	(42)	-2%	10,250	11,105	854	8%	9,201	(1,049)	-11%	21,355	22,209	4%
5230 PERS Employee Contributions	464	696	233	33%	452	(11)	-3%	2,782	3,014	232	8%	2,487	(295)	-12%	5,795	6,027	4%
Total Insured Benefits	2,987	4,016	1,030	26%	2,920	(67)	-2%	17,921	18,648	727	4%	16,181	(1,739)	-11%	36,569	37,297	2%
Total Personnel Services	15,564	16,765	1,202	7%	11,332	(4,232)	-37%	72,311	73,839	1,528	2%	63,196	(9,115)	-14%	146,149	147,678	1%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
6025 Travel - lodging & transportation	0	75	75	100%	0	0	-	0	450	450	100%	151	151	100%	450	900	50%
6030 Travel - Per Diem & mileage reimbursement	0	58	58	100%	0	0	-	0	350	350	100%	0	0	-	350	700	50%
6035 Meals & Entertainment	0	104	104	100%	56	56	100%	0	625	625	100%	90	90	100%	625	1,250	50%
Total Travel & Entertainment	0	279	279	100%	56	56	100%	0	1,675	1,675	100%	240	240	100%	1,675	3,350	50%
6075 Memberships & dues	2,396	2,459	63	3%	6,245	3,849	62%	14,397	14,751	354	2%	13,504	(892)	-7%	29,148	29,502	1%
6077 Subscriptions	0	18	18	100%	0	0	-	75	110	35	32%	0	(75)	-	185	219	16%
Total Office Expense	2,396	2,477	81	3%	6,245	3,849	62%	14,472	14,861	389	3%	13,504	(967)	-7%	29,332	29,721	1%
6260 Consulting services	0	433	433	100%	0	0	-	0	2,600	2,600	100%	90	90	100%	2,600	5,200	50%
Total Professional Services	0	433	433	100%	0	0	-	0	2,600	2,600	100%	90	90	100%	2,600	5,200	50%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

Fund: General Fund Department: External Affairs Location: All Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6310 Marketing supplies	0	50	50	100%	0	0	-	0	300	300	100%	0	0	-	300	600	50%
6315 Advertising	0	533	533	100%	0	0	-	600	3,200	2,600	81%	500	(100)	-20%	3,800	6,400	41%
6340 Legislative support	14,117	14,108	(9)	0%	20,956	6,839	33%	81,543	84,650	3,107	4%	125,847	44,304	35%	166,193	169,300	2%
6345 Community affairs	0	833	833	100%	500	500	100%	550	5,000	4,450	89%	500	(50)	-10%	5,550	10,000	44%
Total Marketing Expense	14,117	15,525	1,408	9%	21,456	7,339	34%	82,693	93,150	10,457	11%	126,847	44,154	35%	175,843	186,300	6%
Total Goods & Services	16,513	18,714	2,201	12%	27,756	11,244	41%	97,165	112,286	15,121	13%	140,681	43,516	31%	209,451	224,571	7%
Total Expenses	32,077	35,480	3,403	10%	39,088	7,012	18%	169,475	186,124	16,649	9%	203,877	34,401	17%	355,600	372,249	4%
Operating Results	(32,077)	(35,480)	3,403	-10%	(29,074)	(3,002)	10%	(169,475)	(186,124)	16,649	-9%	(143,763)	(25,713)	18%	(355,600)	(372,249)	-4%
Net Result	(32,077)	(35,480)	3,403	-10%	(29,074)	(3,002)	10%	(169,475)	(186,124)	16,649	-9%	(143,763)	(25,713)	18%	(355,600)	(372,249)	-4%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				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	13,814	11,474	2,341	20%	18,549	(4,735)	-26%	74,462	68,843	5,620	8%	72,056	2,406	3%	143,305	137,685	4%
4010 Property Agreements	8,448	7,485	963	13%	7,281	1,167	16%	51,734	47,826	3,908	8%	46,823	4,911	10%	115,004	111,096	4%
4135 Storage Yard	2,173	2,173	0	0%	0	2,173	-	13,035	13,035	0	0%	0	13,035	-	26,071	26,071	0%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	21,300	(21,300)	-100%	0	0	-
Total Operating Income	24,435	21,131	3,304	16%	25,831	(1,395)	-5%	139,232	129,704	9,528	7%	140,179	(947)	-1%	284,379	274,852	3%
Expenses																	
Personnel Services																	
5005 Salaries	(2,552)	28,274	30,826	109%	42,893	45,445	106%	94,274	122,398	28,124	23%	254,203	159,929	63%	216,672	244,797	11%
5015 Overtime	(54)	0	54	-	0	54	-	0	0	0	-	81	81	100%	0	0	-
Total Compensation	(2,605)	28,274	30,879	109%	42,893	45,499	106%	94,274	122,398	28,124	23%	254,283	160,010	63%	216,672	244,797	11%
5100 Federal Payroll taxes	(228)	2,163	2,391	111%	3,246	3,474	107%	7,072	9,363	2,292	24%	19,202	12,131	63%	16,435	18,727	12%
5105 State Payroll taxes	(505)	0	505	-	156	660	424%	(123)	0	123	-	990	1,113	112%	(123)	0	-
5110 Unemployment Insurance	(269)	425	694	163%	512	781	153%	(131)	1,841	1,973	107%	3,434	3,566	104%	1,710	3,683	54%
5115 Workers compensation	24	132	109	82%	170	146	86%	219	574	355	62%	579	360	62%	793	1,147	31%
Total Payroll Taxes	(978)	2,721	3,699	136%	4,082	5,060	124%	7,036	11,778	4,742	40%	24,206	17,169	71%	18,815	23,557	20%
5200 Medical insurance	1,484	1,354	(129)	-10%	8,230	6,746	82%	8,902	8,126	(776)	-10%	45,356	36,454	80%	17,028	16,252	-5%
5205 Dental insurance	135	141	6	4%	610	475	78%	810	844	33	4%	2,851	2,041	72%	1,654	1,687	2%
5215 Term life insurance	25	25	0	0%	113	88	78%	150	150	0	0%	688	538	78%	300	300	0%
5220 Long Term Disability insurance	124	124	0	0%	302	178	59%	750	747	(3)	0%	1,784	1,035	58%	1,496	1,493	0%
5225 PERS Employer Contributions	4,163	6,251	2,088	33%	9,517	5,354	56%	24,981	27,062	2,082	8%	56,102	31,122	55%	52,043	54,125	4%
5230 PERS Employee Contributions	1,130	1,696	567	33%	2,583	1,453	56%	6,779	7,344	565	8%	15,045	8,266	55%	14,123	14,688	4%
Total Insured Benefits	7,061	9,592	2,531	26%	21,355	14,294	67%	42,372	44,272	1,901	4%	121,827	79,455	65%	86,644	88,545	2%
Total Personnel Services	3,478	40,587	37,109	91%	68,331	64,853	95%	143,682	178,449	34,768	19%	400,316	256,634	64%	322,131	356,898	10%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	250	250	100%	0	0	-	250	500	50%
6025 Travel - lodging & transportation	0	42	42	100%	6	6	100%	112	250	138	55%	6	(106)	-1773%	362	500	28%
6030 Travel - Per Diem & mileage reimbursement	0	292	292	100%	41	41	100%	895	1,750	855	49%	1,130	235	21%	2,645	3,500	24%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	125	125	100%	0	0	-	125	250	50%
Total Travel & Entertainment	0	396	396	100%	47	47	100%	1,008	2,375	1,367	58%	1,136	129	11%	3,383	4,750	29%
6130 Electricity	1,277	1,523	246	16%	1,253	(23)	-2%	5,114	5,467	353	6%	4,510	(604)	-13%	14,147	14,500	2%
6135 Water/Sewer	0	496	496	100%	436	436	100%	2,555	3,256	701	22%	2,858	303	11%	7,299	8,000	9%
6140 Garbage/Sanitation Collection	0	167	167	100%	0	0	-	0	1,000	1,000	100%	0	0	-	1,000	2,000	50%
6155 Environmental Remediation/Mitigation/Monitoring	380	500	120	24%	160	(220)	-138%	876	3,000	2,124	71%	703	(173)	-25%	3,876	6,000	35%
Total Utilities	1,657	2,685	1,028	38%	1,849	192	10%	8,544	12,723	4,178	33%	8,071	(474)	-6%	26,322	30,500	14%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	417	417	100%	0	0	-	0	2,500	2,500	100%	0	0	-	2,500	5,000	50%
6245 Legal advertising	0	63	63	100%	0	0	-	0	375	375	100%	0	0	-	375	750	50%
6260 Consulting services	0	1,042	1,042	100%	0	0	-	3,086	6,250	3,164	51%	232	(2,854)	-1230%	9,336	12,500	25%
6290 Commercial insurance	4,884	4,884	0	0%	4,266	(618)	-14%	29,307	29,307	0	0%	25,597	(3,710)	-14%	66,310	66,310	0%
Total Professional Services	4,884	6,405	1,521	24%	4,266	(618)	-14%	32,392	38,432	6,039	16%	25,829	(6,563)	-25%	78,521	84,560	7%
6340 Legislative support	7,145	0	(7,145)	-	0	(7,145)	-	7,145	0	(7,145)	-	0	(7,145)	-	7,145	0	-
Total Marketing Expense	7,145	0	(7,145)	-	0	(7,145)	-	7,145	0	(7,145)	-	0	(7,145)	-	7,145	0	-
6400 Small equipment & tools	0	42	42	100%	0	0	-	0	250	250	100%	529	529	100%	250	500	50%
6405 Safety/hazardous materials	0	854	854	100%	219	219	100%	0	5,125	5,125	100%	2,295	2,295	100%	5,125	10,250	50%
6410 Signage	0	21	21	100%	0	0	-	0	125	125	100%	0	0	-	125	250	50%
6415 Clothing	0	42	42	100%	1,470	1,470	100%	0	250	250	100%	1,780	1,780	100%	250	500	50%
6425 Operational supplies	0	0	0	-	0	0	-	0	0	0	-	200	200	100%	0	0	-
6450 Fuel - Gas	0	8	8	100%	162	162	100%	0	50	50	100%	185	185	100%	50	100	50%
6455 Fuel - Diesel	0	17	17	100%	0	0	-	0	100	100	100%	165	165	100%	100	200	50%
Total Operational Expense	0	983	983	100%	1,851	1,851	100%	0	5,900	5,900	100%	5,153	5,153	100%	5,900	11,800	50%
6500 Repairs & maintenance equipment	0	175	175	100%	0	0	-	0	1,050	1,050	100%	4,435	4,435	100%	1,050	2,100	50%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	8	8	100%	0	0	-
6510 Repairs & maintenance buildings	0	208	208	100%	0	0	-	0	1,250	1,250	100%	202	202	100%	1,250	2,500	50%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	500	500	100%	0	0	-	500	1,000	50%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	750	750	100%	0	0	-	750	1,500	50%
6575 Waterway Leases	0	250	250	100%	0	0	-	(1,669)	1,500	3,169	211%	708	2,378	336%	(169)	3,000	106%
6580 Permits	408	333	(75)	-22%	0	(408)	-	2,079	2,000	(79)	-4%	1,883	(196)	-10%	4,079	4,000	-2%
Total Repair and Maintenance	408	1,175	767	65%	0	(408)	-	410	7,050	6,641	94%	7,236	6,827	94%	7,459	14,100	47%
Total Goods & Services	14,094	11,645	(2,450)	-21%	8,013	(6,081)	-76%	49,499	66,479	16,981	26%	47,425	(2,073)	-4%	128,730	145,710	12%
Total Expenses	17,573	52,232	34,659	66%	76,344	58,772	77%	193,180	244,928	51,748	21%	447,741	254,561	57%	450,860	502,609	10%
Operating Results	6,863	(31,100)	37,963	-122%	(50,514)	57,376	-114%	(53,948)	(115,224)	61,276	-53%	(307,562)	253,614	-82%	(166,481)	(227,757)	-27%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
Total Other Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
Taxes & Misc Expenses																	
6745 Banking fees	1,172	2,500	1,328	53%	0	(1,172)	-	12,314	5,000	(7,314)	-146%	0	(12,314)	-	17,314	10,000	-73%
Total Taxes & Misc Expenses	1,172	2,500	1,328	53%	0	(1,172)	-	12,314	5,000	(7,314)	-146%	0	(12,314)	-	17,314	10,000	-73%
7010 Interest payment	15,099	58,662	43,563	74%	82,341	67,241	82%	92,340	117,325	24,985	21%	183,449	91,109	50%	209,664	234,649	11%
Total Debt Services	15,099	58,662	43,563	74%	82,341	67,241	82%	92,340	117,325	24,985	21%	183,449	91,109	50%	209,664	234,649	11%
Total Other Expenses	16,271	61,162	44,891	73%	82,341	66,069	80%	104,654	122,325	17,670	14%	183,449	78,795	43%	226,979	244,649	7%
Net Other Income	(16,271)	(61,162)	44,891	-73%	(82,341)	66,069	-80%	(104,654)	(122,325)	17,670	-14%	(183,449)	78,795	-43%	(221,979)	(239,649)	-7%
Net Result	(9,409)	(92,263)	82,854	-90%	(132,854)	123,445	-93%	(158,602)	(237,548)	78,946	-33%	(491,011)	332,409	-68%	(388,460)	(467,406)	-17%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	17,408	30,500	(13,092)	-43%	19,277	(1,870)	-10%	160,125	183,000	(22,875)	-12%	147,371	12,754	9%	343,125	366,000	-6%
4235 Customer Discounts	0	0	0	-	0	0	-	(1,699)	0	(1,699)	-	0	(1,699)	-	(1,699)	0	-
4260 Rail Operations Revenue	0	38,362	(38,362)	-100%	25,970	(25,970)	-100%	104,643	230,172	(125,529)	-55%	143,618	(38,975)	-27%	334,814	460,343	-27%
4265 Rail Surcharges	24,006	38,012	(14,006)	-37%	28,016	(4,010)	-14%	162,408	228,073	(65,665)	-29%	159,061	3,346	2%	390,481	456,146	-14%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	893,944	893,944	0%
Total Operating Income	41,414	106,874	(65,461)	-61%	73,263	(31,849)	-43%	425,477	641,245	(215,768)	-34%	450,050	(24,573)	-5%	1,960,666	2,176,434	-10%
Expenses																	
Goods & Services																	
6070 Postage & courier services	0	0	0	-	0	0	-	0	0	0	-	51,380	51,380	100%	0	0	-
Total Office Expense	0	0	0	-	0	0	-	0	0	0	-	51,380	51,380	100%	0	0	-
6145 Hazardous material disposal	2,325	0	(2,325)	-	0	(2,325)	-	2,805	0	(2,805)	-	0	(2,805)	-	2,805	0	-
Total Utilities	2,325	0	(2,325)	-	0	(2,325)	-	2,805	0	(2,805)	-	0	(2,805)	-	2,805	0	-
6260 Consulting services	19,932	6,250	(13,682)	-219%	0	(19,932)	-	38,451	37,500	(951)	-3%	14,502	(23,949)	-165%	75,951	75,000	-1%
6290 Commercial insurance	6,337	6,337	0	0%	6,668	331	5%	38,023	38,023	0	0%	30,837	(7,185)	-23%	83,416	83,416	0%
Total Professional Services	26,269	12,587	(13,682)	-109%	6,668	(19,601)	-294%	76,473	75,523	(951)	-1%	45,339	(31,134)	-69%	159,367	158,416	-1%
6410 Signage	0	192	192	100%	0	0	-	0	1,150	1,150	100%	0	0	-	1,150	2,300	50%
6425 Operational supplies	0	0	0	-	0	0	-	55	0	(55)	-	0	(55)	-	55	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	0	-
Total Operational Expense	0	192	192	100%	0	0	-	55	1,150	1,095	95%	47	(8)	-18%	1,205	2,300	48%
6505 Repairs & maintenance vehicles	36	0	(36)	-	17	(19)	-109%	217	0	(217)	-	105	(112)	-107%	217	0	-
6510 Repairs & maintenance buildings	127,606	37,500	(90,106)	-240%	66,975	(60,631)	-91%	481,649	225,000	(256,649)	-114%	422,315	(59,334)	-14%	706,649	450,000	-57%
6515 Repairs & maintenance land improve	0	12,500	12,500	100%	0	0	-	22,000	75,000	53,000	71%	2,003	(19,998)	-999%	97,000	150,000	35%
Total Repair and Maintenance	127,642	50,000	(77,642)	-155%	66,992	(60,650)	-91%	503,866	300,000	(203,866)	-68%	424,422	(79,444)	-19%	803,866	600,000	-34%
Total Goods & Services	156,237	62,779	(93,458)	-149%	73,661	(82,576)	-112%	583,199	376,673	(206,527)	-55%	521,188	(62,011)	-12%	967,243	760,716	-27%
Total Expenses	156,237	62,779	(93,458)	-149%	73,661	(82,576)	-112%	583,199	376,673	(206,527)	-55%	521,188	(62,011)	-12%	967,243	760,716	-27%
Operating Results	(114,823)	44,095	(158,918)	-360%	(398)	(114,425)	28785%	(157,722)	264,572	(422,294)	-160%	(71,139)	(86,584)	122%	993,423	1,415,718	-30%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	332,200	315,000	17,200	5%	332,200	0	0%	332,200	315,000	17,200	5%	332,200	0	0%	332,200	315,000	5%
4905 Other	0	0	0	-	0	0	-	405,463	0	405,463	-	0	405,463	-	405,463	0	-
4915 Insurance Reimbursement	0	0	0	-	0	(0)	-100%	0	0	0	-	0	(0)	-100%	0	0	-
Total Other Income	332,200	315,000	17,200	5%	332,200	(0)	0%	737,663	315,000	422,663	134%	332,200	405,463	122%	737,663	315,000	134%
Other Expenses																	
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	364,142	364,142	1	0%	433,532	69,390	16%	364,142	364,142	0%
7010 Interest payment	0	0	0	-	0	0	-	62,746	62,746	(0)	0%	69,996	7,250	10%	122,143	122,143	0%
7020 Principal repayment - Vehicles	977	444	(533)	-120%	1,016	39	4%	11,142	7,697	(3,445)	-45%	9,117	(2,025)	-22%	16,414	12,969	-27%
7025 Interest payment - Vehicles	129	0	(129)	-37841%	90	(39)	-43%	1,607	1,080	(527)	-49%	577	(1,030)	-179%	2,445	1,918	-27%
8013 CIP Construction Bridges	0	0	0	-	0	0	-	0	0	0	-	34,667	34,667	100%	0	0	-
8020 CIP Machinery & Equipment	0	0	0	-	146	146	100%	0	0	0	-	8,041	8,041	100%	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	218,335	218,335	100%	0	0	-
Total Debt Services	1,106	444	(662)	-149%	1,252	146	12%	439,637	435,665	(3,972)	-1%	774,265	334,628	43%	505,144	501,172	-1%
Total Other Expenses	1,106	444	(662)	-149%	1,252	146	12%	439,637	435,665	(3,972)	-1%	774,265	334,628	43%	505,144	501,172	-1%
Net Other Income	331,094	314,556	16,538	5%	330,948	146	0%	298,026	(120,665)	418,691	-347%	(442,065)	740,091	-167%	232,520	(186,172)	-225%
Net Result	216,271	358,651	(142,380)	-40%	330,550	(114,279)	-35%	140,304	143,907	(3,603)	-3%	(513,204)	653,508	-127%	1,225,943	1,229,546	0%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date						Year End			
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD		Jul 2024 - Jun 2025			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4285 Mob/Demob Services	4,353	69,390	(65,037)	-94%	0	4,353	-	102,398	138,779	(36,381)	-26%	0	102,398	-	102,398	138,779	-26%
4287 Dredging Services	72,076	0	72,076	-	0	72,076	-	72,185	230,053	(157,868)	-69%	0	72,185	-	72,185	230,053	-69%
4290 Other	32,446	37,740	(5,294)	-14%	6,277	26,169	417%	161,567	226,439	(64,871)	-29%	177,581	(16,014)	-9%	388,006	452,877	-14%
Total Operating Income	108,875	107,129	1,746	2%	6,277	102,598	1634%	336,150	595,271	(259,121)	-44%	177,581	158,569	89%	562,588	821,709	-32%
Expenses																	
Personnel Services																	
5005 Salaries	0	0	0	-	362	362	100%	0	0	0	-	734	734	100%	0	0	-
Total Compensation	0	0	0	-	362	362	100%	0	0	0	-	734	734	100%	0	0	-
5100 Federal Payroll taxes	0	0	0	-	28	28	100%	0	0	0	-	56	56	100%	0	0	-
5105 State Payroll taxes	0	0	0	-	1	1	100%	0	0	0	-	3	3	100%	0	0	-
5110 Unemployment Insurance	0	0	0	-	10	10	100%	0	0	0	-	20	20	100%	0	0	-
5115 Workers compensation	0	0	0	-	0	0	100%	0	0	0	-	0	0	100%	0	0	-
Total Payroll Taxes	0	0	0	-	39	39	100%	0	0	0	-	79	79	100%	0	0	-
5200 Medical insurance	0	0	0	-	143	143	100%	0	0	0	-	259	259	100%	0	0	-
5205 Dental insurance	0	0	0	-	9	9	100%	0	0	0	-	13	13	100%	0	0	-
5215 Term life insurance	0	0	0	-	1	1	100%	0	0	0	-	2	2	100%	0	0	-
5220 Long Term Disability insurance	0	0	0	-	2	2	100%	0	0	0	-	4	4	100%	0	0	-
5225 PERS Employer Contributions	0	0	0	-	80	80	100%	0	0	0	-	89	89	100%	0	0	-
5230 PERS Employee Contributions	0	0	0	-	22	22	100%	0	0	0	-	24	24	100%	0	0	-
5295 Allocations	82,760	25,562	(57,198)	-224%	0	(82,760)	-	101,398	126,224	24,826	20%	0	(101,398)	-	111,632	136,458	18%
Total Insured Benefits	82,760	25,562	(57,198)	-224%	257	(82,504)	-32148%	101,398	126,224	24,826	20%	392	(101,006)	-25787%	111,632	136,458	18%
Total Personnel Services	82,760	25,562	(57,198)	-224%	658	(82,103)	-12487%	101,398	126,224	24,826	20%	1,204	(100,194)	-8320%	111,632	136,458	18%
Goods & Services																	
6005 Seminars & training	0	0	0	-	0	0	-	5,150	0	(5,150)	-	0	(5,150)	-	5,150	0	-
Total Staff Training	0	0	0	-	0	0	-	5,150	0	(5,150)	-	0	(5,150)	-	5,150	0	-
6025 Travel - lodging & transportation	8,470	5,650	(2,820)	-50%	0	(8,470)	-	24,095	28,248	4,153	15%	0	(24,095)	-	24,095	28,248	15%
6030 Travel - Per Diem & mileage reimbursement	12,092	4,868	(7,225)	-148%	0	(12,092)	-	23,853	24,338	485	2%	0	(23,853)	-	23,853	24,338	2%
Total Travel & Entertainment	20,562	10,517	(10,045)	-96%	0	(20,562)	-	47,947	52,586	4,639	9%	0	(47,947)	-	47,947	52,586	9%
6060 IT supplies	43	0	(43)	-	0	(43)	-	330	0	(330)	-	0	(330)	-	330	0	-
Total Office Expense	43	0	(43)	-	0	(43)	-	330	0	(330)	-	0	(330)	-	330	0	-
6105 Telephone - mobile	53	60	7	12%	53	(0)	0%	395	360	(35)	-10%	317	(78)	-25%	755	720	-5%
Total Utilities	53	60	7	12%	53	(0)	0%	395	360	(35)	-10%	317	(78)	-25%	755	720	-5%
6260 Consulting services	10,992	0	(10,992)	-	2,360	(8,632)	-366%	10,992	0	(10,992)	-	17,521	6,529	37%	10,992	0	-
6290 Commercial insurance	5,950	6,470	520	8%	5,300	(650)	-12%	35,699	38,817	3,118	8%	31,802	(3,897)	-12%	74,517	77,635	4%
Total Professional Services	16,942	6,470	(10,472)	-162%	7,660	(9,281)	-121%	46,691	38,817	(7,874)	-20%	49,323	2,631	5%	85,509	77,635	-10%

Financial Report - Actual vs. Budget
For Period Ending Dec 2024

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	1,084	33	(1,050)	-3152%	0	(1,084)	-	17,782	200	(17,582)	-8792%	175	(17,607)	-10062%	17,982	400	-4396%
6405 Safety/hazardous materials	0	17	17	100%	0	0	-	677	100	(576)	-576%	0	(677)	-	776	200	-288%
6420 Janitorial supplies	0	17	17	100%	0	0	-	311	100	(211)	-211%	0	(311)	-	411	200	-105%
6425 Operational supplies	1,348	108	(1,240)	-1144%	0	(1,348)	-	12,558	650	(11,908)	-1832%	0	(12,558)	-	13,208	1,300	-916%
6430 Equipment Rental	0	20,669	20,669	100%	0	0	-	38,045	82,675	44,630	54%	0	(38,045)	-	38,045	82,675	54%
6450 Fuel - Gas	100	4,540	4,440	98%	0	(100)	-	646	22,700	22,054	97%	0	(646)	-	646	22,700	97%
6455 Fuel - Diesel	508	7,140	6,632	93%	0	(508)	-	1,341	35,700	34,359	96%	0	(1,341)	-	1,341	35,700	96%
Total Operational Expense	3,040	32,524	29,484	91%	0	(3,040)	-	71,360	142,125	70,765	50%	175	(71,185)	-40682%	72,410	143,175	49%
6500 Repairs & maintenance equipment	8,152	13,676	5,524	40%	0	(8,152)	-	19,669	82,056	62,387	76%	93,616	73,947	79%	101,726	164,113	38%
6505 Repairs & maintenance vehicles	6,740	20,585	13,845	67%	0	(6,740)	-	69,558	123,511	53,953	44%	22,568	(46,990)	-208%	193,069	247,022	22%
6510 Repairs & maintenance buildings	0	0	0	-	0	0	-	828	0	(828)	-	0	(828)	-	828	0	-
6520 Repairs & maintenance docks	262	0	(262)	-	0	(262)	-	262	0	(262)	-	0	(262)	-	262	0	-
Total Repair and Maintenance	15,154	34,261	19,107	56%	0	(15,154)	-	90,317	205,568	115,250	56%	116,184	25,867	22%	295,885	411,135	28%
Total Goods & Services	55,793	83,832	28,039	33%	7,713	(48,080)	-623%	262,191	439,456	177,265	40%	165,999	(96,191)	-58%	507,986	685,251	26%
Total Expenses	138,554	109,394	(29,160)	-27%	8,371	(130,183)	-1555%	363,588	565,680	202,091	36%	167,203	(196,385)	-117%	619,618	821,709	25%
Operating Results	(29,679)	(2,265)	(27,414)	1211%	(2,094)	(27,585)	1318%	(27,438)	29,591	(57,029)	-193%	10,378	(37,816)	-364%	(57,029)	0	-
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	1,519	0	1,519	-	1,203	316	26%	11,192	0	11,192	-	11,162	29	0%	11,192	0	-
Total Other Income	1,519	0	1,519	-	1,203	316	26%	11,192	0	11,192	-	11,162	29	0%	11,192	0	-
9005 Transfers - GF	29,172	0	(29,172)	-	0	(29,172)	-	124,393	0	(124,393)	-	0	(124,393)	-	124,393	0	-
Total Debt Services	29,172	0	(29,172)	-	0	(29,172)	-	124,393	0	(124,393)	-	0	(124,393)	-	124,393	0	-
Total Other Expenses	29,172	0	(29,172)	-	0	(29,172)	-	124,393	0	(124,393)	-	0	(124,393)	-	124,393	0	-
Net Other Income	(27,653)	0	(27,653)	-	1,203	(28,856)	-2399%	(113,201)	0	(113,201)	-	11,162	(124,363)	-1114%	(113,201)	0	-
Net Result	(57,331)	(2,265)	(55,067)	2432%	(891)	(56,441)	6337%	(140,640)	29,591	(170,230)	-575%	21,540	(162,180)	-753%	(170,230)	0	-

	Carloads: 347	Current Period				Same Month Last Year			Year to Date				Year End					
		Dec 2024				Dec 2023			Jul 2024 - Dec 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration																	
3	Union Pacific	110,760	204,106	(93,346)	(46%)	123,464	(12,704)	(10%)	739,689	1,224,637	(484,948)	(40%)	817,605	(77,916)	(10%)	1,964,326	2,449,274	(20%)
4	Carloads CBRL	94,042	179,513	(85,471)	(48%)	136,231	(42,189)	(31%)	708,186	1,077,080	(368,894)	(34%)	618,104	90,082	15%	1,785,265	2,154,160	(17%)
5	Demurrage	1,659	0	1,659	-	0	1,659	-	1,659	0	1,659	-	2,300	(641)	(28%)	1,659	0	-
6	Total Administration	206,461	383,811	(177,350)	(46%)	259,695	(53,234)	(20%)	1,449,534	2,302,867	(853,333)	(37%)	1,438,009	11,525	1%	3,752,401	4,605,734	(19%)
9	Mechanical	78,420	191,297	(112,878)	(59%)	26,795	51,625	193%	532,738	1,147,785	(615,046)	(54%)	255,999	276,739	108%	1,680,523	2,295,569	(27%)
10	Total Operating Income	284,881	575,109	(290,228)	(50%)	286,490	(1,609)	(1%)	1,982,272	3,450,651	(1,468,379)	(43%)	1,694,008	288,264	17%	5,432,924	6,901,303	(21%)
12	Operating Expenses																	
13	Administration	73,551	111,604	38,053	34%	49,913	(23,638)	(47%)	525,800	595,159	69,359	12%	331,357	(194,444)	(59%)	1,121,054	1,190,413	6%
14	Maintenance of Way	62,526	92,659	30,133	33%	52,452	(10,074)	(19%)	344,978	481,531	136,554	28%	301,252	(43,726)	15%	828,202	964,756	(14%)
15	Transportation	160,391	208,878	48,487	23%	169,145	8,754	5%	830,596	1,104,847	274,251	25%	957,382	126,786	(13%)	1,935,442	2,209,693	(12%)
16	Mechanical	89,420	105,715	16,296	15%	30,894	(58,525)	(189%)	373,461	592,227	218,766	37%	283,265	(90,196)	32%	965,688	1,184,453	(18%)
17	Total Expenses	385,887	518,856	132,969	26%	302,404	(83,484)	(28%)	2,074,835	2,773,764	698,929	25%	1,873,255	(201,579)	(11%)	4,850,386	5,549,315	13%
19	Operating Results																	
20	Administration	132,911	272,207	(139,297)	(51%)	209,782	(76,872)	(37%)	923,734	1,707,708	(783,974)	(46%)	1,106,653	(182,919)	(17%)	2,631,347	3,415,321	(23%)
21	Maintenance of Way	(62,526)	(92,659)	30,133	(33%)	(52,452)	(10,074)	19%	(344,978)	(481,531)	136,554	(28%)	(301,252)	(43,726)	15%	(828,202)	(964,756)	(14%)
22	Transportation	(160,391)	(208,878)	48,487	(23%)	(169,145)	8,754	(5%)	(830,596)	(1,104,847)	274,251	(25%)	(957,382)	126,786	(13%)	(1,935,442)	(2,209,693)	(12%)
23	Mechanical	(11,000)	85,582	(96,582)	(113%)	(4,099)	(6,901)	168%	159,277	555,558	(396,281)	(71%)	(27,265)	186,543	(684%)	714,835	1,111,116	(36%)
24	Totals Operating Results	(101,006)	56,252	(157,259)	(280%)	(15,914)	(85,093)	535%	(92,562)	676,888	(769,450)	(114%)	(179,247)	86,685	(48%)	582,538	1,351,988	(57%)
29	Other Income	0	0	0	-	0	0	-	55,970	0	55,970	-	103,302	(47,332)	(46%)	55,970	0	-
30	Total Other Income	0	0	0	-	0	0	-	55,970	0	55,970	-	103,302	(47,332)	(46%)	55,970	0	-
32	Financial Expenses & Taxes	33,807	38,362	4,555	(12%)	26,595	(7,212)	27%	153,035	230,172	77,137	(34%)	145,082	(7,953)	5%	1,274,851	1,351,988	6%
35	Total Other Expenses	33,807	38,362	4,555	(12%)	26,595	(7,212)	27%	153,035	230,172	77,137	(34%)	145,082	(7,953)	5%	1,274,851	1,351,988	6%
37	Net Result	(134,813)	17,890	(152,704)	(854%)	(42,508)	(92,305)	217%	(189,627)	446,716	(636,343)	(142%)	(221,028)	31,400	(14%)	(636,343)	0	-

Month	Carloads	Operating Revenue	Operating Expenses	Operating Expense Ratio
Jul 2024	465	369,555	357,365	96.70%
Aug 2024	433	414,507	382,904	92.38%
Sep 2024	351	292,534	364,683	124.66%
Oct 2024	498	367,982	397,228	107.95%
Nov 2024	335	308,784	305,994	99.10%
Dec 2024	347	284,881	419,694	147.32%
Jan 2025	-	-	-	0.00%
Feb 2025	-	-	-	0.00%
Mar 2025	-	-	-	0.00%
Apr 2025	-	-	-	0.00%
May 2025	-	-	-	0.00%
Jun 2025	-	-	-	0.00%
Total	2,429	2,038,242	2,227,870	109.30%



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Matt Friesen, Director of External Affairs
DATE: February 13, 2025
SUBJECT: External Affairs Report

Communications & Outreach:

A partial list of non-legislative related outreach conducted this month included attending the Charleston Marina Advisory Committee meeting, working with the Charleston Fishing Families on outreach for the annual Blessing of the Fleet Memorial event, attending the Charleston Fishing Families donation event, the Coos Bay Downtown Association's Annual Meeting, the Bay Area Chamber of Commerce's (BACC) Annual Awards Ceremony, and a tour of the SCDC's new business incubator, South Coast Accelerator, and the Oregon APEX Accelerator as part of the BACC's Business After Hours event.

Met with the Superintendent of the Coos Bay School District, as well as members of the Empire Neighborhood Association, Energy Trust of Oregon, Oregon Health Equity Coalition, Oregon State University wind energy maritime research team, Oregon Regional Solutions, Rogue Climate, as well as a variety of prospective business and manufacturing opportunities for the region and Terminal 1 location.

Participated in board meetings of the South Coast Development Council, the Bay Area Chamber of Commerce, CCD Business Development Corporation and the South Coast Workforce Housing Group. Participated in meetings with the Southwestern Oregon Economic Summit planning team, the South Coast Economic Exchange, the South Coast Regional Housing, the BACC's Transportation Sub-Committee and as a member of the City of Coos Bay's Economic Opportunity Analysis Advisory Committee.

Members of the Port leadership team met with the Port of Portland leadership team to develop better operational synergy and find areas for collaboration. Issues such as a statewide maritime transportation plan and coordination on dredging were areas of focus, as was enhancing communication regarding Portland's Terminal 6 operations and the Port of Coos Bay's Pacific Coast Intermodal Port project. The two teams committed to working closer in the future and to help limit confusion amongst legislators and stakeholders on major trade related infrastructure projects.

Drafted and distributed press releases, social media posts and website updates for Port communication channels for both PCIP and Port work. These included updates on recent projects in the Charleston Shipyard with new piling being installed, managing the state dredge for use in the Garibaldi marina, as well as Charleston community events such as the 40th annual Crab Feed and the Fishing Families

lifejacket, license, and fishing gear donation events. Staff are working with Charleston Fishing Families to help promote their annual Blessing of the Fleet event in May by seeking the names of individuals who have lost their lives at sea since 1941.

Began detailed analysis and update of the multiple communication database management tools the Port utilizes to ensure internal lists are updated more frequently and accurately.

Pacific Coast Intermodal Port Communications and Community Engagement:

Incorporated edits from local, state and federal partners on the PCIP draft community engagement plan. The plan is scheduled to go before the Port Commission in February.

Assisted with drafting Title VI language for federal grant awards.

Comprehensive update to the PCIP website began, as well as development of a new one-pager and explanatory video of the PCIP project for the community engagement effort.

Developed Draft Communications Plan to complement the Community Engagement work and began planning and coordinating of the Coos Bay Comeback legislative event in February in Salem. Started scheduling meetings with legislators in Salem.

Legislative Advocacy Work:

The Port is a member of the Oregon Public Ports Associations legislative action team and worked with the group to identify what legislation needs to be tracked and engaged with during the legislative session. Participated in the Bay Area Chamber's Legislative Action Team and Bay Area/SWOCC check-in calls with legislators. Helping to plan a Ports Day in the legislature with OPPA for March.

Coordinated tour of the Port and PCIP for Congresswoman Hoyle and members of her DC and Oregon legislative team as well as members of the media. Met with staff from Oregon's Department of Administrative Services.

Monitored legislative hearings on issues important to the Port and testified in support of HB3050 which creates a new Port Loan and Grant program. Met with Senator Anderson and staff to provide update on Port operations and the PCIP.

Continuing to work with state and federal elected officials and agencies on dredging the Point Adams shoaling issue in Charleston.

Working with state agencies and the Port's finance team to develop a database of current state funding streams and loan opportunities offered through the state to create a working data management system to better track future funding opportunities. Compiling a similar list of grant programs available through agencies, non-profits, and foundations.

Working with leadership on CBRL business plan and funding for needed maintenance and repairs along the rail line.

Relevant Stories:

[Oregon Legislature gets to work on budget, transportation and other issues-oregoncapitalchronicle.com](http://oregoncapitalchronicle.com)

[Oregon's Lori Chavez-DeRemer could make history as nation's labor secretary-msn](#)

[Legislature to take up transportation funding issues-axiosa.com](#)

[Electric Slide: Oregon's new electric truck rule is disrupting the state's transportation industry-columbiaorgenews.com](#)

[Federal report recommends bringing Amtrak service back to Eastern Oregon-opb.org](#)

[ABB & Škoda Announce Partnership for Battery-Electric Trains-railway-news.com](#)

[Public invited to Peter Courtney celebration of life at Oregon state Capitol-statesmanjournal.com](#)

[UP CEO: Oregon switching deal will lead to better service and carload growth-www.trains.com](#)

[This is how the Statesman investigated Oregon's 2017 transportation bill-www.yahoo.com](#)

[Oregon Gov. Kotek delivers State of State address | News | centraloregonian.com](#)

[Daimler resumes diesel truck sales in Oregon - OPB](#)

[Oregon lawmakers say housing, transportation, education are 2025 priorities | kgw.com](#)

[Guest column: How should Oregon pay for roads in the future? | Columns | dailyastorian.com](#)

[Rose Quarter I-5 Project To Start This Summer | JAM'N 107.5](#)

[Local legislators set 2025 session priorities | News | newportnewstimes.com](#)

[Can Painting Wind Turbine Blades Black Help Save Birds? | PCI Magazine](#)

[Gov. Kotek, state agencies brace for Trump impact on expanse of federal land in Oregon-www.yahoo.com](#)

[Letter: Smith's Port of Morrow proposal raises eyebrows | | hermistonherald.com](#)

[This is how to testify, submit written testimony to the Oregon Legislature in 2025-www.yahoo.com](#)

[Greater Idaho secessionists make billboard pitch to Salem lawmakers: 'Release eastern Oregon' - oregonlive.com](#)

[Oregon Capitol honors late Senate President Peter Courtney, state's longest-serving lawmaker • Oregon Capital Chronicle](#)

[Oregon lawmakers debate delay of clean truck regulations-kval.com](#)

[Port of Coos Bay confident despite potential federal funding freeze-nbc16.com](#)

[DC Report: Hoyle and Merkley Town Hall Saturday, Your Congressional Delegation this Week - The Corvallis Advocate](#)

[Oregon governor to stand by sanctuary law despite Trump-allied group's warning of 'serious consequences'-oregonlive.com](#)



M E M O R A N D U M

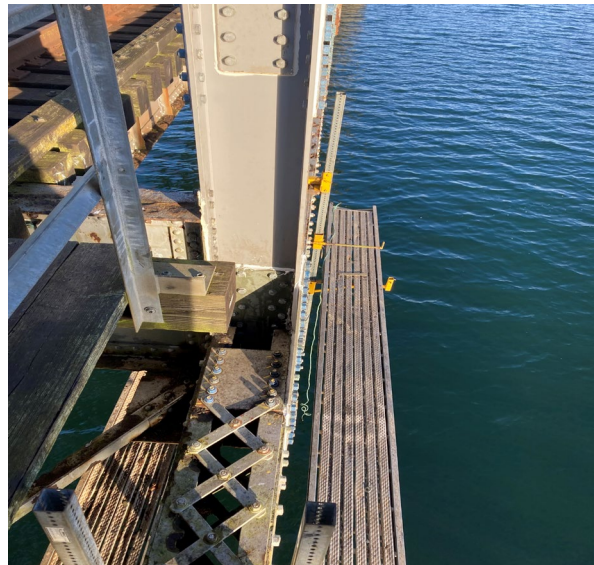
TO: Port of Coos Bay Board of Commissioners
FROM: Mike Dunning, Chief Port Operations Officer
DATE: February 13, 2025
SUBJECT: Port Operations/Asset Management Report

Channel Modification Project/PCIP:

The project team continues to work with the USACE on the Channel 204/408 Report and responses to Portland District comments. Work on NEPA and permitting for all three legs of the project will resume once the grant agreements are executed and in place. Pausing this work to wait for grant funding will make better use of public (State funds) and private dollars.

Rail Bridge Rehabilitation Project:

Steel Swing Bridges: The contractor continues to make repairs to existing bridge members, and prep for the installation of new support members. Staff are working with CBRL to schedule a short shutdown to replace stringers on span 8. A shutdown will allow the contractor to work more effectively and efficiently.



Floor beam strengthening and post replacement.

Dredging:

Port staff continues to work with the federal delegation to encourage the USACE to conduct

dredging at Pt. Adams, without haste. The Port's staff, lobbyist, and Pacific Seafoods are working with the delegation to draft and submit a letter to the USACE headquarters for action.

Coos Bay Estuary Management Plan (CBEMP):

The first CBEMP Steering Committee meeting was held in January. This meeting served as a kickoff to introduce committee members and outline a plan and path forward. The county will be working on a draft Charter/Bylaws for Committee review at the next meeting. We are tentatively scheduled to meet once per month as we get our feet under us.

DLCD submitted a grant application for the NOAA funds to assist with the comprehensive update of the existing plan. The funds available are limited and will not likely meet all the needs for a comprehensive update.

Grant Comprehensive Update Goal:

The primary goal of this project is to implement a comprehensive update to the Coos Bay Estuary Management Plan that integrates climate resilience and community priorities into estuary management policies.

Specific objectives for this project are to:

Objective 1: Provide technical and financial assistance to support the update process for the Coos Bay Estuary Management Plan across three jurisdictions and incorporate tribal and community perspectives;

Objective 2: Provide opportunities for community members to learn about and engage in estuary management in their area; and

Objective 3: Develop practical resources that incorporate inclusive engagement and climate resilience strategies that can be utilized to update estuary management plans throughout Oregon and beyond.



MEMORANDUM

TO: Port of Coos Bay Board of Commissioners

FROM: Raymond Dwire, Charleston Marina Complex Manager

DATE: February 13, 2025

SUBJECT: Charleston Operations Management Report

Monthly Statistics:

Of the 525 moorage slips, there were 123 annuals (23.43%), 67 semi-annuals (12.76%), 24 monthlies (4.57%), and 326 transient nights, for a total occupancy of 42.83% for the month.

The RV Park had an average capacity of 11.06% in January. Out of 104 RV Park spaces, we had 5 new check-ins. Additionally, there are 8 RV's being stored in the RV Park as "Winter Storage". This combination puts total sales for the month at \$10,659.92. Occupancy in January 2024 was 13.43% with no RV's being stored in the RV Park as "Winter Storage". January sales last year was \$9,560.22.

There were 75 tons of ice sold in the month of January for a total of \$7,518.00. In comparison, in January 2024, 65 tons of ice were sold.

Charleston Marina Staff:

- Marina Office and RV Park Office are fully staffed with three full-time employees. Cheryl Charitar, Charleston Office Administrator, has announced her retirement, effective September 1, 2025. Krystal Karcher and I are beginning the process of filling this position.
- Marina's Maintenance Staff is down 1 FTE.
- The Charleston Security Department is at full staff with five full-time employees.

Charleston Fishing Families:

The Charleston Fishing Families help our fishermen again! On Friday, January 17, the Oregon Dungeness Crab Commission joined forces with the Charleston Fishing Families at Englund Marine in Charleston to distribute the remaining life jackets purchased with grant funds. They also collaborated to equip commercial fishers with essential safety gears such as bibs, rain jackets, boots, and gloves—understanding the rigorous demands of maritime work and the critical need to stay warm, dry, and healthy amid the season's harsh conditions. Thanks to a generous discount from the Englund Marine and the remaining grant funds from Southwestern Oregon Workforce Investment Board (SOWIB), they were able to assist 51 fishermen and women with their gear needs.

Charleston Crab Feed:

The annual Charleston Crab Feed took place on February 8, with clear skies and a slight chill in the air. Once again, the Oregon Institute of Marine Biology (OIMB) had the honor of hosting this event.



The Charleston Fishing Families also provide desserts. Donations from the desserts went to the Fisherman’s Relief Fund.

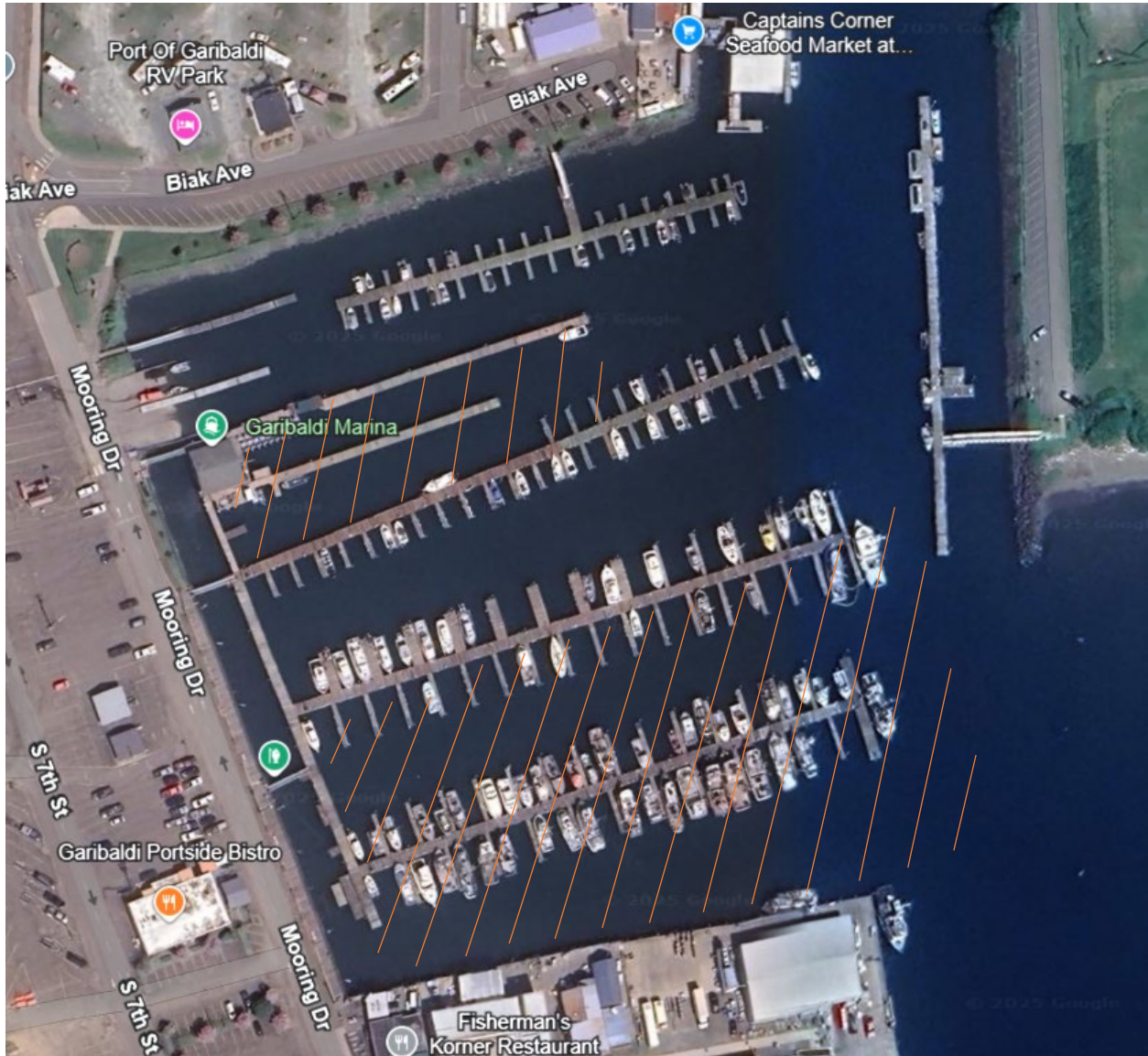
Charleston Shipyard:

On January 9, Charleston staff were made aware of two pilings on the floating work dock that had been broken. After an expedited RFQ, three bids were received from local contractors to replace the two pilings. Billeter Marine was the low bidder so on February 3, the two pilings were replaced.



Port of Garibaldi Dredge Project:

Due to mechanical issues with the State Dredge, the Port of Garibaldi received a variance to their in-water work window to allow more time for our maintenance staff to be able to finish their dredging project. The dredge is once again operational and approximately 2/3 of the project is complete to date. The map below highlights completed tasks and remaining work. The variance allows dredging until March 8.





M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

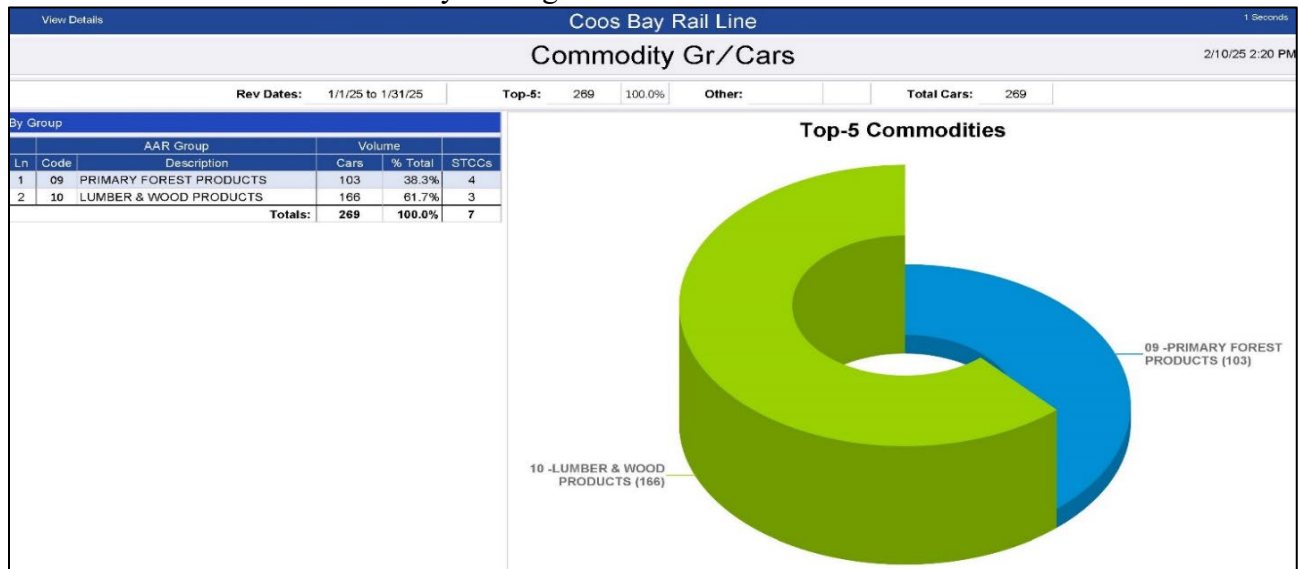
FROM: Brian Early, General Manager, CBRL

DATE: February 13, 2025

SUBJECT: Railroad Department Management Report

Operations:

CBRL Carloads for January 2025 = 269
 Prior Month, December 2024 = 347
 Prior Year, January 2024 = 363
 FY 2024/2025 Forecasted Monthly Average = 640



January was a very slow month for rail traffic. Car loading did not begin until the week of January 6, due to the holidays and the North Bend Bridge was out of service for repairs from the end of December until January 24, causing the shipper to deck export logs and allowing CBRL only one week of log traffic before the month's end.

Due to the trend of declining carloads and the fact that the expenses associated with running our night shifts were no longer feasible, management made the difficult decision to discontinue night shift operations beginning January. This change will cause some delays in traffic but should not affect the total car loadings.

Due to our current financial circumstances, we made the difficult decision to eliminate four

positions. Saying goodbye to any employee is never easy. We sincerely thank the affected employees for their contributions during their time with us and hope they found their experience at CBRL meaningful and rewarding. In addition to reduced personnel costs, we expect significant savings on fuel, oil, parts, and materials due to decreased locomotive wear and infrastructure strain.



CBRL was hit particularly hard last January during the ice storm. The event was officially declared a disaster, making the Port and CBRL eligible to seek reimbursement from FEMA. After nearly a year of meetings with state and federal agencies, the Port and CBRL staff held our final meeting with FEMA in January. All four of the projects are completed and have been approved by FEMA and are awaiting final approval and funding via the state.

Mechanical (Locomotive):

Columbia Rail was onsite the week of January 13, performing four Periodic Inspections and conducting repairs to the remainder of the locomotive fleet. Locomotive HLCX 1078 received new batteries, while HLCX 1044 required auxiliary generator repairs due to damage caused by copper thieves, for the second time.



(Loco HLCX 1078 in repair track, courtesy Rodney Kreidler)

Mechanical (Car):

Union Pacific's car supply remained steady in January, indicating progress in overcoming operational challenges. While projected revenues for this department are steady, they are not meeting the budgeted figures due to a slowdown in car loadings. However, staff are optimistic that revenue numbers will improve as 2025 progresses.

Maintenance of Way (MOW):

Winter continues on the CBRL, and we continue to experience multiple downed trees and debris falling on the right of way. The cold temperatures last month caused several broken rails, joint bars, and bracing bars resulting in numerous repairs to the rail. They also installed and/or replaced several missing milepost markers and performed routine maintenance and repairs on CBRL's numerous bridges.

ODOT/FRA:

CBRL had one visit from the FRA's Operations Inspector in January and no defects were recommended for violation.

Coos Bay Rail Line:

As of January 31, 2025, CBRL has worked 393 days injury free.

Currently, CBRL has 19 employees and seven locomotives on property.



(Marshfield Station, year unknown, courtesy Bob Melbo)

Action Items

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

DATE: February 13, 2025

PROJECT TITLE: Charleston Advisory Committee Member Appointments

ACTION REQUESTED: Re-Appoint Kathleen Hornstuen, Lou Leberti, and Knute Nemeth 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, RV Park and Shipyard.
- Review and monitor project progress.
- Monitor and make recommendations to the Port Commission regarding various issues. Any recommendations or proposals submitted by the Committee shall be considered in an advisory nature, and shall be given due consideration by the Port Commission for feasibility and implementation.

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

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

RECOMMENDED MOTION:

Re-appoint Kathleen Hornstuen, Lou Leberti, and Knute Nemeth to the Charleston Advisory Committee for three-year terms expiring January 31, 2028.

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

DATE: February 13, 2025

PROJECT TITLE: Seat Position on South Slough’s Management Commission

ACTION REQUESTED: Select Port Commissioner Arnie Roblan to serve on the South Slough Management Commission on behalf of the Oregon International Port of Coos Bay.

BACKGROUND:

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

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

The commission consists of nine members appointed by the Governor:

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

The authorized representative of the governing body of the Oregon International Port of Coos Bay shall serve for a term of two years. This seat was most recently occupied by the previous Port CEO John Burns, and before that, by Port Commission President David Kronsteiner. Current Port Commissioner Arnie Roblan has expressed interest in serving on the South Slough Management Commission on behalf of the Port.

RECOMMENDED MOTION:

Select Port Commissioner Arnie Roblan to serve on the South Slough Management Commission on behalf of the Oregon International Port of Coos Bay.

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

DATE: February 13, 2025

PROJECT TITLE: Community Engagement Plan for PCIP Project

ACTION REQUESTED: Approve final Community Engagement Plan for the Pacific Coast Intermodal Port Project.

BACKGROUND:

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

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

RECOMMENDED MOTION:

Accept and approve the revised Community Engagement Plan for the PCIP Project.

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 / 2021-2025

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

	2021		2022		2023		2024		2025	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9	269	887.7
Feb	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4		0.0
Mar	566	1,867.8	694	2,290.2	498	1,643.4	488	1,610.4		0.0
Apr	621	2,049.3	668	2,204.4	407	1,343.1	456	1,504.8		0.0
May	599	1,976.7	707	2,333.1	454	1,498.2	548	1,808.4		0.0
Jun	625	2,062.5	595	1,963.5	468	1,544.4	420	1,386.0		0.0
Jul	503	1,659.9	530	1,749.0	473	1,560.9	465	1,534.5		0.0
Aug	485	1,600.5	597	1,970.1	388	1,280.4	433	1,428.9		0.0
Sep	556	1,834.8	524	1,729.2	372	1,227.6	351	1,158.3		0.0
Oct	521	1,719.3	488	1,610.4	393	1,296.9	498	1,643.4		0.0
Nov	548	1,808.4	512	1,689.6	409	1,349.7	335	1,105.5		0.0
Dec	453	1,494.9	493	1,626.9	440	1,452.0	347	1,145.1		0.0
Total	6,213	20,502.9	6,755	22,291.5	5,168	17,054.4	5,302	17,496.6	269	887.7

Coos Bay Rail Line-CBRL operates at the U.S. shortline railroad industry standard of 286,000 lbs/143 short tons (weight of car

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 2025 are as follows:

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	5,302	rail carloads =	530,200	short tons =	17,496.6	highway truck loads
2025:	269	rail carloads =	26,900	short tons =	887.7	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.

**SUMMARY OF
CHARLESTON MARINA ADVISORY COMMITTEE MEETING
12:00 p.m., Wednesday, January 15, 2025**

Five of the seven Advisory Committee members and four public guests were present. Seven Port staff members and one Commissioner were present.

The Marina Manager provided an update on the status of marina projects and the current financials for Charleston.

Committee members reviewed various funding options and underlined the need for maintenance and repairs in Charleston. Both committee members and public guests expressed concerns regarding these issues, particularly the upkeep of docks, the restricted access to restrooms after hours and security of the marina. Additionally, Charleston Fishing Families provided an update on their initiative aimed at offering financial support to fishermen and promoting retention within the fishing industry.

**OREGON INTERNATIONAL PORT OF COOS BAY
CHARLESTON MARINA ADVISORY COMMITTEE MEETING
12:00 p.m., Wednesday, January 15, 2025
Charleston Marina RV Park, Recreation Room**

DRAFT MINUTES

ATTENDANCE

Advisory Members:

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

Port Staff:

Lanelle Comstock, Chief Executive Officer; Mike Dunning, Chief Port Operations Officer; Ray Dwire, Charleston Marina Manager; Cheryl Charitar, Charleston Office Administrator; Julie Williams, Charleston Office Assistant; Krystal Karcher, Administrative Services Manager; and Jennifer Sierra, Administrative Assistant.

Guests:

Port of Coos Bay Commissioner Kyle Stevens; Ed Fleming; Jen Anderson; Lance Porteur; and Melissa Clemens, Charleston Fishing Families.

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 October 16, 2024 Meeting Minutes.

Upon a motion by Knute Nemeth (Second by Lou Leberti), the Charleston Advisory Committee Members voted to approve the October 16, 2024 Meeting Minutes. **Motion Passed Unanimously.**

4. FINANCIAL DATA REVIEW

Ray Dwire reviewed the financial data for Charleston Operations. For the first half of the year the operating income was budgeted at \$1.5M, and the actual income ended up at \$1.4M. Total expenses for Charleston were \$1M, compared to a budget of \$1.4M, which is \$389K less than budgeted. Actuals for other expenses were \$605K, compared to a budget of \$576K. Charleston net result is a loss of \$160K compared to a budgeted loss of \$466K. Lou Leberti asked for

clarification about why the budget was underutilized—whether it’s due to not completing all planned projects. Mr. Dwire pointed out the importance of planned spending on the Charleston Marina budget, prioritizing efficient fund allocation to ensure all projects are completed economically.

5. CURRENT PROJECTS UPDATE

Mr. Dwire reported that the Shipyard's biggest project involves addressing two failed pilings. The floating dock is currently being secured by a chain, and there is a limited window for in-water work before February 1 to replace the pilings. These unexpected expenses will have an impact on the next fiscal year's budget. Meanwhile, half the staff is focused on the Garibaldi project, while the other half handles in-house maintenance, including upkeep of the Shipyard.

Lance Porteur raised several concerns regarding the financial support he believed the Port received from the State for the ongoing challenges. He inquired about a \$40M allocation from the State, which Mr. Porteur claimed was intended for all ports to address the issue of crushing boats. He also mentioned concerns about the Port's infrastructure, specifically hazardous docks, unresolved infrastructure issues, and communication gaps regarding bathroom usage after hours. Additionally, Mr. Porteur raised security concerns about Seaport RV Park and expressed concerns about the future direction of Charleston’s port operations.

Mike Dunning responded to Mr. Porteur inquiry regarding the State funding. Mr. Dunning clarified that the State received \$18M and revealed the Port has not received any funding from the State for the destruction of the vessels.

6. ROUNDTABLE DISCUSSION ON FACILITIES MAINTENANCE NEEDS

In response to Mr. Porteur's questions about the Shipyard's infrastructure, John Blanchard discussed the committee's ongoing focus on maintenance and communication with the public. He highlighted key areas of concern, including dock maintenance, boaters’ insurance, lighting, and security issues. Mr. Blanchard also noted that it is unfortunate that the public are unable to attend most meetings. He suggested that the Port could share positive project updates with the public to improve awareness and engagement.

Kathleen Hornstuen raised concerns with Mr. Dwire regarding the use of the bathroom and shower facilities after hours. Mr. Dwire clarified that some individuals had shared access codes with others, prompting the Port to adopt additional security measures. These measures ensure that access codes and cards are issued to those who pay for moorage and customers may receive access by calling security. To address any confusion about accessing the facilities, Mr. Dunning suggested placing a sign on the door with instructions on how to obtain a code or access card for the bathroom, showers, and laundry room.

Mr. Dwire, Julie Williams, and Mr. Dunning conducted a walkthrough of the RV Park, taking photos to document areas requiring attention, repairs, and/or replacements. A total of 150 photos

were taken, highlighting items that need to be addressed. Mr. Dwire will compile his findings and present them to Lanelle Comstock to help prioritize the budget, ensuring that as many items as possible can be resolved. A similar process will be conducted for the docks, marina, and Shipyard.

Ed Fleming raised the issue of derelict vehicles abandoned in the parking lot, noting that a tree had fallen on one of them. Mr. Dunning confirmed that the vehicles will be towed. Mr. Dwire added that the cost to tow each vehicle would be \$150, which would be charged to the Port.

Mr. Dunning outlined the difficulties in securing funding and grants for coastal ports, emphasizing limited opportunities. While the Port Infrastructure Development Program (PIDP) has started supporting seafood industry projects, grant applications from Newport and Astoria were unsuccessful. To address these issues, he engaged with the Oregon Transportation Committee and the Oregon Public Ports Association. Mr. Dunning added that all coastal ports share challenges such as aging infrastructure, inadequate funding, and rising maintenance costs. He stressed the importance of state and federal support, noting that increasing fees, like moorage fees, is not a viable solution.

Mr. Blanchard suggested applying for a position grant to hire someone for advertising or marketing and proposed generating revenue by renting space for food trucks. Mr. Dunning mentioned the potential for a tourism grant to fund an advertising consultant. Ms. Hornstuen recommended collaborating with nonprofits, such as the Merchants Association, to secure additional grant opportunities. The group also discussed the marina's history, highlighting that the inner basin was constructed by the Corps of Engineers. They noted certain challenges related to grant restrictions, which prohibit commercial use on specific docks. Knute Nemeth inquired about transportation funding. In response, Mr. Dunning confirmed receiving financial support from the Oregon State Marine Board for dock and ramp maintenance. This included a recent \$30K grant for restriping and resealing the trailer parking areas, with the work scheduled for April.

Mr. Dunning reported that the Port did not receive the Connect Oregon grant. Newport and Astoria were the top two to receive the grant funds, but if they cannot secure alternative funding within six months for their projects, the grant funds could be returned to the general fund. Other projects discussed include Shipyard improvements, marina dredging, and work at Site G, where the state dredge is available but limited to 5,000 cubic yards, significantly less than 12,000 cubic yards dredged at Point Adams in previous years. The Army Corps of Engineers prefers reducing dredged material quantities. In the past, \$80K was spent on consultants to locate nearby sites for material disposal via hydraulic methods, which was inconclusive. Mr. Dunning emphasized the importance of having clear priorities for grant funding and aligning projects accordingly.

Ms. Hornstuen emphasized the need to clear Point Adams fuel dock. Mr. Dunning mentioned that efforts are being made with the Army Corps of Engineers, whose work plan is expected by May or June. However, it may take several months for a contract to be finalized.

Mr. Blanchard proposed selling sand to contractors, which Ms. Comstock agreed to explore. He also suggested selling Port-owned property, which Ms. Comstock noted could align with the strategic business plan involving the Port and Charleston. The Port intends to solicit proposals for the plan next week, with community and Commissioner input to follow. Additionally, Mr.

Dunning and Ms. Comstock discussed addressing dilapidated buildings, recognizing costs could reach \$50K.

There are ongoing security concerns at the Seaport RV Park. In the past, efforts to purchase the area were unsuccessful. Mr. Dunning suggested addressing the County Commissioners about safety and health issues at Seaport RV Park. Ms. Comstock plans to meet with Commissioner Farmer to discuss these concerns, along with issues related to Troller Road. She will also consult with Paul Slater, the Road Master.

Mr. Nemeth highlighted the organization's focus on benefiting Charleston, its fishermen, and the surrounding community. He discussed a business model emphasizing social responsibility. He recommended that the Charleston committee involve an external expert to analyze the budget from a broader perspective, aiming to maximize the economic impact on the community.

Mr. Dwire discussed improvements in the Shipyard, including investments in the gravel area with short-term utilities, which has increased its utilization. This has led to a significant rise in Shipyard activity, providing more opportunities for vessel repairs. He also mentioned the challenge of managing 30 abandoned boats and noted that the State is exploring grant options to address this issue.

The group focused on the management and future of the Charleston Marina and its facilities, exploring options such as privatization and public-private partnerships. The consensus highlighted the importance of sustainable management strategies, whether through privatization, partnerships, or innovative funding solutions.

Mr. Fleming inquired about a waiting list for slips, which Mr. Dunning clarified did not exist, as annual moorage is available for purchase. Mr. Fleming noted an increase in rates and proposed a revenue-generating idea. He referenced an advisory committee meeting where the RV Park rate increase was discussed, expressing the possibility of raising rates during the summer. He suggested gathering feedback from facility users about rate changes and observed that other RV parks have lower rates in winter to attract more visitors.

Mr. Dunning stated that an upcoming analysis will focus primarily on the RV Park, examining trends, occupancy rates, demographics, and feedback gathered through surveys and tenant calls. The park is currently experiencing a decline in visitors, prompting a reassessment of its identity and goals while exploring strategies to attract a newer demographic. During discussions, concerns were raised about the potential risks of lowering prices, which could inadvertently lead to tenant-related challenges. Comparisons were made with other RV parks that have daily and weekly rentals to avoid complications associated with long-term dynamics. An analysis will later be extended to the Marina, with efforts aimed at improving the utilization of the underused inner basin and attracting more visitors.

Mr. Fleming and Mr. Nemeth acknowledged the hard work carried out by the Port and recognized the challenges posed by the ever-increasing costs of maintaining the marina.

7. PUBLIC COMMENT

Melissa Clemens, Board President of the Charleston Fishing Families, shared that the board is currently undergoing a period of restructuring. Ms. Clemens provided an update on the Holiday Lights event and shuttle service held in December 2024. Over 19 nights, the event attracted 1,000 attendees from nine different states. Local businesses were invited to sponsor the event to help cover the costs of electricity, beverages, and light snacks, which were donated by Fred Meyers. An upcoming event is the Easter Extravaganza in April. Ms. Clemens inquired whether the marina could assist by providing roadblocks to ensure pedestrian safety during the event.

Ms. Clemens mentioned that the building has electrical and plumbing issues, and a professional will be coming in to assess the situation.

In November, the Southwestern Oregon Workforce Investment Board (SOWIB) awarded three grants aimed at enhancing commercial fishing safety and equipment. The first grant, totaling \$18K, funded 134 commercial fishing licenses (\$102 each), provided strobes for applicants, and purchased 113 life vests for commercial fishermen. The second grant of \$25K, \$9K was allocated for essential gear such as boots, rain gear, and jackets. An additional \$10K was contributed by SOWIB to assist boat owners in addressing critical need. Ms. Clemens identified two needs, which are repacking life rafts (which can cost up to \$1,200) and replacing survival suits. Ms. Clemens and Ms. Hornstuen emphasized the program's focus on improving maritime safety, with additional grants that are expected from the legislature. Ms. Comstock noted the Port's plan to investigate these grant opportunities and explore collaborating with nonprofits.

Ms. Clemens added that they are working on creating a training program to support future fishermen and offset the \$1,000 startup costs. The program would pay new fishermen to work with crab gear during the crab gear season, covering the 2-3 months they typically go unpaid before the fishing season begins. This initiative aims to provide a steady income and encourage retention in the fishing industry.

8. COMMITTEE COMMENT

Mr. Dwire informed three committee members that their terms were set to expire at the end of January. Kathleen Hornstuen, Lou Leberti, and Knute Nemeth agreed to extend their terms.

9. NEXT MEETING DATE

The next meeting is scheduled for Wednesday, April 16, 2025 at 12:00 p.m.

10. ADJOURN

Chair Nick Nylander adjourned the meeting at 1:35 p.m.

2025/26 Tentative Port Budget Planning Calendar

Budget Planning	
January 15	Operating Plan Prep Instructions & Budget Worksheets Distributed to leadership team
January 16	Appoint Budget Officer Megan Richardson
February TBD?	Commission Work Session
February 14	Operating Plans Due and Draft Budget worksheets from Department Heads
February 17 – February 21	Department Meetings – Individual Department Review Ops Plans & Draft Budget worksheet with CEO
February 24 – February 28	Finance Builds Draft Budget Document
March 3 – April 21	Review Draft Budget & Edit
April 7	Review Rate Sheet – Analyze Market & Draft Rate Proposal
April 14 – 25	Draft Budget Message
April 28 – May 2	Review final draft of Proposed Budget
May 2	Complete Proposed Budget
Charleston Advisory Committee Meeting	
April 16	Proposed Rates Draft
Budget Committee Meetings	
TBD (week of April 21)	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 5)	Provide Proposed Budget to Budget Committee (1 Week prior to Budget Committee Meeting)
TBD (week of May 12)	1 st Budget Committee Meeting
TBD (week of May 12)	Publish Notice (if needed) (at least 5 days prior)
TBD (week of May 19)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
May 27	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
TBD (June 19)	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 3	Submit LB-50 to Tax Assessor by July 15
September 15	Submit complete budget document to County Clerk by September 30

2025/26 Tentative CBRL Budget Planning Calendar

Budget Planning	
January 15	Operating Plan Prep Instructions & Budget Worksheets Distributed to leadership team
TBD	Appoint Budget Officer Megan Richardson
February 14	Operating Plans and Draft Budget Department Sheets Due
February 18	Review Budget Plan with CEO
February 24 – February 28	Finance Builds Draft Budget
March 3 – April 21	Review Draft Budget & Edit
April 22 – 26	Review Final Draft of Proposed Budget
April 14 – 25	Create and Finalize Budget Message
April 28 – May 2	Review final draft of Proposed Budget
May 2	Complete Proposed Budget
Budget Committee Meetings	
TBD (week of April 21)	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 5)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 12)	1 st Budget Committee Meeting
TBD (week of May 12)	Publish Notice (if needed) (published at least 5 days prior)
TBD (week of May 19)	2 nd Budget Committee Meeting (if needed)
Budget Hearing	
May 27	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
TBD (June 19)	CBRL Board of Directors Meeting / Budget Hearing
June TBD (Tentative 1wk following Committee mtg)	CBRL Board of Directors Budget Approval (if needed)
Post Adoption	
July 3	Submit copy of budget resolution to Department of Revenue
September 15	Submit complete budget document to County Clerk by September 30