



M E M O R A N D U M

TO: Interested Parties
FROM: Eric Farm, President
DATE: March 12, 2024
SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Tuesday, March 19, 2024**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 9:00 a.m. on Tuesday, March 19, 2024. Written comment will be accepted until 9:00 a.m. on Tuesday, March 19, 2024, by sending an email to portcoos@portofcoosbay.com with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, March 19, 2024**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (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.

EF/lc

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
11:00 a.m., Tuesday, March 19, 2024**

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

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

- 1. CALL MEETING TO ORDER**

- 2. INTRODUCTION OF GUESTS AND PORT STAFF**

- 3. PUBLIC COMMENT**

- 4. PORT PROJECT UPDATE**
 - A. Visit to Sister Port – Port of Kaohsiung, Taiwan International Ports Corp..... Mike Dunning

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- 10. COMMISSION COMMENTS**

- 11. NEXT MEETING DATE – Tuesday, April 16, 2024, 11:00 a.m.**

- 12. RECESS TO EXECUTIVE SESSION**

- 13. ADJOURN**

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
11:00 a.m., Tuesday, February 20, 2024

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

ATTENDANCE

Commission:

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

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Rick Adamek, Director of Asset Management; Ray Dwire, Charleston Marina Manager; Brian Early, Coos Bay Rail Line General Manager; and Krystal Karcher, Human Resources Generalist.

Media & Guests:

Ross Williamson, Local Government Law Group; Amanda McCleary-Moore, Moss Adams; Lesley Daggitt, Moss Adams; Rex Leach, F/V Ms. Julie and F/V Texas Lady; Anne Donnelly; Kyle Cox, Tarheel Aluminum; Karie Silva, F/V Jeanette Marrie; Brian McLaren, Pacific Seafood; Lou Leberti, Charleston Advisory and Budget Committees; Ray Cox, Giddings Boatworks; Jamie Hennricks; James Burns III; Christine Moffitt; and George Wales, Coos Bay Pilots.

1. CALL MEETING TO ORDER

President Farm called the meeting to order at 11:02 a.m.

2. INTRODUCTION OF GUESTS AND PORT STAFF

A. Presentation of FY 2022/23 Annual Financial Report, Amanda McCleary-Moore, Moss Adams

Amanda McCleary-Moore introduced herself on behalf of Moss Adams to present the 2022/23 financial audit report. Lesley 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.

Areas of critical audit focus include internal controls and the IT environment, investments, revenues and receivables, capital assets, long term debt, accrued liabilities such as PERS and OPEB, financial close and reporting, Oregon Minimum Standards, and Federal grants compliance. Financial statements are reviewed to ensure they are materially correct and accurate. Areas tested for non-compliance include

use of approved banks, insurance, use of revenue from taxes on motor vehicle use and fuel funds, investment of public funds, public contracts and construction of public improvement projects, and the preparation, adoption and execution of the annual budget. There was a budgetary over-expenditure this year in the dredge fund related to materials and services.

Ms. McCleary-Moore stated Moss Adams issued an unmodified (clean) opinion of the Port's financial statements, meaning that after all testing was completed the financial statements were determined to be materially correct. Sampling and analytics were used to determine materiality. There were no control deficiencies identified that rose to level of significant deficiencies or material weaknesses. There was one instance of an over-expenditure. The Port has decreased the number of over-expenditures in recent years through the use of planning and adoption of supplemental budgets when necessary. There were also no instances of non-compliance that had a significant impact to the financial statements or to internal control matters that would require communication. The Uniform Guidance report looked at the BUILD grant, and there were no instances of noncompliance.

The Port implemented two new accounting standards of the Government Accounting Standards Board (GASB) including the Statement No. 96 related to reporting of subscription based IT services and the Statement No. 94 which is related to public-private or public-public partnerships which did not have an impact on the Port's financial statements in the current year.

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 to report.

Ms. McCleary-Moore thanked the Port and the Finance team for working well to provide the information needed to meet the audit deadline. Moss Adams team members were highlighted, with team members being consistent from year to year.

President Farm thanked Moss Adams for the thorough report, congratulated the Finance team for another successful audit, then asked if any Commissioner had questions.

President Farm asked about the risk mentioned with journal entries, and whether it was a process that needed better backup or additional information. Ms. McCleary-Moore stated there were no control deficiencies identified or recommendations that came out of that process. A tool is used to import all journal entries and then a sample of entries are selected to ensure that supporting documentation is present and that the review and approval process was followed. Based on the testing completed, there were no best practice recommendations identified.

3. PUBLIC COMMENT

Commissioner Nick Edwards stated he is a Port Commissioner but also a commercial fisherman who utilizes the Charleston Shipyard infrastructure and declared a potential conflict of interest with discussion regarding the Charleston Shipyard properties and the ConnectOregon grant proposal under ORS 244.120(2)(a).

A. Joseph Ham stated he is a commercial fisherman currently based in Kodiak, Alaska with four vessels that are brought to Giddings frequently. Mr. Ham stated he is concerned about the state of the

facility and being able to continue doing vessel maintenance in Coos Bay. Improvements to the Shipyard are vital in order to keep doing maintenance there. Mr. Ham stated he has spent \$4.2 million in the last three years in Coos Bay. Some of that money went to businesses around the county and the state. Mr. Ham stated he does not want to see the facility continue to go downhill where he would have to find another repair facility. He stated it is getting to that point now.

Commissioner Edwards asked if the infrastructure in the Shipyard was repaired how many vessels from Alaska would come here. Mr. Ham stated there has already been several from Kodiak.

B. Kyle Cox stated he appreciates the Shipyard grant proposal, and that he supports the grant, as long as it is done in a way that keeps stakeholders' opinions in mind. With the current grant proposal, the wash basin will be blocking the road, making it difficult to maneuver around. Boat washes take longer than an hour and with larger vessels they will take even longer. It is a safety issue if the road were to be blocked for that long. Opinions of the stakeholders who use the facility need to be considered. Mr. Cox stated if possible the whole dock needs to be filled in. Filling the dock in would provide more income and serve the people better. Mr. Cox also spoke of the relationship the Port has with the community and stated it hasn't been going well for a long time. Tenants and stakeholders need to be treated correctly. Mr. Cox stated that at a Charleston Advisory meeting Port staff had spoken of the container terminal and rail that would bring money in and help support Charleston. Mr. Cox stated it appears that someone made the decision it was okay to sacrifice Charleston for the end goal of the "pie in the sky" paying Charleston back in the future.

C. Karie Silva stated she is representing the F/V Jeanette Marrie. Regarding the proposal for the Shipyard infrastructure, Ms. Silva stated she is confident the fleet would favor joining docks 2 and 3. Many vessels need to prepare for their next fishery by switching gear at the docks in the Shipyard. By connecting the two docks, it would provide additional space for more fishing vessels and allow more work to be conducted without causing a bottleneck of vessels waiting their turn. Connecting the existing docks would benefit the fleet, as well as the Port. It would pave the way for acquisition of the much-needed 400-ton travel lift in the coming years. Ms. Silva stated the Port's improvement plan must consider the next generation of vessel owners. By connecting the two docks today, future generations of fishing vessel owners will be able to use the new expanded docks for many years to come. The permitting process could change drastically in the future, making it challenging or much more expensive if decisions are made at a later date. Including the extension between docks 2 and 3 now would save the Port money and time in the long run. Ms. Silva asked on behalf of the fleet for the Port to consider connecting the two docks. Ms. Silva extended gratitude to the Commissioners who came to Charleston to personally observe the current condition in the Shipyard.

D. Lou Leberti stated his concern is that the Port will not be able to do the job that needs to be done in a short period of time. Mr. Leberti stated he has worked on and around boats in the Charleston Marina and Joe Ney Slough, having removed docks for mitigation purposes. It should be considered what the facility users are proposing. There are safety issues that need to be addressed, and connecting the two docks would help with that. Enlarging the wash area for the boats doesn't appear to be feasible.

Commissioner Edwards stated he appreciated Mr. Leberti's comments as well as his presence on the Charleston Advisory Committee and Budget Committee.

E. Rex Leach stated he would like to see the Port plan ahead for a 400-ton travel lift. The needs of the fleet are getting bigger, longer and wider each year. In order to meet the future needs, planning needs to take place now. Mr. Leach stated he would support replacing the work docks and connecting docks

2 and 3 to allow for safer conditions and for more vessels to work at critical times. Mr. Leach stated those docks are important to the community. A quick fix to the existing rail and carriage system was discussed at the last Charleston Advisory meeting and would buy time to go for the 400-ton travel lift. Mr. Leach stated it would serve the Port and stakeholders better if there was better communication so the Port could better understand what the fleet needs. This would allow the Commission to make better decisions on how to provide for the fleet.

F. Christine Moffitt provided hard copies of her testimony to Commissioners and then read from her statement:

The need for more transparency in communications within and between the port and our community is clear. The structure of the commissioner appointments prohibits our voting on commissioners, and thus this also increases the need for communications and reporting. I again request that you form an advisory committee of community members that could hold a constructive dialog regarding revisions to your strategic planning and other items of concern to the port and community.

We have challenges that can benefit from the expanded expertise of the knowledge base here in the community. There are opportunities for economic development that could enhance our climate resilience. For example, restoring wetland habitats and enhancing selected tidal areas will help accommodate sea level rise and mitigate the increasing probability of flood flows. The science and engineering behind these activities is proven. All such activities produce jobs, decrease costs for repairs, and enhance training opportunities.

I bring to your attention the recently completed Coos County Estuarine Resilience Action Plan https://www.oregon.gov/lcd/OCMP/SiteAssets/Pages/Estuary-Planning/FINAL_CoosCountyERAP_2023.pdf. This important document was produced by DLCD with financial assistance from the National Fish and Wildlife Foundation National Coastal Resilience Fund. It was produced with expertise from our county and state partners including the South Slough Estuarine Research Reserve. It details many of the challenges and potential solutions that can help our communities address coastal resilience into the future.

The report recognizes that many businesses on the waterfront, particularly in downtown Coos Bay, are threatened by sea level rise and flooding. The report shows that industries such as tourism, fisheries, ports, retail, and leisure and hospitality are all vulnerable. Five particularly vulnerable areas were noted: Southwest Oregon Regional Airport, Pony Village Mall, Mill Casino, downtown Coos Bay, and the Charleston Marina/Barview area. The resilience study of our area ranks the vulnerability of the transportation sector as especially high.

Planning for and executing appropriate restorations can provide essential habitat and also mitigate flood damage and disruption to businesses and highways and other transportation infrastructure. The transportation sector of US 101 was recently highlighted by Senator Anderson, who is acutely aware of the safety of highway 101 calls for the Department of Transportation to address many of these concerns with SB 1563 (attached).

Other concerns focus on impacts to habitats, fish, and wildlife, particularly with respect to healthy harvests of shellfish and salmonids, which support natural resources jobs and make important contributions to the regional economy.

There is an immediate opportunity through a FEMA Technical Assistance grant (attached) to fund cost/benefit analyses of various flood protection infrastructure projects in the Coos Bay area and potentially fund engineering and design work (some of which can then be used in subsequent National Fish and Wildlife Foundation funding pursuits). The expertise to address this and the project is available here in the community and with its partners. This requires a 2-page form to be completed by the end of this month, but the applicant must be in a local jurisdiction. We are urging your support to make this possible.

I urge you to engage with the community here and work to protect the estuarine habitat that is essential for the community's future.

Commissioner Hanson asked about the deadline for the FEMA grants. Ms. Moffitt stated it is a two-page application due at the end of February. President Farm stated Ms. Moffitt's email has been entered into the public comment portal so it can be tracked and staff will respond.

G. Anne Donnelly stated it would greatly benefit the Port and the Commission to be more careful and diligent about responding to comments. Ms. Donnelly stated to the best of her knowledge, there has been no response to requests to release the MEGA grant application. There are sections that would not be considered proprietary but they have not been released, despite many requests for the Port to do so. Ms. Donnelly stated core issues that keep occurring go back to the strategic planning process and strongly encouraged the Port to obtain an independent consultant to facilitate the strategic planning process. Doing this would help the Port to identify serious gaps in policy and framework which are at the root of the discomfort and dissatisfaction seen in the community. There are no clear statements or policies as to how to prioritize the continuing pursuit of the marine terminal versus existing assets. What has been happening over the last 20 years is that there is an implicit message to the public, although never articulated or adopted formally, that current assets be allowed to deteriorate in the hopes that someday "our ship will come in." Ms. Donnelly stated the policy area most in need of attention is asset management. It has been suggested the Port build an asset management plan. The Shipyard and Marina both have extensive potential but are not listed as an asset in the management structure. Ms. Donnelly stated the Charleston Advisory Committee should have membership outside of the commercial fishing industry, including representation from the visitor economy. Ms. Donnelly encouraged the Port to begin thinking creatively and productively about how to use real property.

H. Brian McLaren stated he is concerned about the disconnect between the Port and the merchants and stakeholders in Charleston. Mr. McLaren stated it seems lately there has been no cooperation and a lot of push-back, which is concerning as a business owner. There was a recent dispute over a fence line which turned into an unfortunate situation. Mr. McLaren stated he eventually had a lawyer send a cease-and-desist letter. Work should be done ahead of a project to involve the property owners and stakeholders to understand the scope of the project and find common ground.

Commissioner Edwards stated the Commissioners appreciate Pacific Seafood and other processors as a strategic partner for the Charleston harbor.

I. George Wales stated his companies, Coos Bay Pilots and Harbor Tug, do a lot of work in the Shipyard moving vessels around. The grant will help the Shipyard with the addition of a larger travel lift that can bring in more vessels. Consideration of safe navigation aids can help these vessels transit the Shipyard. It is not uncommon for out-of-town boats to get hung up. Connecting the docks would provide more space. The marine ways cannot accommodate vessels as they had previously.

Commissioner Edwards asked Mr. Wales how many of his current fleet of tugs cannot utilize the ways but would if the Port were to obtain a 400-ton travel lift. Mr. Wales stated at least six to eight of the local tugs would. Shipyard and dock space is limited throughout the West Coast. President Farm asked about the size of tugs. Mr. Wales stated he has 75' and 76' tugs. Coos Bay Towboat has two other tugs that would be too big for even the 400-ton lift. Billeter Marine and Knutson also have a tug fleet.

J. Additional Comment Period

President Farm asked John Burns to address the requests to release the MEGA grant. Mr. Burns stated the Port has been instructed by the USDOT not to release the application at this time. Port staff are meeting with USDOT to debrief from the last grant request and have been asking to be allowed to release the document. Port staff hope to have direction in the next several weeks as to how to proceed.

Ms. Donnelly questioned what jurisdiction the USDOT has on the Port's ability to release reports the Port itself has commissioned. People have repeatedly asked for the information the Port has relied upon to be released to the public. Ms. Donnelly stated it is clear to many that Port staff continually delay and provide reasons not to release. President Farm assured Ms. Donnelly that the Port is attempting to get the information out. Ms. Donnelly stated numbers have been presented to the public with no supporting documentation. President Farm stated the information will be released as soon as possible in accordance with the USDOT guidance.

Mr. Cox stated it is not right that Commissioners Edwards had to declare a potential conflict of interest, that he is representing the Charleston fishing fleet, and if he has to declare a conflict of interest with the Shipyard, he should have to declare one for the Ice House, the dock rates, fuel and other matters of interest to Charleston. Mr. Cox stated his belief that Commissioners Edwards has been forced to declare this conflict. President Farm stated this is in accordance with the Oregon Government Ethics Commission and Oregon law.

Ms. Donnelly stated the statute specifically defines a conflict of interest as having a financial interest in the outcome of the decision, with exceptions listed. One of those exceptions is if the official is a member of a class that would all benefit from a decision. Ms. Donnelly stated Commissioner Edwards is one of many commercial vessel owners who make use of the marina.

President Farm stated that becoming part of a class requires certification from the Oregon Government Ethics Commission. President Farm stated Commissioners look to Mr. Edwards for his input. He said with a potential conflict of interest, a Commissioner can still vote but must declare the potential conflict exists; if it is an actual conflict of interest, then the Commissioner must excuse themselves from discussion and vote, unless there is not enough for a quorum. Commissioner Edwards stated he has been in contact with the Oregon Government Ethics Commission and a potential conflict of interest must be declared to protect the Port from possible litigation if not stated.

4. PORT PROJECT UPDATE

A. Charleston Marina Project Update, Ray Dwire, Charleston Marina Manager

Mr. Dwire shared a PowerPoint presentation with an update of Charleston Marina projects for 2023/24, including the Marina office rehab, doors for the inner basin showers, the Shipyard work docks, piling project, dock repair, the ice plant, access gates and the G & H dock gates.

Upgrades were made to the maintenance shop in order to make in-house repairs easier. Upgrades to the shop included an electrical area, allowing for more in-house work on dock pedestals. Port staff are able to make pile hoops at about one-third the cost of outsourcing. Mr. Dwire shared before and after photos of the pile hoops. These are being made out of stainless steel so they will last a long time. This enables the Port to get the most out of the dollars spent while maintaining a quality product.

Mr. Dwire shared photos of the Marina office restoration. Staff painted and replaced siding, trim, and all windows. A contractor was utilized to replace the roof. \$30,000 was budgeted for this project. Similar upgrades will be made to additional building in the Marina Complex in the coming years.

New shower doors were installed in the Inner Basin showers. These are heavy duty doors mounted into the concrete structure and are expensive to replace. These doors have been subject to vandalism and are being updated with a new key card access system which restricts access to Marina guests only. Each of these locks costs about \$1,600. These locks have also been added to the G & H dock gate. The only people who will have access to this dock will be the people who have boats moored there.

New access gates have been installed on Albacore Lane and Guano Rock Lane. Port staff is waiting on the fire department to install access lock boxes and then gates will be locked after hours. This will funnel all traffic through one entrance by the RV Park and will help Security staff to monitor people accessing the facility afterhours (10 pm to 5 am).

One of the bigger projects this year was replacing the condenser fans in the Ice Plant. There was a design problem with the previously installed fans, where the control panel and all electronics were housed as part of the fan itself and exposed to the weather. The newly designed fans were installed in November. The plant was down for almost two months, from October 6 to November 29. There was an issue identified with part of the ice delivery system, where ice would get plugged up and staff would need to access the chute. Staff utilized a recycled platform from the Terminal One facility and modified it to work with the Ice Plant.

Repair work was recently completed to a section of dock that had become unusable. Staff were able to place a steel plate as a temporary fix, providing another two years of usability. Staff utilized materials available to accomplish the temporary fix, which will allow time to budget a more permanent solution. Mr. Dwire shared a photo of a Maintenance Apprentice who is going to school to learn welding, shown using his newfound skills for the Port's benefit.

Along with dock work that is ongoing, there are unexpected issues that come up. Recently there was a sinkhole that developed around a stormwater drain in the Outer Basin parking lot. Future plans will include looking at additional pipe in the Marina to see what other repairs are needed.

The piling project this year included 12 piling. Four of the piling replaced were in the Shipyard. This is just a small percentage of the piling that needs replacement, but these were the greatest need.

President Farm thanked Mr. Dwire for the update and asked if Commissioners had any questions.

Commissioner Edwards asked to look again at the photo of the Ice Dock, stating his concern has been brought up previously. Depending on the tide, a vessel could go under the Ice Dock causing extensive damage to the facility and potentially shutting it down. There needs to be two piling and a dock in front so no boats can go underneath and damage the superstructure. Commissioner Hanson stated there have

been previous comments regarding this issue and asked for staff to look into it and provide additional information.

5. CONSENT ITEMS

- A. Approval of December 19, 2023 Regular Commission Meeting Minutes
- B. Approval of January 17, 2024 Special Commission Meeting Minutes
- C. Approval of December & January Invoices
- D. Approval of December & January Contracts Awarded

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners voted to approve the December 19, 2023 Regular Commission Meeting Minutes, January 17, 2024 Special Commission Meeting Minutes, December & January Invoices and December & January Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

6. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

7. ACTION ITEMS/REPORTS

A. Annual Financial Report for FY 2022/23

Moss Adams has completed the annual financial report on behalf of the Oregon International Port of Coos Bay for fiscal year ending June 30, 2023. The financial statements are presented in accordance with the financial reporting model in the Governmental Accounting Standard Board (GASB) Statement No.34. There were no adjustments that had a material effect on the Port's reporting process. There were also no material weaknesses or reportable conditions for internal control, or any instances of non-compliance to the general-purpose financial statements.

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

Upon a motion by Commissioner Stevens (second by Commissioner Hanson), the Board of Commissioners motioned to approve the Annual Financial Report for Fiscal Year 2022/2023. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

B. Appointment of FY 2024/25 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 2024/25 budget process.

Upon a motion by Commissioner Edwards (second by Commissioner Stevens), the Board of Commissioners motioned to approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the fiscal year 2024/25 budget process. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

C. ConnectOregon9 Grant Application

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

On January 11, 2024, the Oregon Department of Transportation (ODOT) announced it is accepting applications for the ConnectOregon9 grant cycle. Approximately \$46 million is available for aviation, marine, and rail capital projects. The grant requires a 30% match from the Grantee. Following an analysis conducted by Port staff, which included a review of the Charleston Master Plan, 2015 BST travel lift demand study, 10% engineering and design/basis of estimate and input from stakeholders, staff recommends the following improvements:

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

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

Port staff is requesting authorization from the Port Commission to apply for a ConnectOregon9 grant that would be used to fund the costs of replacing and improving the infrastructure described above. The total project cost will not exceed \$5 million; \$3.5 million from the state and the Port's match of \$1.5 million. The Port will pledge matching funds from existing reserves and Charleston operational revenues. Port staff will also look to other resources to obtain the match funds.

The recommended motion is to authorize Port staff to apply for a ConnectOregon9 grant for a total project cost not to exceed \$5 million, with a total Port pledged match not to exceed \$1.5 million.

Commissioner Stevens stated that Commissioners have heard the comments from people at today's meeting that the community may want changes from what has been presented.

A motion was made by Commissioner ViksneHill (second by Commissioner Stevens) to authorize Port Staff to apply for a ConnectOregon9 grant for a total project cost not to exceed \$5 million, with a total Port pledged match not to exceed \$1.5 million. The vote will follow further discussion.

Commissioner Stevens stated he concurs with the interest of the community in connecting docks 2 and 3 and the additional sheet pile needed, and stated this project should be completed in a way that fixes the slip while also being conscious of the needs of the community.

President Farm stated the application is already a large ask and questioned whether more should be added at the risk of losing the grant, or creating a permitting situation that would make the application not competitive.

Commissioner Stevens asked for clarification of what specific costs were included in the \$5 million.

Mr. Burns provided the following:

- 1) Lengthening and widening of the travel lift slip: approx. \$1 million
- 2) Reconstruction/replacement of the concrete dock between docks 1 and 2: approx. \$1.3 million
- 3) Concrete access to the new dock 1A (20' x 20'): approx. \$152,000
- 4) Fender piles for the new dock: approx. \$455,000
- 5) Sheet pile behind docks 1 and 1A: approx. \$700,000
- 6) Floating dock piles between docks 2 and 3: approx. \$150,000
- 7) Floating dock: approx. \$305,000

Mr. Burns stated the estimate for connecting docks 2 and 3 is approx. \$700,000 including materials, construction, and permitting. The sheet piling behind docks 2 and 3, if taken to the top of slope, is approximately \$840,000 but could be closer to \$1 million. There could then be permitting issues.

Commissioner ViksneHill stated the cost is a separate issue from the timeline and permitting concerns. The issue with connecting docks 2 and 3 is that the permits are not in hand and may not be obtained in time to complete the project.

Mike Dunning stated mitigation for a new dock would include mitigating for cover. Any time water is covered or shaded, there has to be mitigation in another location to remove shade or cover. This could mean removing docks from another area in the bay. Mr. Dunning stated permitting for the work between docks 2 and 3 is unclear. Mr. Dunning further stated that mitigation for putting sheet pile to the back of the dock would require filling of intertidal wetland and the permitting and mitigation could be extensive, as well as cost being an unknown.

Commissioner Edwards stated he had a conversation with a representative of the Army Corps and of the Oregon Department of Fish and Wildlife who both stated this project is doable between docks 2 and 3. There are different ways to implement mitigation. A recent project in Newport installed lights with a steel grate in the dock. The timeline of permits for this would be 4-6 months. Commissioner Edwards stated there are multiple dock locations in the Marina that could be used for mitigation.

Mr. Dunning stated NMFS (National Marine Fisheries Service) is the agency that would make the determination and Port staff have not engaged with NMFS yet as the scope of work is not final. They will be engaged in a pre-application meeting once the scope is approved.

Mr. Cox stated it is a relatively small area of mitigation needed and the permits are relatively easy to get, pointing out the permits needed to connect docks 2 and 3 are the same permits needed to connect docks 1 and 2. President Farm stated this is different than what has been discussed previously. Mr. Dunning stated there are different permitting routes. One area of consideration is that by adding additional scope, the permitting may be pushed to an individual permit, which requires a biological assessment and opinion and takes much longer. There are projects that are taking two years or more for individual permits.

President Farm stated this illustrates his original comment about adding additional scope at the risk of the project. If the permitting and mitigation issues cause the project to not meet the timeline of the grant, then it may be unsuccessful. A smaller application would ensure the project goes forward and additional improvements could be made down the road.

Mr. Cox stated it appears the dock project has been replaced with a slip project, perhaps looking to accommodate derelict vessels from up and down the coast. President Farm asked Mr. Burns to discuss why the travel lift slip is an important component of the grant application. Mr. Burns stated the ConnectOregon grants are designed to improve the transportation system of the state, primarily for railroads, airports and maritime interests, and are not designed for maintenance or repair work. The expansion of the travel lift slip offers greater proof to the argument that the Port is improving the overall transportation system by then being capable of lifting more larger vessels. Mr. Burns stated the argument will be made that more dock space allows for vessels to get in and out more quickly. It would be difficult to argue that more boats would use the docks than there are today. Commissioner Edwards stated the additional 240' of dock space would bring a large influx of vessels, if all three docks were connected.

Commissioner Edwards stated in last year's ConnectOregon grant cycle, Mr. Cox was in the running but the project stalled with permitting and did not move forward. This application was to connect all three docks together, not to make improvements to the travel lift slip.

Mr. Cox stated this opportunity might be the only opportunity to connect all of the docks. It would offer convenience and safety and improved time. Mr. Burns asked how there would be more vessels with the connection between docks 2 and 3 than with a floating dock over the same footprint. Mr. Cox stated the floating dock is not really accessible as a work dock.

Commissioner Edwards stated a majority of the work done in the Shipyard is on dock 3. Connecting the docks would provide a bigger work space, which is what the stakeholders at today's meeting are saying is needed. The dock connection would increase the amount of work that goes into the Shipyard. There has not been investment into the dock infrastructure for that last 38 years.

Mr. Burns stated the Port must anticipate and be prepared for unknowns with any project. With the ConnectOregon grant 30% match, if there are issues with permitting or financing, there could be a requirement to pay potentially more. Mr. Burns clarified the Port would be obligated to cover the match funds for the original ask, even if the scope of work were reduced to a lesser cost. Mr. Burns stated another important consideration is where the match money will come from. Mr. Dunning clarified that the match amount is established and does not fluctuate.

President Farm asked about the concern with permitting for the connection of docks 2 and 3 and given the increase in complexity of the permit, whether those projects could be separated into different permits. Mr. Dunning stated it would have to be permitted as one project with one application. President Farm stated his concern that a more complex permitting process would delay the application and the project. The project as presented is the first step in fixing the work docks, which has been a need for a long time.

Commissioners have been strategically planning the details of this application but it hasn't been well vetted with a large stakeholder group. President Farm stated his question to Commissioners is whether to put everything in the application, and risk making the application too big of an ask. There is \$46 million total available and the application as written is \$5 million.

Commissioner Edwards stated the motion on the table caps the cost at \$5 million. President Farm stated a new motion would be needed to go over the \$5 million. Commissioner Edwards stated he believes it is worth the risk.

Ms. Donnelly asked for clarification on what the motion on the floor is and whether it will include defining the scope of work for the \$5 million. Mr. Burns stated it is not just about expansion of the slip, which gives leverage to the argument that the Port is improving infrastructure to accommodate more vessels but it is also about the failing infrastructure of the slip. Failure of the slip could be dire to the fleet in Charleston.

Mr. Cox stated his support for the modification of the travel lift slip, but stated it needs to be done the right way. The location of the wash pad should not block the road. President Farm asked if there is flexibility in the application to move the wash pad. Mr. Dunning stated there could be options within the application. The location of the wash pad is an efficiency issue for the Port, as the travel lift moves slowly. Mr. Burns stated there is a method to give the option of locating the wash pad where suggested, or an alternative location within the Shipyard if it is deemed to be more appropriate. The price of the pad should be consistent at either location.

President Farm stated the additional information received from the audience today is appreciated, although it is out of the norm of procedure for typical board meetings, Commissioners are trying make the best decision possible. President Farm asked if there were any final questions from Commissioner prior to a vote on the motion.

Commissioner Hanson asked for clarification on what the total cost would be if the additional work was added. Mr. Burns stated the proposal as it was written within the action item is approximately \$5 million. If there is a motion to add the additional connection between docks 2 and 3 and the sheet piling, then the total would increase by approximately \$1.8 million. The total would then be approximately \$6.8 million. Mr. Dunning suggested if that is the desired route, then to vote on a not to exceed amount of \$7 million to give room for the engineer's fine tuning of the project scope within the limited timeline.

President Farm stated he is concerned the grant application would be unsuccessful if the additional work is added now and would rather see the project completed in two phases. Commissioner ViksneHill stated his agreement with this assessment, that it is much harder to go back to a granting agency after an unsuccessful attempt, and a more strategic application is preferred over a risky approach.

Commissioner Edwards stated he thought the ConnectOregon application was originally going to be for connecting the docks, then the travel lift slip was added into it. Commissioner Edwards stated he was surprised to hear it announced at the Charlston Advisory meeting that the travel lift slip would increase. President Farm stated the travel lift slip was part of the original directive to staff. Mr. Burns confirmed.

Commissioner Hanson stated this discussion should have taken place in a work session and it is difficult to pass a motion at the same time as working through it. Commissioner Hanson stated that after hearing from the community they want the docks connected but there is concern about permitting and whether everything could be done, her inclination is to move ahead with the project as it is then look to a second

phase to complete the additional work. Commissioner ViksneHill stated that not including the additional work in the current grant does not mean that that work is not important. President Farm stated there can be an additional action item to direct Port staff to look for funding sources for the additional work outside of the current grant.

Commissioner Edwards stated that he would like to look to the future to obtain a grant for a 400-ton travel lift. Connecting the docks is creating the infrastructure for a larger travel lift.

President Farm called for a vote on the motion to authorize Port Staff to apply for a ConnectOregon9 Grant for a total project cost not to exceed \$5 million with a Port pledged match not to exceed \$1.5 million, for the scope of work as presented:

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

Motion Passed 3-2. (Ayes: Farm, Hanson, and ViksneHill. Nays: Stevens and Edwards.)

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners motioned to direct Port staff to develop a scope of work that includes the additional Shipyard work items discussed, including to connect docks 2 and 3, and install sheet pile, fill, black top, and rip rap, and to work on securing sources of funding. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

D. 2024Res01: Declaration of Emergency: Derailment at MP 694.2

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

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

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

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

Commissioner ViksneHill asked what caused the derailment. Brian Early stated the cause is still under investigation. President Farm asked if this would be subject to an insurance claim. Mr. Burns confirmed it is, with a deductible of \$25,000.

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners motioned to adopt resolution 2024Res01 ratifying the Declaration of Emergency for derailment cleanup and main line rebuild at MP 694.2. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill, Stevens, and Edwards. Nays: None).

8. OTHER/INFORMATION ITEMS

9. COMMISSION COMMENTS

10. NEXT MEETING DATE – Tuesday, March 19, 2024, 11:00 a.m.

11. ADJOURN

President Farm adjourned the meeting at 1:58 p.m. and entered into Executive Session to:

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



M E M O R A N D U M

To: John Burns, Chief Executive Officer
From: Mary Green, Accounting Clerk
Date: March 12, 2024
Subject: Invoices Paid for Commission Approval through February 2024

A/P checks issued per NetSuite financial system	942,197.35
Payroll disbursement per Umpqua Bank statement	166,755.74
Misc electronic disbursements per Umpqua Bank statement	1,059,927.99
Total Disbursements	<u>\$ 2,168,881.08</u>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Director of Finance and Accounting

DATE: March 12, 2024

SUBJECT: February 2024 Contracts Awarded

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

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

Contract	Description	Cost
-	-	-
Total Contracts Awarded for February:		

(No contracts were recorded as being awarded during the month of February 2024.)

Management Reports



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Lanelle Comstock, Chief Administrative Officer
DATE: March 12, 2024
SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- March Regular Commission Meeting: Tuesday, March 19, 11:00 am
- April Regular Commission Meeting: Tuesday, April 16, 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.

Hub Building Emergency Evacuation Plan: A Building Emergency Evacuation Plan, which outlines what to do in case of an emergency while in the Hub Building, has been created and distributed to all tenants of the Hub Building. The Plan provides the roles and responsibilities of the Building Marshal (currently assigned to Port employee Chris Cranford, with alternates assigned) and Department Heads/Tenants, evacuation procedures for individuals with disabilities, contact information for building personnel and emergency contacts, and evacuation maps.

Charleston Advisory Committee Vacancy: The Port of Coos Bay is currently seeking interested applicants to fill a three-year term vacancy on the Port's Charleston Advisory Committee. This is a special purpose committee of individuals with interest in the operation of the Charleston Marina Complex and serves as an advisory capacity to the Port Commission in developing strategies and guidelines for various projects and issues concerning the Charleston Marina Complex. Additional information can be found at <https://www.portofcoosbay.com/charleston-advisory-committee-vacancy>

HUMAN RESOURCES

Locomotive Conductor / Engineer, North End - Coos Bay Rail Line, Inc. is seeking to hire a certified Conductor / Engineer to work out of the on-duty location in Noti, Oregon. The ideal candidate shall have current FRA certification as a Locomotive Engineer and current FRA certification as a conductor. Essential job functions include ensuring compliance with all FRA, ODOT Rail, and Coos Bay Rail Line rules and regulations for safety and operations while ensuring safe, on-time/on-plan train operation and movement.

LEASE MANAGEMENT

Below is a listing of leasable Port property and the status of each space. Information regarding the vacant spaces are listed below.

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

Hub Vacancies:

- **125 Central Avenue, Suite 380:** Suite 380 in the Hub Building is approximately 1,140 square feet, has two private offices, a kitchenette, and a large open space that is ideal for a large conference room or can accommodate multiple cubicles. This space is actively marketed but hasn't generated any interest this last month.
- **147 S Broadway:** The 2,366 square feet of prime storefront space located on Highway 101 southbound in downtown Coos Bay has great visibility and heavy foot traffic. The space also contains two private offices, one with a kitchenette. This space is actively marketed and has peaked interest and a showing this last month. The modular walls currently installed that divide the space into multiple offices may be hindering the desires of a large open concept storefront.

Charleston Vacancies:

- **Building 8 (Basin Tackle):** Although not currently marketed due to the condition of the space (additional maintenance and clean up is required), this building was shown this last month and is still of interest to the inquirer.
- **Building 9/10/11 (Sea Basket):** The old Sea Basket Restaurant is in the process of renovation planning by our maintenance staff. Renovation will include (but is not limited to) drywall and repaint all walls, scrape and paint the ceilings, replace all light fixtures, and install new flooring. An inventory was conducted of all the contents and furnishing to determine what needs to be retained or what should be disposed of based on condition.
- **Building 30:** The recent tenant vacated the building March 10. Without having any time to market the space, the building has already been shown and is of great interest to multiple inquirers. This building is located next to the Maintenance Shop, has a customer accessible storefront, warehouse space, a private restroom, and a fenced yard.
- **Building 32:** This 320 square foot space includes two adjoining offices next to the post office. This is a highly trafficked area directly across from G/H/I docks and is ideal for a small business. This space is actively marketed and has generated inquiries this last month.
- **Building 38 (Point Adams):** This building and dock were vacated February 1 and is currently under maintenance review. The building has sustained serious damage due to a leaking roof and dock damage due to an improperly installed hoist. Staff are discussing options for future use of the building and dock.

Terminal One Vacancies:

- **Office:** The office building at Terminal One is 3040 square feet, contains six private offices, 900 square feet of cubicles in the open main area, a kitchen and breakroom, a large conference room, and two restrooms. This vacancy has generated interest, but due to security requirements of the terminal, the building requires gated access which wouldn't work with the businesses interested in leasing the space.
- **Terminal:** Multiple inquiries have been received and followed up on regarding use of the Terminal One facility. Chief Executive Officer John Burns has attended multiple meetings and site visits with businesses and corporations interested in utilizing the terminal for vessel and rail access.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Megan Richardson, Director of Finance
DATE: March 12, 2024
SUBJECT: Accounting & Finance Management Report

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

Operating Revenue:

Total operating revenues were \$266K, which was \$101K less than the budget. All departments reported revenues that fell short of budget except for Port Ops. Admin has vacant space in the Hub building. External Affairs revenue is short because there were no background checks for possible new tenants to bill this month. Rail Ops fell short this month due to lower rail car movements which affects the surcharges received and the management fee billed to CBRL. Rail had 363 total car movements for January compared to a budget projection of 1,400 cars. Charleston's losses were due to vacant commercial property in the Marina, lower tenancy in the RV Park, and in Other Revenue the disposal fees charged to impounded derelict vessels. It is worth noting that Charleston did show greater revenue for semi-annual and monthly moorage, storage in the Shipyard, and ice sales.

Operating Expense:

Operating expenses totaled \$593K, which was \$60K less than the budget. All departments, except Rail Ops, underspent their budgets this month. The overspending in the Rail Ops departments was for bridge inspections on the rail line.

Operating Result:

The Port ended January with a net loss of \$326K against a planned net loss of \$286K, which is a greater loss than planned by \$41K. All departments performed better than planned with the exception of Rail Ops. The unfavorable operating result is due to lower than projected revenues and greater expenses in the Rail Ops department.

Other Income & Expense:

Other revenues totaled \$44K, which is greater than the budget by \$12K. This increase is due to greater prior year property taxes received and interest earned. Other Expenses are overspent by \$394K. This overspending is due to the timing of capital projects which included the Ice Plant condenser fan replacement and multiple projects for the Rail Line Oregon State Tax Credit, and the transfer of funds to the Coos Bay Rail Line, Inc. for commercial insurance.

Net Result & Year to Date:

January had a net loss of \$720K compared to a budgeted net loss of \$316K resulting in a \$405K negative variance. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

Other Comments:

February Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
8,686,223.59	6,845,159.87	1,841,063.72	4,798.94	422,398.46	1,413,866.32

The total cash balances in all bank accounts for the February month end were \$8,686,223.59 which is an increase from January of \$3,951,026. Restricted funds are detailed in the table above. Total interest earnings totaled \$10,951.32 with \$2,808.17 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 increased to 5.20% pa. This is an increase in the pool interest rate of 1.09% since the beginning of the fiscal year.

The finance team continues to work on preparing the annual budget. Department budget sheets have been distributed to managers, and finance will continue to work with them through the month of March to put together revenue and expenditure forecasts for the upcoming fiscal year.

Financial Report - Actual vs. Budget - General Fund

For Period Ending Jan 2024



	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2024		\$ Diff	% Diff	Jan 2023		% Diff	Jul 2023 - Jan 2024		% Diff	Prior FYTD vs Current FYTD		Jul 2023 - Jun 2024				
	Actual	Budget			Actual	\$ Diff		Actual	Budget		\$ Diff	Last FY	\$ Diff	Projected	Budget	% Diff	
Operating Income																	
Administration	11,627	17,524	(5,896)	(34%)	15,529	(3,902)	(25%)	77,663	122,666	(45,003)	(37%)	96,068	(18,405)	(19%)	165,281	210,284	(21%)
External Affairs	10,000	10,029	(29)	0%	15,025	(5,025)	(33%)	70,114	70,204	(90)	(0%)	105,149	(35,035)	(33%)	120,260	120,350	(0%)
Port Operations	38,958	37,884	1,074	3%	17,324	21,634	125%	179,137	287,334	(108,196)	(38%)	164,185	14,953	9%	373,412	481,609	(22%)
Railroad Operations	60,438	139,623	(79,185)	(57%)	47,796	12,642	26%	510,488	1,068,025	(557,537)	(52%)	605,319	(94,831)	(16%)	2,285,005	2,842,542	(20%)
Charleston Operations																	
Building & Dock Leases	24,028	27,201	(3,173)	(12%)	25,538	(1,510)	(6%)	171,172	190,410	(19,238)	(10%)	184,051	(12,879)	(7%)	307,179	326,416	(6%)
Marina	70,999	59,097	11,903	20%	66,456	4,543	7%	674,227	609,245	64,982	11%	605,198	69,029	11%	1,212,857	1,147,875	6%
Shipyards	23,527	20,506	3,021	15%	25,082	(1,554)	(6%)	175,371	143,543	31,828	22%	167,796	7,575	5%	277,902	246,074	13%
RV Park	15,349	20,843	(5,494)	(26%)	21,789	(6,440)	(30%)	278,563	353,036	(74,473)	(21%)	298,009	(19,446)	(7%)	412,227	486,700	(15%)
Ice Plant	6,518	2,700	3,818	141%	1,867	4,652	249%	123,029	202,500	(79,471)	(39%)	152,945	(29,916)	(20%)	190,529	270,000	(29%)
Travel Lift	2,614	3,395	(781)	(23%)	3,839	(1,225)	(32%)	23,928	25,705	(1,777)	(7%)	29,104	(5,176)	(18%)	46,723	48,500	(4%)
Other	2,397	28,667	(26,269)	(92%)	2,277	120	5%	(52,971)	39,167	(92,138)	(235%)	(1,602)	(51,370)	3207%	(71,138)	21,000	(439%)
Total Charleston Operations	145,433	162,409	(16,976)	(10%)	146,848	(1,414)	(1%)	1,393,318	1,563,606	(170,288)	(11%)	1,435,500	(42,182)	(3%)	2,376,278	2,546,565	(7%)
Total Operating Income	266,457	367,469	(101,012)	(27%)	242,522	23,935	10%	2,230,720	3,111,834	(881,114)	(28%)	2,406,220	(175,500)	(7%)	5,320,236	6,201,350	(14%)
Operating Expenses																	
Administration	188,494	211,832	23,338	11%	205,613	17,119	8%	1,125,550	1,229,162	103,612	8%	994,790	(130,760)	(13%)	2,113,748	2,217,360	5%
External Affairs	41,238	55,824	14,587	26%	39,439	(1,799)	(5%)	245,114	346,246	101,132	29%	244,404	(710)	0%	479,711	580,843	(17%)
Port Operations	107,207	120,086	12,879	11%	99,589	(7,619)	(8%)	554,636	685,923	131,287	19%	520,206	(34,430)	7%	999,137	1,130,424	(12%)
Railroad Operations	88,050	36,600	(51,450)	(141%)	141,205	53,155	38%	609,239	256,200	(353,039)	(138%)	982,734	373,496	(38%)	792,239	439,200	80%
Charleston Operations	168,092	229,165	61,073	27%	233,444	65,353	28%	1,194,676	1,438,866	244,190	17%	1,160,833	(33,843)	3%	2,200,899	2,445,089	(10%)
Total Expenses	593,081	653,508	60,427	9%	719,290	126,208	18%	3,729,215	3,956,397	227,183	6%	3,902,968	173,753	4%	6,585,734	6,812,917	3%
Operating Results																	
Administration	(176,867)	(194,309)	17,442	(9%)	(190,084)	13,217	(7%)	(1,047,887)	(1,106,496)	58,609	(5%)	(898,722)	(149,165)	17%	(1,948,467)	(2,007,076)	(3%)
External Affairs	(31,238)	(45,795)	14,558	(32%)	(24,414)	(6,824)	28%	(175,000)	(276,042)	101,042	(37%)	(139,255)	(35,745)	26%	(359,452)	(460,493)	(22%)
Port Operations	(68,249)	(82,202)	13,953	(17%)	(82,264)	14,015	(17%)	(375,499)	(398,589)	23,091	(6%)	(356,021)	(19,477)	5%	(625,724)	(648,815)	(4%)
Railroad Operations	(27,612)	103,023	(130,635)	(127%)	(93,409)	65,796	(70%)	(98,751)	811,825	(910,575)	(112%)	(377,416)	278,665	(74%)	1,492,766	2,403,342	(38%)
Charleston Operations	(22,658)	(66,756)	44,098	(66%)	(86,597)	63,938	(74%)	198,642	124,739	73,903	59%	274,667	(76,025)	(28%)	175,379	101,476	73%
Totals Operating Results	(326,624)	(286,039)	(40,585)	14%	(476,767)	150,143	(31%)	(1,498,495)	(844,563)	(653,931)	77%	(1,496,747)	(1,747)	0%	(1,265,498)	(611,567)	107%
Tax Collected	22,468	19,000	3,468	18%	22,486	(17)	(0%)	2,247,606	2,733,870	(486,264)	(18%)	2,577,028	(329,421)	(13%)	2,363,651	2,849,915	(17%)
Financial Income	19,585	13,207	6,377	48%	17,967	1,618	9%	87,240	92,451	(5,211)	(6%)	90,860	(3,620)	(4%)	153,276	158,487	(3%)
Grant Income	0	0	0	-	0	0	-	0	25,000	(25,000)	(100%)	9,726	(9,726)	(100%)	0	25,000	(100%)
Loan Receipts	-	0	0	-	0	0	-	0	80,000	(80,000)	(100%)	0	0	-	0	80,000	(100%)
Other Income	1,888	0	1,888	-	15,000	(13,113)	(87%)	15,974	0	15,974	-	107,610	(91,635)	(85%)	15,974	0	-
Total Other Income	43,941	32,208	11,733	36%	55,452	(11,512)	(21%)	2,350,820	2,931,321	(580,501)	(20%)	2,785,223	(434,403)	(16%)	2,532,902	3,113,402	(19%)
Financial Expenses & Taxes	2,212	2,903	690	(24%)	2,567	355	(14%)	139,885	60,973	(78,912)	129%	50,836	(89,049)	175%	162,062	83,150	(95%)
Debt Service	1,910	4,998	3,088	(62%)	1,248	(662)	53%	1,116,686	980,894	(135,792)	14%	933,846	(182,841)	20%	1,407,478	1,271,686	(11%)
Capital Outlays	194,509	53,917	(140,593)	261%	764	(193,745)	25359%	576,339	877,417	301,077	(34%)	74,387	(501,953)	675%	845,923	1,147,000	26%
Interfund Transfers	256,700	0	(256,700)	-	0	(256,700)	-	256,700	0	(256,700)	-	0	(256,700)	-	256,700	0	-
Total Other Expenses	455,332	61,817	(393,515)	637%	4,579	(450,753)	9843%	2,089,611	1,919,284	(170,327)	9%	1,059,068	(1,030,543)	97%	2,672,163	2,501,836	7%
Net Result	(738,016)	(315,649)	(422,367)	(134%)	(425,894)	(312,122)	73%	(1,237,285)	167,474	(1,404,759)	839%	229,407	(1,466,693)	639%	(1,404,759)	0	(140475890000%)

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2024				Jan 2023			Jul 2023 - Jan 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	10,342	16,274	(5,931)	-36%	14,529	(4,187)	-29%	67,878	113,916	(46,038)	-40%	88,353	(20,475)	-23%	149,246	195,284	-24%
4125 Launch Ramp	25	0	25	-	0	25	-	1,025	0	1,025	-	0	1,025	-	1,025	0	-
4245 CCURA	1,250	1,250	0	0%	1,000	250	25%	8,750	8,750	0	0%	7,000	1,750	25%	15,000	15,000	0%
4290 Other	10	0	10	-	0	10	-	10	0	10	-	715	(705)	-99%	10	0	-
Total Operating Income	11,627	17,524	(5,896)	-34%	15,529	(3,902)	-25%	77,663	122,666	(45,003)	-37%	96,068	(18,405)	-19%	165,281	210,284	-21%
Expenses																	
Personnel Services																	
5005 Salaries	100,586	107,861	7,276	7%	89,957	(10,629)	-12%	531,671	574,794	43,123	8%	457,116	(74,555)	-16%	890,742	933,866	5%
5010 Other compensation	0	996	996	100%	0	0	-	0	5,305	5,305	100%	0	0	-	3,314	8,619	62%
5015 Overtime	0	0	0	-	0	0	-	47	0	(47)	-	13	(35)	-271%	47	0	-
5050 Merit Pool	0	0	0	-	0	0	-	0	0	0	-	0	0	-	20,000	20,000	0%
Total Compensation	100,586	108,857	8,271	8%	89,957	(10,629)	-12%	531,718	580,100	48,381	8%	457,129	(74,590)	-16%	914,104	962,485	5%
5100 Federal Payroll taxes	7,467	7,777	310	4%	6,719	(749)	-11%	34,067	41,446	7,379	18%	28,311	(5,756)	-20%	59,958	67,337	11%
5105 State Payroll taxes	390	0	(390)	-	364	(26)	-7%	1,599	0	(1,599)	-	448	(1,151)	-257%	1,599	0	-
5110 Unemployment Insurance	2,831	2,033	(797)	-39%	2,371	(459)	-19%	6,993	10,835	3,842	35%	5,787	(1,207)	-21%	13,762	17,604	22%
5115 Workers compensation	235	425	190	45%	225	(10)	-5%	1,057	2,265	1,209	53%	1,045	(12)	-1%	2,472	3,680	33%
Total Payroll Taxes	10,924	10,236	(688)	-7%	9,680	(1,244)	-13%	43,717	54,547	10,830	20%	35,590	(8,126)	-23%	77,792	88,621	12%
5200 Medical insurance	9,909	14,789	4,879	33%	8,105	(1,805)	-22%	85,077	103,522	18,445	18%	59,242	(25,835)	-44%	159,021	177,466	10%
5205 Dental insurance	908	1,341	433	32%	2,171	1,264	58%	7,061	9,386	2,325	25%	7,337	275	4%	13,766	16,091	14%
5215 Term life insurance	96	138	42	30%	108	12	11%	839	963	124	13%	745	(94)	-13%	1,526	1,650	8%
5220 Long Term Disability insurance	363	658	295	45%	353	(10)	-3%	2,829	3,506	678	19%	2,459	(369)	-15%	5,019	5,697	12%
5225 PERS Employer Contributions	11,853	23,891	12,038	50%	10,320	(1,533)	-15%	101,640	127,314	25,674	20%	80,906	(20,735)	-26%	181,173	206,847	12%
5230 PERS Employee Contributions	3,146	6,377	3,231	51%	2,869	(277)	-10%	26,691	33,983	7,292	21%	22,546	(4,144)	-18%	47,920	55,212	13%
5295 Allocations	0	(247)	(247)	100%	0	0	-	0	(1,319)	(1,319)	100%	0	0	-	(824)	(2,143)	62%
Total Insured Benefits	26,274	46,945	20,672	44%	23,925	(2,349)	-10%	224,137	277,355	53,218	19%	173,235	(50,902)	-29%	407,601	460,819	12%
Total Personnel Services	137,783	166,038	28,255	17%	123,561	(14,222)	-12%	799,571	912,001	112,430	12%	665,954	(133,618)	-20%	1,399,496	1,511,926	7%
Goods & Services																	
6005 Seminars & training	839	1,340	500	37%	185	(654)	-354%	13,482	9,377	(4,105)	-44%	784	(12,698)	-1620%	20,180	16,075	-26%
6010 Educational reimbursement	0	83	83	100%	1,187	1,187	100%	1,104	583	(521)	-89%	1,187	83	7%	1,521	1,000	-52%
Total Staff Training	839	1,423	584	41%	1,372	533	39%	14,586	9,960	(4,626)	-46%	1,971	(12,615)	-640%	21,701	17,075	-27%
6020 Travel - airfare	0	83	83	100%	0	0	-	1,349	583	(766)	-131%	2,648	1,299	49%	1,766	1,000	-77%
6025 Travel - lodging & transportation	547	167	(380)	-228%	0	(547)	-	928	1,167	239	20%	816	(112)	-14%	1,761	2,000	12%
6030 Travel - Per Diem & mileage reimbursement	0	250	250	100%	0	0	-	700	1,750	1,050	60%	586	(113)	-19%	1,950	3,000	35%
6035 Meals & Entertainment	0	146	146	100%	(34)	(34)	100%	1,342	1,021	(321)	-31%	1,273	(69)	-5%	2,071	1,750	-18%
Total Travel & Entertainment	547	646	99	15%	(34)	(581)	1700%	4,319	4,521	202	4%	5,323	1,005	19%	7,548	7,750	3%

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2024				Jan 2023			Jul 2023 - Jan 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	325	779	454	58%	196	(129)	-66%	5,404	5,454	51	1%	5,666	262	5%	9,299	9,350	1%
6055 Kitchen supplies	162	279	117	42%	179	17	9%	1,166	1,953	787	40%	1,060	(106)	-10%	2,561	3,348	24%
6060 IT supplies	122	1,000	878	88%	3,122	3,000	96%	2,302	7,000	4,698	67%	8,714	6,413	74%	7,302	12,000	39%
6070 Postage & courier services	0	333	333	100%	400	400	100%	2,000	2,333	333	14%	2,460	460	19%	3,667	4,000	8%
6085 Office equipment lease	0	154	154	100%	0	0	-	923	1,077	154	14%	1,070	146	14%	1,693	1,847	8%
6087 Office equipment repairs & maintenance	192	375	183	49%	203	11	5%	1,719	2,625	906	35%	1,635	(83)	-5%	3,594	4,500	20%
6090 IT SW subscriptions & licenses	11,567	13,764	2,197	16%	10,509	(1,057)	-10%	106,242	96,347	(9,894)	-10%	86,504	(19,737)	-23%	175,061	165,167	-6%
6095 Commission expenses	0	640	640	100%	327	327	100%	378	4,480	4,102	92%	989	611	62%	3,578	7,680	53%
Total Office Expense	12,368	17,324	4,957	29%	14,936	2,568	17%	120,133	121,270	1,137	1%	108,099	(12,034)	-11%	206,754	207,892	1%
6100 Telephone - landline	461	460	(1)	0%	440	(21)	-5%	3,116	3,220	105	3%	3,342	226	7%	5,416	5,520	2%
6105 Telephone - mobile	794	625	(169)	-27%	466	(328)	-70%	5,668	4,375	(1,293)	-30%	3,232	(2,435)	-75%	8,793	7,500	-17%
6110 Internet services	633	637	4	1%	619	(14)	-2%	4,386	4,457	70	2%	4,301	(85)	-2%	7,570	7,640	1%
6130 Electricity	1,606	1,535	(71)	-5%	1,514	(92)	-6%	7,498	7,347	(151)	-2%	6,576	(922)	-14%	14,551	14,400	-1%
6135 Water/Sewer	253	250	(3)	-1%	201	(53)	-26%	1,479	1,750	271	15%	1,402	(77)	-6%	2,729	3,000	9%
6140 Garbage/Sanitation Collection	311	300	(11)	-4%	287	(24)	-9%	2,110	2,100	(10)	0%	1,947	(163)	-8%	3,610	3,600	0%
Total Utilities	4,058	3,807	(252)	-7%	3,526	(532)	-15%	24,257	23,249	(1,008)	-4%	20,800	(3,457)	-17%	42,668	41,660	-2%
6205 Janitorial services	882	857	(25)	-3%	2,234	1,352	61%	5,922	5,997	75	1%	9,935	4,013	40%	10,205	10,280	1%
6215 Payroll services	1,804	703	(1,102)	-157%	1,910	105	6%	5,292	4,918	(374)	-8%	5,825	534	9%	8,804	8,430	-4%
6245 Legal advertising	0	167	167	100%	0	0	-	0	1,167	1,167	100%	0	0	-	833	2,000	58%
6250 Legal services	3,375	8,333	4,959	60%	389	(2,986)	-769%	45,427	58,333	12,906	22%	26,011	(19,416)	-75%	87,094	100,000	13%
6255 Auditing	19,450	6,250	(13,200)	-211%	15,600	(3,850)	-25%	66,600	43,750	(22,850)	-52%	66,950	350	1%	97,850	75,000	-30%
6260 Consulting services	105	67	(38)	-57%	82	(23)	-27%	105	467	362	78%	10,770	10,665	99%	438	800	45%
6265 Recruiting services	0	0	0	-	818	818	100%	0	0	0	-	1,330	1,330	100%	0	0	-
6290 Commercial insurance	6,114	3,129	(2,985)	-95%	2,484	(3,630)	-146%	21,998	21,900	(98)	0%	17,880	(4,118)	-23%	37,641	37,543	0%
Total Professional Services	31,729	19,504	(12,225)	-63%	23,515	(8,214)	-35%	145,344	136,531	(8,813)	-6%	138,700	(6,644)	-5%	242,866	234,053	-4%
6351 Awards & Recognitions	0	446	446	100%	0	0	-	3,878	3,121	(757)	-24%	3,985	107	3%	6,107	5,350	-14%
Total Marketing Expense	0	446	446	100%	0	0	-	3,878	3,121	(757)	-24%	3,985	107	3%	6,107	5,350	-14%
6400 Small equipment & tools	12	63	51	81%	37	25	68%	1,264	438	(827)	-189%	121	(1,144)	-948%	1,577	750	-110%
6405 Safety/hazardous materials	0	0	0	-	0	0	-	676	0	(676)	-	0	(676)	-	676	0	-
6420 Janitorial supplies	110	125	15	12%	237	127	53%	970	875	(95)	-11%	588	(382)	-65%	1,595	1,500	-6%
6425 Operational supplies	0	0	0	-	0	0	-	112	0	(112)	-	9	(103)	-1152%	112	0	-
6430 Equipment Rental	0	0	0	-	59	59	100%	0	0	0	-	94	94	100%	0	0	-
6450 Fuel - Gas	0	0	0	-	250	250	100%	0	0	0	-	2,585	2,585	100%	0	0	-
Total Operational Expense	122	188	65	35%	583	461	79%	3,023	1,313	(1,710)	-130%	3,397	374	11%	3,960	2,250	-76%

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2024				Jan 2023			Jul 2023 - Jan 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	-	48	0	(48)	-	0	(48)	-	48	0	-
6505 Repairs & maintenance vehicles	17	542	524	97%	119	102	85%	855	3,792	2,937	77%	516	(339)	-66%	3,563	6,500	45%
6510 Repairs & maintenance buildings	1,024	1,907	883	46%	38,031	37,007	97%	9,292	13,347	4,055	30%	45,713	36,422	80%	18,825	22,880	18%
6580 Permits	0	0	0	-	0	0	-	0	0	0	-	328	328	100%	200	200	0%
Total Repair and Maintenance	1,048	2,457	1,409	57%	38,154	37,106	97%	10,440	17,197	6,757	39%	46,561	36,121	78%	22,923	29,680	23%
6599 Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	159,725	159,725	0%
Total Goods & Services	50,711	45,794	(4,917)	-11%	82,052	31,341	38%	325,978	317,161	(8,818)	-3%	328,836	2,858	1%	714,252	705,435	-1%
Total Expenses	188,494	211,832	23,338	11%	205,613	17,119	8%	1,125,550	1,229,162	103,612	8%	994,790	(130,760)	-13%	2,113,748	2,217,360	5%
Operating Results	(176,867)	(194,309)	17,442	-9%	(190,084)	13,217	-7%	(1,047,887)	(1,106,496)	58,609	-5%	(898,722)	(149,165)	17%	(1,948,467)	(2,007,075.93)	-3%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	19,310	18,535	775	4%	18,253	1,057	6%	1,879,574	1,879,845	(271)	0%	1,855,992	23,583	1%	1,992,779	1,993,050	0%
4410 Property Taxes - Prior Years	3,158	465	2,693	579%	4,176	(1,018)	-24%	35,334	47,160	(11,826)	-25%	39,663	(4,330)	-11%	38,174	50,000	-24%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	13,000	(13,000)	-100%	0	0	-	0	13,000	-100%
4505 Interest - Bank	12,211	5,833	6,377	109%	10,593	1,618	15%	35,622	40,833	(5,211)	-13%	39,242	(3,620)	-9%	64,789	70,000	-7%
4506 Interest - Southport Note	1,469	1,469	0	0%	1,644	(174)	-11%	10,593	10,593	0	0%	11,804	(1,211)	-10%	17,718	17,718	0%
4515 Principal Repayment - Southport Note	5,905	5,905	0	0%	5,730	174	3%	41,024	41,024	0	0%	39,813	1,211	3%	70,769	70,769	0%
4905 Other	50	0	50	-	0	50	-	333	0	333	-	15,603	(15,270)	-98%	333	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	8,537	0	8,537	-	1,250	7,287	583%	8,537	0	-
Total Other Income	42,103	32,208	9,895	31%	40,396	1,707	4%	2,011,018	2,032,456	(21,438)	-1%	2,003,368	7,650	0%	2,193,099	2,214,537	-1%
Other Expenses																	
Taxes & Misc Expenses																	
6710 Reimbursable Expenses	0	0	0	-	0	0	-	103,302	0	(103,302)	-	0	(103,302)	-	103,302	0	-
6720 Property Tax - Sublet Facilities	43	0	(43)	-	0	(43)	-	43	13,000	12,957	100%	2,856	2,813	98%	43	13,000	100%
6740 Merchant fees	1,612	2,236	624	28%	1,868	257	14%	21,339	26,156	4,817	18%	21,848	509	2%	35,183	40,000	12%
6745 Banking fees	343	667	324	49%	199	(144)	-72%	2,043	4,667	2,624	56%	811	(1,232)	-152%	5,376	8,000	33%
6755 Insurance Claims	0	0	0	-	0	0	-	2,002	0	(2,002)	-	1,250	(752)	-60%	2,002	0	-
Total Taxes & Misc Expenses	1,997	2,903	905	31%	2,067	70	3%	128,728	43,823	(84,906)	-194%	26,765	(101,963)	-381%	145,906	61,000	-139%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	115,000	115,000	0%
7010 Interest payment	0	0	0	-	0	0	-	34,590	34,590	0	0%	35,897	1,307	4%	69,179	69,179	0%
7020 Principal repayment - Vehicles	0	0	0	-	4	4	100%	0	0	0	-	3,831	3,831	100%	0	0	-
7025 Interest payment - Vehicles	0	0	0	-	(4)	(4)	100%	0	0	0	-	803	803	100%	0	0	-
8010 CIP Buildings	7,026	2,500	(4,526)	-181%	0	(7,026)	-	10,324	17,500	7,176	41%	0	(10,324)	-	22,824	30,000	24%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	10,225	10,225	100%	0	0	-
Total Debt Services	7,026	2,500	(4,526)	-181%	0	(7,026)	-	44,913	52,090	7,176	14%	50,756	5,843	12%	207,003	214,179	3%
Total Other Expenses	9,023	5,403	(3,621)	-67%	2,067	(6,956)	-337%	173,642	95,912	(77,729)	-81%	77,521	(96,120)	-124%	352,908	275,179	-28%
Net Other Income	33,080	26,805	6,275	23%	38,329	(5,249)	-14%	1,837,376	1,936,543	(99,168)	-5%	1,925,846	(88,470)	-5%	1,840,191	1,939,358	-5%
Net Result	(143,787)	(167,504)	23,716	-14%	(151,755)	7,967	-5%	789,489	830,047	(40,558)	-5%	1,027,124	(237,635)	-23%	(108,276)	(67,718)	60%

**Financial Report - Actual vs. Budget
For Period Ending Jan 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						
	Jan 2024		\$ Diff	% Diff	Jan 2023		Jul 2023 - Jan 2024		Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024						
	Actual	Budget			Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff	
Operating Income																		
4005 Building & Dock Leases	24,028	27,201	(3,173)	-12%	25,538	(1,510)	-6%	171,172	190,410	(19,238)	-10%	184,051	(12,879)	-7%	307,179	326,416	-6%	
4100 Annual Moorage	15,128	17,000	(1,872)	-11%	15,769	(642)	-4%	204,171	216,750	(12,579)	-6%	211,771	(7,600)	-4%	412,421	425,000	-3%	
4105 Semi-Annual Moorage	11,195	4,600	6,595	143%	6,663	4,533	68%	81,875	58,650	23,225	40%	55,987	25,889	46%	138,225	115,000	20%	
4110 Monthly Moorage	12,330	8,000	4,330	54%	15,386	(3,056)	-20%	93,770	102,000	(8,230)	-8%	106,884	(13,114)	-12%	191,770	200,000	-4%	
4115 Transient Moorage	5,917	4,412	1,505	34%	6,711	(794)	-12%	104,045	56,253	47,792	85%	62,770	41,275	66%	158,092	110,300	43%	
4118 Work Dock	2,497	3,500	(1,003)	-29%	5,592	(3,095)	-55%	36,053	24,500	11,553	47%	25,502	10,552	41%	53,553	42,000	28%	
4120 Metered Utilities	0	30	(30)	-100%	30	(30)	-100%	0	210	(210)	-100%	210	(210)	-100%	150	360	-58%	
4125 Launch Ramp	3,419	3,870	(451)	-12%	3,590	(171)	-5%	27,993	27,090	903	3%	25,965	2,028	8%	43,903	43,000	2%	
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	117	(117)	-100%	0	0	-	83	200	-58%	
4135 Storage Yard	6,006	5,146	861	17%	3,489	2,518	72%	40,650	36,019	4,631	13%	22,301	18,349	82%	66,378	61,747	7%	
4140 Storage Unit	18,098	17,000	1,098	6%	15,423	2,674	17%	127,541	119,000	8,541	7%	116,444	11,097	10%	212,541	204,000	4%	
4145 Long Term Boat Storage	11,207	9,167	2,040	22%	10,506	701	7%	75,612	64,167	11,446	18%	66,606	9,007	14%	121,446	110,000	10%	
4150 Short Term Boat Storage	4,558	3,412	1,146	34%	3,428	1,130	33%	25,088	23,883	1,206	5%	36,831	(11,743)	-32%	42,148	40,942	3%	
4155 Boat Wash	0	83	(83)	-100%	0	0	-	245	583	(338)	-58%	0	245	-	662	1,000	-34%	
4165 Space Rents	14,125	18,720	(4,595)	-25%	16,184	(2,059)	-13%	269,196	341,640	(72,444)	-21%	277,381	(8,184)	-3%	395,556	468,000	-15%	
4173 Laundry	129	275	(146)	-53%	316	(187)	-59%	2,319	3,740	(1,421)	-38%	4,141	(1,822)	-44%	4,079	5,500	-26%	
4175 Propane	685	1,848	(1,163)	-63%	2,077	(1,392)	-67%	6,780	7,656	(876)	-11%	8,870	(2,089)	-24%	12,324	13,200	-7%	
4180 Merchandise	60	0	60	-	12	48	400%	424	0	424	-	330	93	28%	424	0	-	
4185 Visitor Convention Bureau Fee	0	0	0	-	0	0	-	0	0	0	-	2,151	(2,151)	-100%	0	0	-	
4190 Ice	6,518	2,700	3,818	141%	1,867	4,652	249%	123,029	202,500	(79,471)	-39%	152,945	(29,916)	-20%	190,529	270,000	-29%	
4200 Boat Lifts	2,614	3,395	(781)	-23%	3,839	(1,225)	-32%	24,254	25,705	(1,451)	-6%	30,473	(6,219)	-20%	47,049	48,500	-3%	
4230 Environmental Fee	3,368	3,367	1	0%	3,713	(345)	-9%	25,372	23,567	1,805	8%	25,041	331	1%	42,205	40,400	4%	
4235 Customer Discounts	0	0	0	-	0	0	-	(1,482)	0	(1,482)	-	(2,963)	1,481	-50%	(1,482)	0	-	
4290 Other	3,552	28,667	(25,114)	-88%	6,715	(3,163)	-47%	61,917	200,667	(138,750)	-69%	33,578	28,339	84%	205,250	344,000	-40%	
4295 Bad Debt Expense	0	0	0	-	0	0	-	(106,707)	(161,500)	54,793	-34%	(11,766)	(94,941)	807%	(268,207)	(323,000)	-17%	
Total Operating Income	145,433	162,409	(16,976)	-10%	146,848	(1,414)	-1%	1,393,318	1,563,606	(170,288)	-11%	1,435,500	(42,182)	-3%	2,376,278	2,546,565	-7%	
Expenses																		
Personnel Services																		
5005 Salaries	54,710	52,988	(1,723)	-3%	43,702	(11,009)	-25%	285,717	282,372	(3,345)	-1%	210,143	(75,574)	-36%	462,113	458,769	-1%	
5010 Other compensation	0	510	510	100%	0	0	-	4,827	2,715	(2,112)	-78%	5,746	920	16%	6,523	4,411	-48%	
5015 Overtime	450	2,508	2,058	82%	452	2	0%	6,294	13,364	7,070	53%	9,552	3,258	34%	14,643	21,713	33%	
Total Compensation	55,161	56,005	844	2%	44,154	(11,007)	-25%	296,837	298,452	1,614	1%	225,442	(71,396)	-32%	483,279	484,893	0%	
5100 Federal Payroll taxes	4,138	4,284	147	3%	3,351	(786)	-23%	22,418	22,832	414	2%	17,052	(5,365)	-31%	36,680	37,094	1%	
5105 State Payroll taxes	216	0	(216)	-	187	(29)	-16%	1,172	0	(1,172)	-	253	(919)	-363%	1,172	0	-	
5110 Unemployment Insurance	1,569	1,543	(26)	-2%	1,183	(386)	-33%	7,135	8,223	1,088	13%	6,109	(1,027)	-17%	12,272	13,360	8%	
5115 Workers compensation	4,415	3,910	(505)	-13%	4,437	22	0%	17,755	20,836	3,081	15%	24,593	6,837	28%	30,772	33,853	9%	
Total Payroll Taxes	10,338	9,737	(600)	-6%	9,158	(1,180)	-13%	48,480	51,891	3,411	7%	48,007	(473)	-1%	80,896	84,307	4%	
5200 Medical insurance	11,845	13,176	1,331	10%	11,869	24	0%	86,143	92,232	6,089	7%	62,121	(24,022)	-39%	152,023	158,112	4%	
5205 Dental insurance	789	853	64	8%	1,576	787	50%	6,220	5,971	(250)	-4%	4,764	(1,456)	-31%	10,485	10,235	-2%	
5215 Term life insurance	99	113	14	12%	121	23	19%	784	788	3	0%	734	(50)	-7%	1,347	1,350	0%	
5220 Long Term Disability insurance	193	244	51	21%	227	34	15%	1,543	1,710	167	10%	1,405	(138)	-10%	2,764	2,931	6%	
5225 PERS Employer Contributions	5,721	12,270	6,549	53%	4,272	(1,449)	-34%	36,330	65,387	29,058	44%	29,846	(6,484)	-22%	77,177	106,235	27%	
5230 PERS Employee Contributions	1,552	3,330	1,777	53%	1,181	(372)	-31%	9,830	17,744	7,914	45%	8,217	(1,613)	-20%	20,915	28,829	27%	
5295 Allocations	0	(3,442)	(3,442)	100%	0	0	-	0	(18,342)	(18,342)	100%	0	0	-	(11,458)	(29,800)	62%	
Total Insured Benefits	20,199	26,544	6,344	24%	19,246	(953)	-5%	140,850	165,489	24,639	15%	107,087	(33,763)	-32%	253,252	277,892	9%	

Financial Report - Actual vs. Budget
For Period Ending Jan 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					
	Jan 2024		\$ Diff	% Diff	Jan 2023		Jul 2023 - Jan 2024		Prior FYTD vs Current FYTD		Jul 2023 - Jun 2024						
	Actual	Budget			Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Personnel Services	85,698	92,286	6,588	7%	72,558	(13,140)	-18%	486,168	515,832	29,664	6%	380,536	(105,632)	-28%	817,427	847,091	4%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	292	292	100%	0	0	-	208	500	58%
6025 Travel - lodging & transportation	0	83	83	100%	0	0	-	0	583	583	100%	634	634	100%	417	1,000	58%
6030 Travel - Per Diem & mileage reimbursement	0	167	167	100%	0	0	-	0	1,167	1,167	100%	0	0	-	833	2,000	58%
6035 Meals & Entertainment	42	25	(17)	-70%	0	(42)	-	497	175	(322)	-184%	88	(409)	-464%	622	300	-107%
Total Travel & Entertainment	42	317	274	87%	0	(42)	-	497	2,217	1,720	78%	722	225	31%	2,080	3,800	45%
6050 Office supplies	0	0	0	-	0	0	-	194	0	(194)	-	0	(194)	-	194	0	-
6055 Kitchen supplies	171	167	(5)	-3%	137	(34)	-25%	1,311	1,167	(144)	-12%	1,117	(194)	-17%	2,144	2,000	-7%
6060 IT supplies	35	0	(35)	-	0	(35)	-	35	0	(35)	-	0	(35)	-	35	0	-
6070 Postage & courier services	0	13	13	100%	0	0	-	132	88	(45)	-51%	60	(72)	-120%	195	150	-30%
Total Office Expense	206	179	(27)	-15%	137	(69)	-50%	1,672	1,254	(417)	-33%	1,177	(494)	-42%	2,567	2,150	-19%
6100 Telephone - landline	264	208	(55)	-27%	191	(73)	-38%	1,792	1,458	(333)	-23%	1,320	(472)	-36%	2,833	2,500	-13%
6105 Telephone - mobile	452	600	148	25%	495	42	9%	3,784	4,200	416	10%	3,717	(66)	-2%	6,784	7,200	6%
6110 Internet services	1,949	2,000	51	3%	1,922	(27)	-1%	13,563	14,000	437	3%	13,489	(73)	-1%	23,563	24,000	2%
6115 Cable TV	0	1,072	1,072	100%	919	919	100%	5,550	7,504	1,954	26%	6,446	896	14%	10,910	12,864	15%
6130 Electricity	24,588	25,034	445	2%	23,556	(1,032)	-4%	136,853	139,120	2,268	2%	131,858	(4,994)	-4%	252,992	255,260	1%
6131 Propane - Operations	73	167	94	56%	215	142	66%	1,115	1,167	52	4%	1,362	248	18%	1,948	2,000	3%
6135 Water/Sewer	2,765	7,467	4,702	63%	8,339	5,573	67%	73,613	53,067	(20,546)	-39%	64,346	(9,267)	-14%	110,546	90,000	-23%
6140 Garbage/Sanitation Collection	6,355	9,167	2,812	31%	6,982	627	9%	56,410	64,167	7,756	12%	46,743	(9,667)	-21%	102,244	110,000	7%
6145 Hazardous material disposal	360	0	(360)	-	210	(150)	-71%	1,690	0	(1,690)	-	5,695	4,005	70%	1,690	0	-
6150 Derelict boat disposal	0	4,167	4,167	100%	0	0	-	0	29,167	29,167	100%	114,693	114,693	100%	20,833	50,000	58%
6155 Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	0	0	-	910	2,042	1,131	55%	934	23	2%	2,369	3,500	32%
Total Utilities	36,806	50,172	13,366	27%	42,829	6,022	14%	295,279	315,891	20,612	7%	390,604	95,325	24%	536,712	557,324	4%
6200 Temporary/Contract help	0	1,300	1,300	100%	0	0	-	6,200	9,100	2,900	32%	0	(6,200)	-	12,700	15,600	19%
6205 Janitorial services	67	32	(35)	-109%	64	(3)	-5%	348	224	(124)	-55%	242	(106)	-44%	508	384	-32%
6210 Vending machine services	125	258	133	52%	125	0	0%	875	1,808	933	52%	2,337	1,462	63%	2,167	3,100	30%
6245 Legal advertising	579	250	(329)	-132%	0	(579)	-	579	1,750	1,171	67%	584	5	1%	1,829	3,000	39%
6260 Consulting services	3,773	4,088	315	8%	18,607	14,834	80%	6,718	28,613	21,895	77%	57,885	51,167	88%	27,155	49,050	45%
6290 Commercial insurance	10,113	9,992	(121)	-1%	9,134	(980)	-11%	64,903	69,942	5,039	7%	56,776	(8,127)	-14%	114,861	119,900	4%
Total Professional Services	14,657	15,920	1,262	8%	27,929	13,272	48%	79,863	111,437	31,573	28%	117,824	37,960	32%	159,461	191,034	17%
6400 Small equipment & tools	175	1,017	841	83%	1,720	1,544	90%	11,656	7,117	(4,539)	-64%	4,668	(6,988)	-150%	16,739	12,200	-37%
6405 Safety/hazardous materials	0	0	0	-	0	0	-	252	0	(252)	-	0	(252)	-	252	0	-
6410 Signage	0	42	42	100%	0	0	-	225	292	67	23%	0	(225)	-	433	500	13%
6415 Clothing	0	283	283	100%	0	0	-	1,138	1,983	846	43%	871	(267)	-31%	2,554	3,400	25%
6420 Janitorial supplies	1,188	1,167	(21)	-2%	810	(378)	-47%	5,607	8,167	2,559	31%	6,821	1,214	18%	11,441	14,000	18%
6425 Operational supplies	4,963	1,500	(3,463)	-231%	7,188	2,225	31%	28,484	10,500	(17,984)	-171%	16,039	(12,445)	-78%	35,984	18,000	-100%
6430 Equipment Rental	0	625	625	100%	0	0	-	2,302	4,375	2,073	47%	2,755	453	16%	5,427	7,500	28%
6450 Fuel - Gas	1,460	1,000	(460)	-46%	(602)	(2,061)	343%	7,075	7,000	(75)	-1%	6,754	(321)	-5%	12,075	12,000	-1%
6455 Fuel - Diesel	1,179	558	(620)	-111%	205	(974)	-475%	3,268	3,908	640	16%	5,345	2,077	39%	6,060	6,700	10%
6481 Propane - Retail	0	767	767	100%	1,787	1,787	100%	3,606	5,367	1,761	33%	7,324	3,718	51%	7,439	9,200	19%
6485 Retail items	0	0	0	-	0	0	-	62	0	(62)	-	0	(62)	-	62	0	-
Total Operational Expense	8,965	6,958	(2,007)	-29%	11,109	2,143	19%	63,675	48,708	(14,967)	-31%	50,577	(13,099)	-26%	98,467	83,500	-18%

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

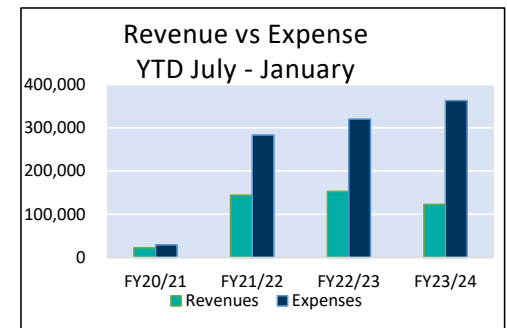
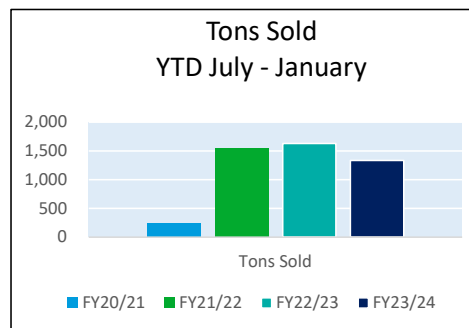
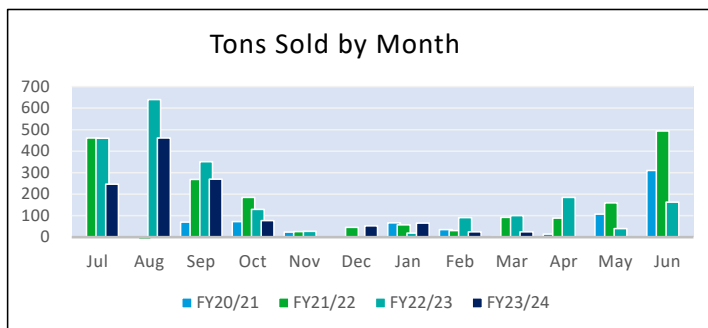
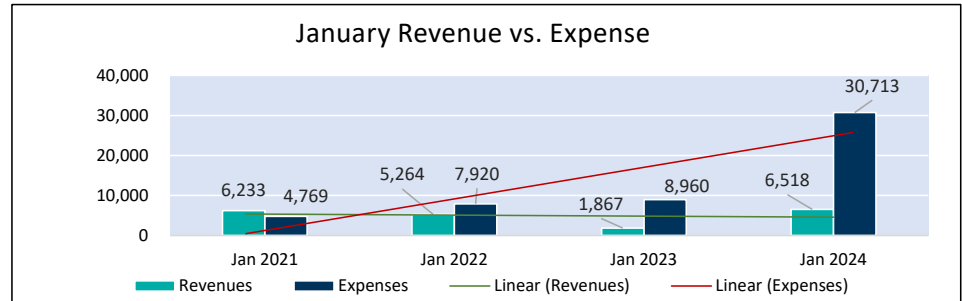
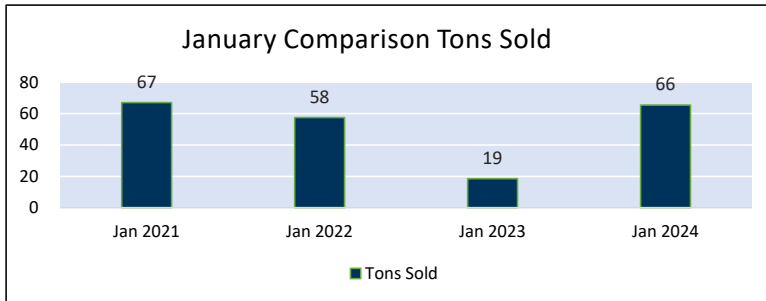
Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2024				Jan 2023			Jul 2023 - Jan 2024				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	15,369	6,053	(9,316)	-154%	6,474	(8,895)	-137%	42,794	42,373	(421)	-1%	38,731	(4,064)	-10%	73,061	72,640	-1%
6505 Repairs & maintenance vehicles	206	1,917	1,711	89%	612	406	66%	2,346	13,417	11,071	83%	31,582	29,236	93%	11,929	23,000	48%
6510 Repairs & maintenance buildings	0	14,192	14,192	100%	907	907	100%	15,751	99,342	83,591	84%	9,990	(5,761)	-58%	86,709	170,300	49%
6515 Repairs & maintenance land improvements	875	417	(458)	-110%	851	(24)	-3%	18,982	2,917	(16,066)	-551%	1,118	(17,865)	-1599%	21,066	5,000	-321%
6520 Repairs & maintenance docks	4,130	24,492	20,361	83%	3,492	(639)	-18%	32,101	171,442	139,340	81%	12,392	(19,709)	-159%	154,560	293,900	47%
6540 Marina dredging	0	12,500	12,500	100%	66,548	66,548	100%	150,000	87,500	(62,500)	-71%	118,730	(31,270)	-26%	212,500	150,000	-42%
6575 Waterway Leases	1,136	3,167	2,031	64%	0	(1,136)	-	2,413	22,167	19,754	89%	4,108	1,695	41%	18,246	38,000	52%
6580 Permits	0	596	596	100%	0	0	-	3,134	4,371	1,237	28%	2,743	(391)	-14%	6,113	7,350	17%
Total Repair and Maintenance	21,716	63,332	41,617	66%	78,882	57,167	72%	267,522	443,527	176,006	40%	219,393	(48,128)	-22%	584,184	760,190	23%
Total Goods & Services	82,394	136,879	54,485	40%	160,886	78,492	49%	708,508	923,034	214,526	23%	780,297	71,789	9%	1,383,472	1,597,998	13%
Total Expenses	168,092	229,165	61,073	27%	233,444	65,353	28%	1,194,676	1,438,866	244,190	17%	1,160,833	(33,843)	-3%	2,200,899	2,445,089	10%
Operating Results	(22,658)	(66,756)	44,098	-66%	(86,597)	63,938	-74%	198,642	124,739	73,903	59%	274,667	(76,025)	-28%	175,379	101,476	73%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	0	0	0	-	56	(56)	-100%	498	0	498	-	118	381	324%	498	0	-
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	12,000	(12,000)	-100%	0	0	-	0	12,000	-100%
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	15,000	(15,000)	-100%	9,726	(9,726)	-100%	0	15,000	-100%
4905 Other	1,838	0	1,838	-	0	1,838	-	7,104	0	7,104	-	12,237	(5,132)	-42%	7,104	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	41,694	(41,694)	-100%	0	0	-
Total Other Income	1,838	0	1,838	-	56	1,781	3163%	7,602	32,000	(24,398)	-76%	63,774	(56,171)	-88%	7,602	32,000	-76%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	10,900.39	12,000.00	1,099.61	9%	10,754	(147)	-1%	10,900.39	12,000.00	9%
6745 Banking fees	-	-	-	-	-	-	-	35.00	-	(35.00)	-	5	(30)	-600%	35.00	-	-
6750 Fines & Penalties	-	-	-	-	-	-	-	6.25	-	(6.25)	-	0	(6)	-	6.25	-	-
6755 Insurance Claims	168.00	-	(168.00)	-	500.00	332.00	66%	168.00	-	(168.00)	-	9,412	9,244	98%	168.00	-	-
Total Taxes & Misc Expenses	168.00	-	(168.00)	-	500	332	66%	11,110	12,000.00	890	7%	20,171	9,061	45%	11,110	12,000.00	7%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	247,675	247,675	0	0%	223,162	(24,513)	-11%	247,675	247,675	0%
7010 Interest payment	0	0	0	-	0	0	-	128,054	127,617	(437)	0%	131,238	3,184	2%	145,870	145,433	0%
7020 Vehicle Principal repayment	788	2,626	1,839	70%	772	(16)	-2%	8,012	13,184	5,172	39%	7,757	(255)	-3%	16,127	21,299	24%
7025 Vehicle Interest payment	16	346	330	95%	32	16	49%	578	1,695	1,117	66%	833	255	31%	1,398	2,514	44%
8010 CIP Buildings	0	2,500	2,500	100%	0	0	-	33,493	17,500	(15,993)	-91%	0	(33,493)	-	45,993	30,000	-53%
8011 CIP Docks	0	12,083	12,083	100%	0	0	-	61,047	84,583	23,537	28%	50,000	(11,047)	-22%	121,463	145,000	16%
8020 CIP Machinery & Equipment	25,413	0	(25,413)	-	0	(25,413)	-	48,363	150,000	101,637	68%	9,100	(39,263)	-431%	48,363	150,000	68%
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	20,000	20,000	100%	0	0	-	0	20,000	100%
Total Debt Services	26,217	17,555	(8,662)	-49%	804	(25,413)	-3161%	527,222	662,255	135,033	20%	422,090	(105,132)	-25%	626,889	761,922	18%
Total Other Expenses	26,385	17,555	(8,830)	-50%	1,304	(25,081)	-1923%	538,332	674,255	135,923	20%	442,261	(96,071)	-22%	637,999	773,922	18%
Net Other Income	(24,548)	(17,555)	(6,992)	40%	(1,248)	(23,300)	1868%	(530,729)	(642,255)	111,526	-17%	(378,487)	(152,242)	40%	(630,396)	(741,922)	-15%
Net Result	(47,206)	(84,311)	37,105	-44%	(87,844)	40,638	-46%	(332,087)	(517,516)	185,429	-36%	(103,820)	(228,267)	220%	(455,017)	(640,446)	-29%

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Jan 2024		Jan 2023	Jan 2022	Jan 2021	Jul 2023 - Jan 2024		Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	66	27	19	58	67	1,173	2,225	1,628	(456)	-27.98%	2,244	3,296	-31.91%
Revenues													
Ice Sales	6,518	2,700	1,867	5,264	6,233	123,029	202,500	152,945	(29,916)	-19.56%	190,529	270,000	-29.43%
Insurance Reimbursement	0	0	0	0	46,473	0	0	18,500	(18,500)	-100.00%	0	0	-
Total Revenues	6,518	2,700	1,867	5,264	52,706	123,029	202,500	171,445	(48,416)	-28.24%	190,529	270,000	-29.43%
Expenses													
Personnel Services	792	0	1,666	0	0	15,328	0	13,115	2,213	16.87%	15,328	0	-
Utilities	4,276	7,860	4,258	2,647	4,281	39,549	44,620	39,641	(92)	-0.23%	75,649	80,720	-6.28%
Repairs & Maintenance	0	2,292	636	3,334	488	2,506	16,042	29,173	(26,667)	-91.41%	13,965	27,500	-49.22%
Operational Supplies & Service	64	160	2,400	1,939	0	16,964	1,320	18,135	(1,171)	-6.46%	17,764	2,120	737.91%
Debt Services	0	0	0	0	0	240,000	0	220,000	20,000	9.09%	240,000	240,000	0.00%
Capital Outlay	25,413	0	0	0	0	48,363	50,000	0	48,363	-	48,363	50,000	-3.27%
Total Expenses	30,713	10,312	8,960	7,920	4,769	362,879	111,982	320,065	42,814	13.38%	411,238	400,340	2.72%
Net Result	(24,195)	(7,612)	(7,094)	(2,657)	47,937	(239,850)	90,518	(148,620)	(91,230)	61.38%	(220,709)	(130,340)	69.33%
Gain (loss) Per Ton	(369.39)	(281.91)	(383.44)	(46.20)	715.48	(204.56)	40.68	(91.29)	(113.27)	124%	(98.36)	(39.54)	

Fisheries	Current Period		Same Month Prior Years			Year to Date			Prior FYTD vs Current FYTD		
	Jan 2024		Jan 2023	Jan 2022	Jan 2021	FY23/24			Last FY	Ton Diff	% Diff
Albacore Tuna (Oregon) MT	0.0		0.0	0.0	0.0			1,091.0	2,840.6	(1,750)	-61.59%
Pink Shrimp (Oregon) MT	0.0		0.0	0.0	0.0			12,301.4	12,976.9	(676)	-5.21%
Dungeness Crab (Coos Bay) MT	562.2		998.4	313.8	1,110.8			1,572.5	1,013.6	559	55.14%



Financial Report - Actual vs. Budget
For Period Ending Jan 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			
	Jan 2024				Jan 2023			Jul 2023 - Jan 2024				Prior FYTD vs Current FYTD		Jul 2023 - Jun 2024			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4180 Merchandise	0	0	0	-	0	0	-	14	0	14	-	4	10	250%	14	0	-
4290 Other	10,000	10,029	(29)	0%	15,025	(5,025)	-33%	70,100	70,204	(104)	0%	105,145	(35,045)	-33%	120,246	120,350	0%
Total Operating Income	10,000	10,029	(29)	0%	15,025	(5,025)	-33%	70,114	70,204	(90)	0%	105,149	(35,035)	-33%	120,260	120,350	0%
Expenses																	
Personnel Services																	
5005 Salaries	11,308	19,119	7,811	41%	11,487	180	2%	54,199	101,884	47,685	47%	57,997	3,798	7%	117,845	165,530	29%
5010 Other compensation	0	184	184	100%	0	0	-	0	980	980	100%	0	0	-	612	1,592	62%
Total Compensation	11,308	19,303	7,995	41%	11,487	180	2%	54,199	102,863	48,665	47%	57,997	3,798	7%	118,457	167,121	29%
5100 Federal Payroll taxes	848	1,477	629	43%	873	25	3%	4,108	7,869	3,761	48%	4,410	302	7%	9,023	12,785	29%
5105 State Payroll taxes	44	0	(44)	-	47	3	6%	215	0	(215)	-	56	(159)	-284%	215	0	-
5110 Unemployment Insurance	321	395	73	19%	308	(13)	-4%	829	2,103	1,274	61%	316	(513)	-162%	2,143	3,417	37%
5115 Workers compensation	80	98	18	18%	79	(1)	-1%	265	521	256	49%	478	213	45%	590	846	30%
Total Payroll Taxes	1,293	1,969	676	34%	1,307	14	1%	5,416	10,493	5,076	48%	5,260	(156)	-3%	11,971	17,048	30%
5200 Medical insurance	694	3,467	2,773	80%	1,163	469	40%	4,636	24,272	19,636	81%	8,141	3,505	43%	21,972	41,609	47%
5205 Dental insurance	45	253	208	82%	215	171	79%	336	1,768	1,433	81%	753	417	55%	1,599	3,032	47%
5215 Term life insurance	13	25	13	50%	13	0	0%	63	175	113	64%	88	25	29%	188	300	38%
5220 Long Term Disability insurance	50	84	34	41%	51	1	2%	261	589	328	56%	354	94	26%	681	1,010	33%
5225 PERS Employer Contributions	1,667	4,227	2,560	61%	1,611	(55)	-3%	10,868	22,526	11,658	52%	11,397	529	5%	24,940	36,599	32%
5230 PERS Employee Contributions	452	1,147	695	61%	460	7	2%	2,939	6,113	3,174	52%	3,250	311	10%	6,758	9,932	32%
Total Insured Benefits	2,920	9,203	6,284	68%	3,512	592	17%	19,101	55,444	36,342	66%	23,983	4,881	20%	56,138	92,480	39%
Total Personnel Services	15,521	30,475	14,954	49%	16,307	786	5%	78,716	168,800	90,083	53%	87,239	8,523	10%	186,566	276,649	33%
Goods & Services																	
6025 Travel - lodging & transportation	138	75	(63)	-84%	139	1	1%	289	525	236	45%	467	179	38%	664	900	26%
6030 Travel - Per Diem & mileage reimbursement	0	25	25	100%	0	0	-	0	175	175	100%	0	0	-	125	300	58%
6035 Meals & Entertainment	0	104	104	100%	0	0	-	90	729	639	88%	4,029	3,940	98%	611	1,250	51%
Total Travel & Entertainment	138	204	66	32%	139	1	1%	378	1,429	1,051	74%	4,497	4,119	92%	1,399	2,450	43%
6075 Memberships & dues	2,272	3,410	1,137	33%	3,477	1,205	35%	15,777	23,869	8,092	34%	22,650	6,873	30%	32,826	40,918	20%
Total Office Expense	2,272	3,410	1,137	33%	3,477	1,205	35%	15,777	23,869	8,092	34%	22,650	6,873	30%	32,826	40,918	20%
6260 Consulting services	0	852	852	100%	16	16	100%	90	5,965	5,876	98%	113	24	21%	4,350	10,226	57%
Total Professional Services	0	852	852	100%	16	16	100%	90	5,965	5,876	98%	113	24	21%	4,350	10,226	57%

Financial Report - Actual vs. Budget
For Period Ending Jan 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					
	Jan 2024				Jan 2023			Jul 2023 - Jan 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	17	17	100%	0	0	-	0	117	117	100%	20	20	100%	83	200	58%
6315 Advertising	0	92	92	100%	0	0	-	500	642	142	22%	219	(281)	-128%	958	1,100	13%
6340 Legislative support	23,306	20,775	(2,531)	-12%	20,500	(2,806)	-14%	149,153	145,425	(3,728)	-3%	129,108	(20,046)	-16%	253,028	249,300	-1%
6345 Community affairs	0	0	0	-	(1,000)	(1,000)	100%	500	0	(500)	-	558	58	10%	500	0	-
Total Marketing Expense	23,306	20,883	(2,423)	-12%	19,500	(3,806)	-20%	150,153	146,183	(3,970)	-3%	129,905	(20,248)	-16%	254,570	250,600	-2%
Total Goods & Services	25,717	25,350	(367)	-1%	23,132	(2,585)	-11%	166,398	177,447	11,048	6%	157,165	(9,233)	-6%	293,145	304,194	4%
Total Expenses	41,238	55,824	14,587	26%	39,439	(1,799)	-5%	245,114	346,246	101,132	29%	244,404	(710)	0%	479,711	580,843	17%
Operating Results	(31,238)	(45,795)	14,558	-32%	(24,414)	(6,824)	28%	(175,000)	(276,042)	101,042	-37%	(139,255)	(35,745)	26%	(359,452)	(460,493)	-22%
Net Result	(31,238)	(45,795)	14,558	-32%	(24,414)	(6,824)	28%	(175,000)	(276,042)	101,042	-37%	(139,255)	(35,745)	26%	(359,452)	(460,493)	-22%

Financial Report - Actual vs. Budget
For Period Ending Jan 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					
	Jan 2024				Jan 2023			Jul 2023 - Jan 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	18,549	12,776	5,773	45%	10,579	7,970	75%	90,605	89,430	1,175	1%	102,490	(11,885)	-12%	154,484	153,309	1%
4010 Property Agreements	20,409	25,108	(4,699)	-19%	6,745	13,664	203%	67,232	191,334	(124,102)	-65%	61,694	5,538	9%	197,629	321,730	-39%
4290 Other	0	0	0	-	0	0	-	21,300	6,570	14,730	224%	0	21,300	-	21,300	6,570	224%
Total Operating Income	38,958	37,884	1,074	3%	17,324	21,634	125%	179,137	287,334	(108,196)	-38%	164,185	14,953	9%	373,412	481,609	-22%
Expenses																	
Personnel Services																	
5005 Salaries	64,866	65,090	225	0%	64,087	(778)	-1%	319,069	346,867	27,798	8%	284,089	(34,979)	-12%	535,755	563,553	5%
5010 Other compensation	0	997	997	100%	0	0	-	0	5,312	5,312	100%	0	0	-	3,318	8,630	62%
5015 Overtime	460	334	(126)	-38%	0	(460)	-	541	1,782	1,242	70%	0	(541)	-	1,654	2,896	43%
Total Compensation	65,326	66,422	1,096	2%	64,087	(1,239)	-2%	319,609	353,961	34,352	10%	284,089	(35,520)	-13%	540,727	575,079	6%
5100 Federal Payroll taxes	4,944	5,081	137	3%	4,775	(169)	-4%	24,146	27,078	2,932	11%	21,128	(3,018)	-14%	41,061	43,994	7%
5105 State Payroll taxes	258	0	(258)	-	266	7	3%	1,249	0	(1,249)	-	333	(916)	-275%	1,249	0	-
5110 Unemployment Insurance	1,874	1,549	(325)	-21%	1,685	(189)	-11%	5,309	8,256	2,947	36%	4,518	(791)	-17%	10,466	13,413	22%
5115 Workers compensation	174	3,369	3,195	95%	163	(11)	-7%	753	17,956	17,202	96%	1,032	279	27%	11,970	29,173	59%
Total Payroll Taxes	7,251	10,000	2,749	27%	6,889	(362)	-5%	31,456	53,289	21,833	41%	27,011	(4,446)	-16%	64,746	86,579	25%
5200 Medical insurance	11,589	11,629	40	0%	7,560	(4,029)	-53%	56,945	81,403	24,458	30%	49,476	(7,469)	-15%	115,090	139,548	18%
5205 Dental insurance	865	807	(58)	-7%	1,274	410	32%	3,716	5,649	1,933	34%	4,137	421	10%	7,750	9,683	20%
5215 Term life insurance	138	113	(25)	-22%	100	(38)	-38%	825	788	(38)	-5%	663	(163)	-25%	1,388	1,350	-3%
5220 Long Term Disability insurance	338	288	(50)	-17%	243	(95)	-39%	2,122	2,016	(107)	-5%	1,665	(458)	-28%	3,562	3,455	-3%
5225 PERS Employer Contributions	9,573	14,465	4,892	34%	6,661	(2,912)	-44%	65,676	77,086	11,411	15%	47,092	(18,584)	-39%	113,831	125,242	9%
5230 PERS Employee Contributions	2,598	3,925	1,328	34%	1,900	(698)	-37%	17,643	20,919	3,276	16%	13,429	(4,214)	-31%	30,711	33,987	10%
Total Insured Benefits	25,100	31,227	6,127	20%	17,738	(7,362)	-42%	146,927	187,860	40,933	22%	116,460	(30,466)	-26%	272,332	313,266	13%
Total Personnel Services	97,677	107,649	9,972	9%	88,714	(8,963)	-10%	497,992	595,111	97,118	16%	427,561	(70,432)	-16%	877,805	974,924	10%
Goods & Services																	
6005 Seminars & training	13	0	(13)	-	0	(13)	-	13	0	(13)	-	0	(13)	-	13	0	-
Total Staff Training	13	0	(13)	-	0	(13)	-	13	0	(13)	-	0	(13)	-	13	0	-
6020 Travel - airfare	0	42	42	100%	0	0	-	0	292	292	100%	0	0	-	208	500	58%
6025 Travel - lodging & transportation	0	0	0	-	0	0	-	6	0	(6)	-	0	(6)	-	6	0	-
6030 Travel - Per Diem & mileage reimbursement	68	583	515	88%	0	(68)	-	1,199	4,083	2,885	71%	214	(985)	-461%	4,115	7,000	41%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	146	146	100%	0	0	-	104	250	58%
Total Travel & Entertainment	68	646	577	89%	0	(68)	-	1,205	4,521	3,316	73%	214	(991)	-464%	4,434	7,750	43%
6105 Telephone - mobile	0	0	0	-	0	0	-	0	0	0	-	30	30	100%	0	0	-
6130 Electricity	1,318	1,000	(318)	-32%	1,272	(46)	-4%	5,827	7,000	1,173	17%	6,490	663	10%	10,827	12,000	10%
6131 Propane - Operations	0	0	0	-	0	0	-	0	0	0	-	162	162	100%	0	0	-
6135 Water/Sewer	1,730	458	(1,272)	-278%	521	(1,210)	-232%	4,589	3,208	(1,380)	-43%	3,186	(1,403)	-44%	6,880	5,500	-25%
6140 Garbage/Sanitation Collection	0	292	292	100%	665	665	100%	0	2,042	2,042	100%	665	665	100%	1,458	3,500	58%
6155 Environmental Remediation/Mitigation/Monitoring	577	708	131	18%	95	(482)	-508%	1,280	4,958	3,678	74%	1,164	(117)	-10%	4,822	8,500	43%
Total Utilities	3,626	2,458	(1,167)	-47%	2,552	(1,073)	-42%	11,696	17,208	5,512	32%	11,697	1	0%	23,988	29,500	19%

Financial Report - Actual vs. Budget
For Period Ending Jan 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					
	Jan 2024				Jan 2023			Jul 2023 - Jan 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	0	0	-	0	0	-	0	0	0	-	9,372	9,372	100%	0	0	-
6245 Legal advertising	0	83	83	100%	250	250	100%	0	583	583	100%	468	468	100%	417	1,000	58%
6260 Consulting services	0	1,025	1,025	100%	116	116	100%	232	7,175	6,943	97%	33,979	33,747	99%	5,357	12,300	56%
6290 Commercial insurance	4,768	4,883	115	2%	4,266	(502)	-12%	30,366	34,183	3,818	11%	17,704	(12,662)	-72%	54,782	58,600	7%
Total Professional Services	4,768	5,992	1,223	20%	4,632	(137)	-3%	30,598	41,942	11,344	27%	61,523	30,925	50%	60,556	71,900	16%
6400 Small equipment & tools	0	333	333	100%	300	300	100%	529	3,083	2,555	83%	575	46	8%	2,195	4,750	54%
6405 Safety/hazardous materials	223	1,217	994	82%	1,316	1,094	83%	2,518	8,517	5,999	70%	4,892	2,374	49%	8,601	14,600	41%
6410 Signage	0	42	42	100%	0	0	-	0	292	292	100%	95	95	100%	208	500	58%
6415 Clothing	292	354	62	18%	356	64	18%	2,072	2,479	407	16%	585	(1,487)	-254%	3,843	4,250	10%
6425 Operational supplies	0	0	0	-	89	89	100%	200	0	(200)	-	137	(63)	-46%	200	0	-
6450 Fuel - Gas	0	42	42	100%	0	0	-	185	292	107	37%	129	(55)	-43%	393	500	21%
6455 Fuel - Diesel	0	0	0	-	0	0	-	21	0	(21)	-	0	(21)	-	21	0	-
Total Operational Expense	515	1,988	1,473	74%	2,062	1,547	75%	5,525	14,663	9,138	62%	6,413	889	14%	15,462	24,600	37%
6500 Repairs & maintenance equipment	0	188	188	100%	8	8	100%	4,435	1,313	(3,123)	-238%	8	(4,427)	-53464%	5,373	2,250	-139%
6505 Repairs & maintenance vehicles	279	0	(279)	-	0	(279)	-	287	0	(287)	-	0	(287)	-	287	0	-
6510 Repairs & maintenance buildings	0	625	625	100%	1,620	1,620	100%	33	4,375	4,342	99%	9,155	9,122	100%	3,158	7,500	58%
6515 Repairs & maintenance land improvements	262	83	(179)	-214%	0	(262)	-	262	583	321	55%	(500)	(762)	152%	679	1,000	32%
6520 Repairs & maintenance docks	0	208	208	100%	0	0	-	0	1,458	1,458	100%	51	51	100%	1,042	2,500	58%
6575 Waterway Leases	0	0	0	-	0	0	-	708	3,000	2,292	76%	2,256	1,548	69%	708	3,000	76%
6580 Permits	0	250	250	100%	0	0	-	1,883	1,750	(133)	-8%	1,827	(56)	-3%	5,633	5,500	-2%
Total Repair and Maintenance	541	1,354	813	60%	1,629	1,088	67%	7,608	12,479	4,871	39%	12,798	5,190	41%	16,879	21,750	22%
Total Goods & Services	9,531	12,438	2,907	23%	10,874	1,344	12%	56,644	90,813	34,169	38%	92,645	36,002	39%	121,331	155,500	22%
Total Expenses	107,207	120,086	12,879	11%	99,589	(7,619)	-8%	554,636	685,923	131,287	19%	520,206	(34,430)	-7%	999,137	1,130,424	12%
Operating Results	(68,249)	(82,202)	13,953	-17%	(82,264)	14,015	-17%	(375,499)	(398,589)	23,091	-6%	(356,021)	(19,477)	5%	(625,724)	(648,815)	-4%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
4905 Other	0	0	0	-	15,000	(15,000)	-100%	0	0	0	-	15,000	(15,000)	-100%	0	0	-
Total Other Income	0	0	0	-	15,000	(15,000)	-100%	0	5,000	(5,000)	-100%	15,000	(15,000)	-100%	0	5,000	-100%
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	0	150	150	100%	73	73	100%	0	150	100%
6745 Banking fees	0	0	0	-	0	0	-	0	5,000	5,000	100%	3,827	3,827	100%	5,000	10,000	50%
6750 Fines & Penalties	47	0	(47)	-	0	(47)	-	47	0	(47)	-	0	(47)	-	47	0	-
Total Taxes & Misc Expenses	47	0	(47)	-	0	(47)	-	47	5,150	5,103	99%	3,900	3,853	99%	5,047	10,150	50%
7010 Interest payment	0	0	0	-	0	0	-	183,449	40,000	(143,449)	-359%	28,385	(155,064)	-546%	223,449	80,000	-179%
Total Debt Services	0	0	0	-	0	0	-	183,449	40,000	(143,449)	-359%	28,385	(155,064)	-546%	223,449	80,000	-179%
Total Other Expenses	47	0	(47)	-	0	(47)	-	183,496	45,150	(138,346)	-306%	32,284	(151,211)	-468%	228,496	90,150	-153%
Net Other Income	(47)	0	(47)	-	15,000	(15,047)	-100%	(183,496)	(40,150)	(143,346)	357%	(17,284)	(166,211)	962%	(228,496)	(85,150)	168%
Net Result	(68,296)	(82,202)	13,906	-17%	(67,264)	(1,032)	2%	(558,995)	(438,739)	(120,255)	27%	(373,306)	(185,689)	50%	(854,220)	(733,965)	16%

Financial Report - Actual vs. Budget
For Period Ending Jan 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					
	Jan 2024				Jan 2023			Jul 2023 - Jan 2024				Jul 2023 - Jun 2024					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	14,638	15,918	(1,279)	-8%	17,754	(3,115)	-18%	162,009	202,089	(40,079)	-20%	185,228	(23,219)	-13%	288,433	328,512	-12%
4260 Rail Operations Revenue	21,804	63,132	(41,328)	-65%	0	21,804	-	165,422	441,926	(276,504)	-63%	188,265	(22,844)	-12%	481,083	757,587	-36%
4265 Rail Surcharges	23,996	60,573	(36,577)	-60%	30,043	(6,047)	-20%	183,057	424,011	(240,954)	-57%	231,825	(48,768)	-21%	485,922	726,875	-33%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,029,567	1,029,567	0%
Total Operating Income	60,438	139,623	(79,185)	-57%	47,796	12,642	26%	510,488	1,068,025	(557,537)	-52%	605,319	(94,831)	-16%	2,285,005	2,842,542	-20%
Expenses																	
Goods & Services																	
6070 Postage & courier services	0	0	0	-	0	0	-	51,380	0	(51,380)	-	0	(51,380)	-	51,380	0	-
Total Office Expense	0	0	0	-	0	0	-	51,380	0	(51,380)	-	0	(51,380)	-	51,380	0	-
6260 Consulting services	84,956	18,000	(66,956)	-372%	63,170	(21,786)	-34%	99,458	126,000	26,542	21%	149,776	50,318	34%	189,458	216,000	12%
6290 Commercial insurance	3,067	6,100	3,033	50%	4,834	1,767	37%	33,904	42,700	8,796	21%	20,663	(13,241)	-64%	64,404	73,200	12%
Total Professional Services	88,023	24,100	(63,923)	-265%	68,004	(20,019)	-29%	133,362	168,700	35,338	21%	170,439	37,077	22%	253,862	289,200	12%
6430 Equipment Rental	0	0	0	-	0	0	-	47	0	(47)	-	0	(47)	-	47	0	-
Total Operational Expense	0	0	0	-	0	0	-	47	0	(47)	-	0	(47)	-	47	0	-
6505 Repairs & maintenance vehicles	21	0	(21)	-	0	(21)	-	125	0	(125)	-	0	(125)	-	125	0	-
6510 Repairs & maintenance buildings	7	12,500	12,493	100%	73,201	73,194	100%	422,322	87,500	(334,822)	-383%	812,226	389,904	48%	484,822	150,000	-223%
6515 Repairs & maintenance land improve	0	0	0	-	0	0	-	2,003	0	(2,003)	-	70	(1,933)	-2761%	2,003	0	-
Total Repair and Maintenance	27	12,500	12,473	100%	73,201	73,174	100%	424,449	87,500	(336,949)	-385%	812,296	387,846	48%	486,949	150,000	-225%
Total Goods & Services	88,050	36,600	(51,450)	-141%	141,205	53,155	38%	609,239	256,200	(353,039)	-138%	982,734	373,496	38%	792,239	439,200	-80%
Total Expenses	88,050	36,600	(51,450)	-141%	141,205	53,155	38%	609,239	256,200	(353,039)	-138%	982,734	373,496	38%	792,239	439,200	-80%
Operating Results	(27,612)	103,023	(130,635)	-127%	(93,409)	65,796	-70%	(98,751)	811,825	(910,575)	-112%	(377,416)	278,665	-74%	1,492,766	2,403,342	-38%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	0	0	-	0	0	-	332,200	781,865	(449,665)	-58%	681,255	(349,055)	-51%	332,200	781,865	-58%
4705 Loans Received	0	0	0	-	0	0	-	0	80,000	(80,000)	-100%	0	0	-	0	80,000	-100%
4905 Other	0	0	0	-	0	0	-	0	0	0	-	21,826	(21,826)	-100%	0	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Other Income	0	0	0	-	0	0	-	332,200	861,865	(529,665)	-61%	703,081	(370,881)	-53%	332,200	861,865	-61%
Other Expenses																	
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	433,532	433,532	0	0%	421,916	(11,616)	-3%	433,532	433,532	0%
7010 Interest payment	0	0	0	-	0	0	-	69,996	68,420	(1,576)	-2%	76,913	6,917	9%	134,319	132,743	-1%
7020 Principal repayment - Vehicles	1,019	1,707	688	40%	436	(582)	-133%	10,136	11,941	1,805	15%	3,047	(7,088)	-233%	18,675	20,480	9%
7025 Interest payment - Vehicles	88	319	231	73%	8	(80)	-990%	665	2,240	1,576	70%	63	(601)	-950%	2,255	3,831	41%
8013 CIP Construction Bridges	149,485	28,667	(120,818)	-421%	764	(148,721)	-19466%	184,152	200,667	16,515	8%	5,062	(179,091)	-3538%	327,485	344,000	5%
8016 CIP Construction Track	0	8,167	8,167	100%	0	0	-	0	57,167	57,167	100%	0	0	-	40,833	98,000	58%
8020 CIP Machinery & Equipment	12,585	0	(12,585)	-	0	(12,585)	-	20,626	330,000	309,374	94%	0	(20,626)	-	20,626	330,000	94%
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	218,335	0	(218,335)	-	0	(218,335)	-	218,335	0	-
9025 Special Payments	256,700	0	(256,700)	-	0	(256,700)	-	256,700	0	(256,700)	-	0	(256,700)	-	256,700	0	-
Total Debt Services	419,876	38,859	(381,017)	-981%	1,208	(418,668)	-34646%	1,194,142	1,103,967	(90,175)	-8%	507,001	(687,140)	-136%	1,452,760	1,362,585	-7%
Total Other Expenses	419,876	38,859	(381,017)	-981%	1,208	(418,668)	-34646%	1,194,142	1,103,967	(90,175)	-8%	507,001	(687,140)	-136%	1,452,760	1,362,585	-7%
Net Other Income	(419,876)	(38,859)	(381,017)	981%	(1,208)	(418,668)	34646%	(861,942)	(242,102)	(619,840)	256%	196,080	(1,058,022)	-540%	(1,120,560)	(500,720)	124%
Net Result	(447,489)	64,164	(511,652)	-797%	(94,617)	(352,872)	373%	(960,692)	569,723	(1,530,415)	-269%	(181,336)	(779,356)	430%	372,206	1,902,622	-80%

Financial Report - Actual vs. Budget
For Period Ending Jan 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					
	Jan 2024		\$ Diff	% Diff	Jan 2023		% Diff	Jul 2023 - Jan 2024				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024			
	Actual	Budget			Actual	\$ Diff		Actual	Budget	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																		
4287 Dredging Services	0	0	0	-	87,010	(87,010)	-100%	0	0	0	-	190,194	(190,194)	-100%	0	0	-	
4290 Other	75,002	36,667	38,336	105%	0	75,002	-	252,583	256,667	(4,083)	-2%	76,073	176,510	232%	435,917	440,000	-1%	
Total Operating Income	75,002	36,667	38,336	105%	87,010	(12,008)	-14%	252,583	256,667	(4,083)	-2%	266,268	(13,684)	-5%	435,917	440,000	-1%	
Expenses																		
Personnel Services																		
5005 Salaries	973	1,949	977	50%	4,470	3,498	78%	1,706	10,388	8,682	84%	56,746	55,040	97%	8,196	16,878	51%	
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	10,041	10,041	100%	0	0	-	
Total Compensation	973	1,949	977	50%	4,470	3,498	78%	1,706	10,388	8,682	84%	66,787	65,081	97%	8,196	16,878	51%	
5100 Federal Payroll taxes	74	149	75	50%	336	262	78%	130	795	664	84%	5,025	4,895	97%	627	1,291	51%	
5105 State Payroll taxes	4	0	(4)	-	27	23	86%	7	0	(7)	-	52	46	87%	7	0	-	
5110 Unemployment Insurance	28	60	32	53%	119	90	76%	48	322	274	85%	1,745	1,697	97%	249	523	52%	
5115 Workers compensation	0	149	149	100%	1	0	57%	1	795	794	100%	1	0	19%	497	1,291	61%	
Total Payroll Taxes	107	359	252	70%	483	376	78%	186	1,911	1,726	90%	6,823	6,638	97%	1,380	3,105	56%	
5200 Medical insurance	118	548	429	78%	307	188	61%	377	3,834	3,456	90%	4,216	3,839	91%	3,116	6,572	53%	
5205 Dental insurance	6	41	35	86%	29	23	80%	19	285	266	93%	299	280	94%	222	488	55%	
5215 Term life insurance	1	4	3	77%	4	3	74%	3	30	27	89%	54	51	94%	25	52	52%	
5220 Long Term Disability insurance	2	9	7	82%	7	6	78%	5	60	55	91%	94	89	94%	48	103	53%	
5225 PERS Employer Contributions	70	431	361	84%	488	418	86%	159	2,297	2,138	93%	9,184	9,025	98%	1,594	3,732	57%	
5230 PERS Employee Contributions	19	117	98	84%	137	118	86%	43	623	580	93%	2,613	2,570	98%	433	1,013	57%	
Total Insured Benefits	216	1,149	934	81%	972	757	78%	607	7,129	6,522	91%	16,460	15,853	96%	5,438	11,959	55%	
Total Personnel Services	1,295	3,457	2,162	63%	5,925	4,630	78%	2,499	19,429	16,929	87%	90,071	87,571	97%	15,013	31,943	53%	
Goods & Services																		
6005 Seminars & training	0	42	42	100%	0	0	-	0	292	292	100%	0	0	-	208	500	58%	
Total Staff Training	0	42	42	100%	0	0	-	0	292	292	100%	0	0	-	208	500	58%	
6105 Telephone - mobile	53	60	7	12%	52	(1)	-2%	370	420	50	12%	363	(7)	-2%	670	720	7%	
Total Utilities	53	60	7	12%	52	(1)	-2%	370	420	50	12%	363	(7)	-2%	670	720	7%	
6260 Consulting services	2,360	0	(2,360)	-	0	(2,360)	-	19,881	0	(19,881)	-	400	(19,481)	-4870%	19,881	0	-	
6290 Commercial insurance	5,950	5,793	(157)	-3%	5,300	(650)	-12%	37,752	40,548	2,796	7%	34,751	(3,000)	-9%	66,714	69,510	4%	
Total Professional Services	8,310	5,793	(2,518)	-43%	5,300	(3,010)	-57%	57,633	40,548	(17,085)	-42%	35,151	(22,481)	-64%	86,595	69,510	-25%	
6400 Small equipment & tools	319	83	(236)	-283%	0	(319)	-	494	583	89	15%	19,316	18,822	97%	911	1,000	9%	
6405 Safety/hazardous materials	0	17	17	100%	0	0	-	0	117	117	100%	0	0	-	83	200	58%	
6420 Janitorial supplies	0	17	17	100%	0	0	-	0	117	117	100%	0	0	-	83	200	58%	
6425 Operational supplies	575	17	(559)	-3352%	93	(482)	-518%	575	117	(459)	-393%	101,715	101,140	99%	659	200	-229%	
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	1,054	1,054	100%	0	0	-	
6450 Fuel - Gas	160	33	(126)	-379%	0	(160)	-	160	233	74	32%	2,065	1,905	92%	326	400	18%	
6455 Fuel - Diesel	0	33	33	100%	1,528	1,528	100%	0	233	233	100%	7,405	7,405	100%	167	400	58%	
Total Operational Expense	1,054	200	(854)	-427%	1,622	567	35%	1,229	1,400	171	12%	131,555	130,326	99%	2,229	2,400	7%	

Financial Report - Actual vs. Budget
For Period Ending Jan 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			
	Jan 2024		\$ Diff	% Diff	Jan 2023		% Diff	Jul 2023 - Jan 2024				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget			Actual	\$ Diff		Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	9	13,750	13,741	100%	30	21	69%	93,626	96,250	2,624	3%	9,793	(83,833)	-856%	162,376	165,000	2%
6505 Repairs & maintenance vehicles	26,532	7,125	(19,407)	-272%	0	(26,532)	-	49,099	49,875	776	2%	16,268	(32,831)	-202%	84,724	85,500	1%
Total Repair and Maintenance	26,541	20,875	(5,666)	-27%	30	(26,511)	-88399%	142,725	146,125	3,400	2%	26,061	(116,664)	-448%	247,100	250,500	1%
Total Goods & Services	35,958	26,969	(8,989)	-33%	7,004	(28,955)	-413%	201,957	188,784	(13,173)	-7%	193,131	(8,827)	-5%	336,803	323,630	-4%
Total Expenses	37,253	30,426	(6,827)	-22%	12,929	(24,324)	-188%	204,456	208,213	3,756	2%	283,201	78,745	28%	351,816	355,573	1%
Operating Results	37,749	6,240	31,509	505%	74,082	(36,332)	-49%	48,127	48,454	(327)	-1%	(16,933)	65,060	-384%	84,100	84,427	0%
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	0	0	0	-	1,816	(1,816)	-100%	11,162	0	11,162	-	7,471	3,692	49%	11,162	0	-
Total Other Income	0	0	0	-	1,816	(1,816)	-100%	11,162	0	11,162	-	7,471	3,692	49%	11,162	0	-
Net Other Income	0	0	0	-	1,816	(1,816)	-100%	11,162	0	11,162	-	7,471	3,692	49%	11,162	0	-
Net Result	37,749	6,240	31,509	505%	75,897	(38,148)	-50%	59,289	48,454	10,835	22%	(9,463)	68,752	-727%	95,263	84,427	13%



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Matt Friesen, Director of External Affairs

DATE: March 12, 2024

SUBJECT: External Affairs Management Report

Communications, Media, and Outreach:

Staff met with KLCC media to discuss their news coverage plans, answer questions about the Port and discuss potential story opportunities. Proactive engagement directly with regional media is part of the Port’s communications efforts to increase community outreach and transparency.

A new internal communications format consisting of monthly newsletters was finalized and distributed to staff.

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

Port’s Facebook posts continue to receive very good engagement from the community. A recent post about the Handymax vessel docked at GMA Garnet that also discussed dredging and the economic impact of ports received 258 “likes” and 44 “shares”. Additional posts highlighting recent upgrades in the Charleston Marina and Shipyard were also well received. A post highlighting the recent Charleston pilings project received 170 likes. For non “boosted” posts, these are strong numbers.

The Port was present at this month’s Bay Area Chamber of Commerce Political Action Subcommittee. Staff also attended BACC’s monthly board meeting and weekly luncheon.

Staff met with Senior ODOT officials including ODOT Federal Affairs Manager and Assistant Director of External Affairs. Staff also met with Government Affairs staff from Business Oregon and staff from Weyerhaeuser and Sierra Pacific Industries. Staff received an update from ODOT’s Railroad Regulatory Manager regarding timing for rail crossing funding.

Staff worked as part of the Port's project team to draft both the ConnectOregon9 application and Direct Federal Spending request through Senators Merkley and Wyden’s office. In addition to drafting, staff coordinated Letters of Support for both applications. If awarded the projects would fund Charleston Shipyard improvements.

Staff met with the Small Business Development Center to discuss avenues for future partnerships as well as community engagement opportunities at SBDC and SWOCC.

Legislative/Advocacy Work:

Congress came to an agreement on six of the twelve FY24 appropriation bills, including the Energy & Water Appropriations bill that contains funding for the U.S. Army Corps of Engineers and \$720,000 secured for dredging at the Port. It is anticipated Congress will take up these six bills and pass them and the President will sign them into law. The bill is \$21 million above the FY23 enacted program level.

The Oregon Legislature’s “short session” concluded its 35-day schedule of meetings on Thursday, March 7. Staff spent multiple days in Salem during session attending hearings, and meeting with lobby, legislators, and legislative and association staff.

There are several bills the Port worked with its state lobby team and member associations to engage on or monitor closely, a few are summarized here:

- Senate Bill 1526 is part of an omnibus committee bill from the Senate Finance and Revenue committee that contains language to fix the Port’s outstanding issue on uncollectable property taxes. The technical fix should allow the Port to forgive these taxes.
Location Upon Adjournment: Passed and enrolled.
- Senate Bill 1576 is a bill to address recent issues arising from a court decision that changed recreational immunity standards to open property owners to increased liability. The bill creates a short-term fix and a long-term work group to address ongoing issues related to recreational immunity. Without a bill, local governments could be liable for anything that happens on public paths, bridges, walkways and maintained trails.
Location Upon Adjournment: Passed and enrolled.
- HB 4080 establishes an Offshore Wind Roadmap. The bill outlines state policy to support ongoing engagement between offshore wind developers and affected organizations and entities including local governments, tribes, ports, and others impacted by development. It sets labor standards and guidance for state agencies.
Location Upon Adjournment: Passed and enrolled.

Now that session has ended, Port staff will reach out to Senator Gorsek’s office. Gorsek is Chair of the Legislative Rail Caucus and expressed interest in coordinating a tour of the Coos Bay Rail Line and terminal project with members of the caucus.

Staff will also begin preparations for the 2025 long session where a transportation package is likely to be a centerpiece of the session.

Relevant Stories:

[Collaborative effort to remove derelict El Conquistador vessel from Coos Bay underway \(katu.com\)](https://www.katu.com)

[Oregon Offshore Wind Watch—Examining BOEM's Final Wind Energy Areas And Scoping Notice | Energy Central](https://www.energycentral.com)

[Oregon lawmakers urge federal agency to pause offshore wind projects \(koin.com\)](#)

[Oregon Pursues Natural Solution to Reducing Emissions \(governing.com\)](#)

['Green colonialism': Tribes disappointed with offshore Oregon energy plans \(yahoo.com\)](#)

[Coos County commissioners to approve advisory questions for primary ballot \(koby.com\)](#)

[Letter: The Port of Coos Bay | Letters | theworldlink.com](#)

[Federal government finalizes floating offshore wind areas | Energy Central](#)



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: March 12, 2024

SUBJECT: Port Operations/Asset Management Report

Channel Modification Project:

The project team continues to progress on the revised 204/408 report. The Port team will be back in Portland for meetings the last week of March. This meeting will focus on the updated project review process, Risk Register, Dr. Checks comments, and NEPA/permitting.

The revised section 204(f)/408 draft report appendices continue to be submitted to the Portland District for review. Once these are reviewed, Dr. Checks comments are addressed by the Port team and resubmitted to the Corps for backcheck. There has been a delay in the development of the updated rock surface model that will likely cause some slip in the final draft 204/408 delivery to the Corps. The delay was due to the large amounts of data/sources that are going into the final model. Getting this right is very important, because it provides the final volumes for dredging and disposal.

Rail Bridge Rehabilitation Projects:

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

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

PIDP Grant (Tie and Resurfacing Project):

The contractor is currently conducting surfacing work and should be caught up to the tie replacement gang soon. The updated schedule has work being substantially completed by the end of April / early May.

Dredging:

The Port met in Charleston with project managers and engineers from the Corps to discuss the sedimentation issues at the northern entrance to the Marina. We expect to see the draft feasibility report this summer, which will include alternatives and the tentatively selected plan. As stated when this project started, the Port match for the feasibility work is \$260,000. \$150,000 was transferred to the Corps this budget year and the balance of \$110,000 will be proposed in the FY24/25 budget. Additionally, the Port will be required to pay 10% of construction costs as part of our match. The maximum construction costs allowed under section 107 is ten million dollars, resulting in a maximum Port match of one million dollars.

Miscellaneous:

The ConnectOregon 9 grant application was submitted to ODOT on February 29. The current review and award schedule has notifications of award in the September 2024 timeframe. Once awards are announced, it is expected that agreements will be in place within three months. Staff will continue to develop the permitting package for agency review.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Raymond Dwire, Charleston Marina Complex Manager

DATE: March 12, 2024

SUBJECT: Charleston Operations Management Report

Monthly Statistics:

Of the 525 moorage slips, there were 136 annuals (25.91%), 50 semi-annuals (9.52%), 20 monthlies (3.81%) and 1530 transient nights, for a total occupancy of 49.29% for the month.

The RV Park had an average capacity of 13.89% in February. Out of 104 RV Park spaces, we had 10 new check-ins with total sales of \$9,560.22. Occupancy in February 2023 was 23.08% with sales of \$13,025.86.

There were 26.5 tons of ice sold in the month of February for a total of \$2,650. In comparison, February 2023 just under 90 tons of ice sold with a total of \$8,386.00. The difference was due to a live market demand increase in February last year.

Charleston Commercial Fishing Fleet News:

The 2023/2024 Oregon Dungeness Crab Season continues amidst poor weather and ocean conditions. Some of the larger vessels are starting to pick up their crab gear and are scheduling gear change in the Charleston Shipyard. Medium and smaller size commercial vessels continue to fish when ocean conditions permit.

Public Hoist Use for Commercial Offloading:

Port Staff continues to evaluate options for a more feasible location to allow commercial off-loading for mobile fish buyers. There was no use of the Public Hoist for commercial off-loading during the Month of February.

Marina Manager Corner:

Recently, a commercial fishing vessel in our local fleet hit the shoaling area just South of Point Adams. 14 months ago, the sediment in this area had been removed by Port Staff utilizing the State Dredge. The rate of shoaling return seems to be increasing and has been monitored by Port Staff since late last year. Port Staff have been communicating with the Army Corps of Engineers Section 107 team who had an on-site visit at the Charleston Marina on February 21. This allowed them the opportunity to see first-hand what was happening at the Charleston Marina and discuss future removal of the shoaling. A “Clamshell” Dredge contract is scheduled for this year and this area is on the list to be addressed. Also discussed were the possibilities of a future project to remediate the shoaling issue itself.

On March 6, Port Staff reached out to USCG and to coordinate marking of the shoaling area with a “Danger” Bouy until dredging operations are completed.



Charleston Fishing Families:



Charleston Fishing Families will be hosting their annual Easter Scavenger Hunt on March 30th from 11am – 2pm.

The fun starts at the Charleston Fishing Families Office, 63480 Crossline Rd. in the Charleston Marina.

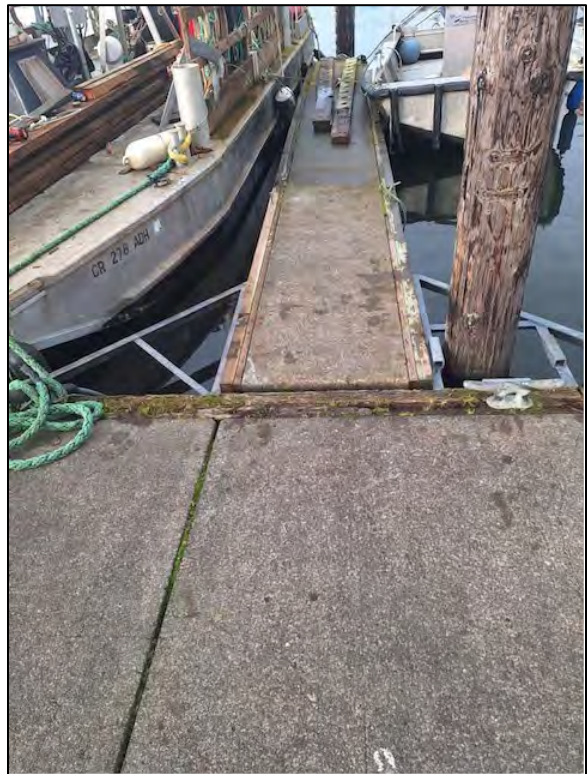
Find a golden coin and win a special prize. There will be prizes for all ages.

Hope to see you there!

Charleston Marina Major Projects:

Dock Work Projects:

Work continues on the Marina Docks. More recent dock-work photos are below.



Maintenance Apprentice II Gary Weldon, working on D-Dock Fingers.



Repairs underway for Slip D- 23

Charleston Shipyard and Travel Lift:

Clean-up and re-organization of the Charleston Shipyard continues.



The burn-pile in the Shipyard hasn't been burned for a couple of years. Port Staff made quick work of it when we had a few nice days to burn last week.



F/V Noge, a 33' Commercial Fishing Vessel that has been abandoned in the Shipyard, is starting to break apart. Port Staff picked it up with the Travel Lift and moved it to the "Tear Down Pad". The vessel will be inspected for environmental hazards, which must be mitigated prior to dismantling. Currently the Port of Coos Bay has 21 derelict vessels that have been abandoned.



Maintenance Operator I Brian Buck, Maintenance Apprentice II Richard Poetzl, and Maintenance Apprentice I Michael Hester had to do an Emergency Haul-Out last week for the F/V Migrant which was taking on water. Charleston Maintenance Staff are often called on for these situations day and night and do an amazing job. Well done gentlemen!

Abandoned and Derelict Vessels Task Force:

On March 3, Port Staff met with Dorothy Diehl and Kevin McAfee of the Abandoned and Derelict Vessels Task Force, for a brief tour of the Charleston Marina and Charleston Shipyard. We have requested assistance from the ADV Task Force, hoping there will be some funding available to assist with our Abandoned and Derelict Vessels.

State Dredge:

Charleston Maintenance Staff are preparing the State Dredge and support equipment for the upcoming 2024/2025 Dredge Season. The Port of Garibaldi and the Port of Newport have expressed interest in dredging this upcoming season.

Security:

Port Security Staff at the Charleston Marina continue to deal with vandalism and thefts.

Insurance Compliance:

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

MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Brian Early, General Manager, CBRL

DATE: March 12, 2024

SUBJECT: Railroad Department Management Report

Operations:

February 2024 was a much better month than the past few months, both in terms of the number of carloads made available to CBRL, and the fact that Mother Nature finally let up a bit. The official number of carloads for the month wound up being 598, and if not for a culvert failure during the heavy rains of February 29, causing the line to shut down for the day, that number would have been well over 600, a number not achieved since June of 2022.



(Culvert failure, causing washout near Ada)

The main driver for the increased number of carloads was export logs, with CBRL moving 247 loaded log cars to the export facility from the Willamette Valley. Our green lumber shipper in Noti ramped up their volume as well, an increase in rock cars bound for Jordon Cove and shortened turnaround time on the Weed bound chip cars all contributed to the higher numbers as well. Also contributing to the increase was the fact that our Train Crews and Bridge Tender gave up their Presidents Day Holiday, providing an extra day of train service for the month.

Mechanical (Car and Locomotive):

Columbia Rail was onsite the week of February 12, performing three periodic inspections and affecting other mechanical repairs as well as repairing storm damage to the HLCX 1078. On the evening of February 11, while traversing a long sweeping corner next to a cliff in Cushman, a rockslide came down and struck the locomotive as the train was moving southbound, causing

extensive damage to the conductor's side stairwell and handrails, and damaging the rail.

Car flow from UP was light for the month, but CBRL's car repair team was kept extremely busy inspecting and repairing the "captive" chip and log cars.



(Rockslide at Cushman 2/11/24)

Maintenance of Way (MOW):

Despite Mother Nature easing up a bit in February, CBRL's MOW department still had their hands full with weather related issues. They are performing storm patrols ahead of the trains on Sundays and have been removing fallen trees to keep the trains moving after the weekend off days. They have also been busy repairing the damage caused by the aforementioned rockslide and a total of two sinkholes and a washout that all did, or would have, caused the line to shut down. CBRL has also experienced an uptick in incidents of broken rail and broken bond wires at our signaled crossings. This is due to the ongoing tie replacement program, and it is somewhat normal for this to occur because of the amount of stress put on the rail during the tie replacement process.

ODOT/FRA:

CBRL had one on-site visit from ODOT Motive Power and Equipment Inspector in February, and no defects were recommended for violation.

Coos Bay Rail Line:

As of February 29th, 2024, CBRL has worked 64 days injury free. Currently, CBRL has 23 employees and 12 locomotives on property.



(Rope burn to warm up rail to stretch it for repair)

Action Items

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

DATE: March 12, 2024

PROJECT TITLE: Building 41 Lease Agreement with Sharky’s Charters

ACTION REQUESTED: Ratify the execution of a one-year lease agreement of Building 41 with Sharky’s Charters

BACKGROUND:

In January, Sharky’s Charters contacted Port Staff with an interest in leasing Building 41 in the Charleston Marina to expand their charter fishing business and to use the facility for fish cleaning and selling of fish to the public. Building 41 (formerly known as Fisherman’s Wharf) is located on a portion of the south side of the dock, between D & E Docks in the Charleston Marina and consists of two metal buildings with total square footage of 1,296 square feet. The underlying parcel totals approximately 1800 square feet.



After negotiations, Sharky’s Charters and the Oregon International Port of Coos Bay signed a Commercial Annual Lease Agreement on March 8, 2024. In addition to the building, the lease reserves moorage spaces for annual moorage agreements (moorage fees and agreements are separate) for the Tenant’s business adjacent to the building.

Building 41 was leased to the tenant “As-Is”, thus all maintenance and repairs of (and to) the building and docks are the responsibility of the tenant, and the tenant shall keep the premises in good repair, operating condition, working order, and appearance. John Blanchard, owner of Sharky’s Charters, has provided a list of improvement he plans to make to the building, which include patching holes in the roof, repairing the decking to the dock of the building, replacing the non-working ceiling fans with LED lighting, adding an exhaust fan, pressure washing the buildings, replacing rotten trim, and replacing a broken window and frame. In exchange, the negotiated rate for the one-year agreement is \$650.00 per month.

If the lease is not in default when the renewal term is to commence, the Tenant shall have the option to renew this lease for four (4) additional one (1) year terms. This lease is subject to a CPI increase each July 1.

Sharky’s Charters will also continue to lease Building 20 in the Charleston Marina.

RECOMMENDED MOTION:

Ratify the execution of a one-year lease agreement of Building 41 with Sharky’s Charters.

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

DATE: March 12, 2024

PROJECT TITLE: 2024Res02: Ratification of Declaration of Emergency – Timber Bridge Repair at MP 742.24

ACTION REQUESTED: Adopt resolution 2024Res02 ratifying the Declaration of Emergency for emergency cap and piling replacement at bent #6 on the timber bridge located at MP 742.24

BACKGROUND:

On January 19, 2024, Port staff was notified by the staff of Coos Bay Rail Line that the bridge at MP 742.24 had been taken out of service and of an immediate need to replace one failed cap and three failed pilings on bent six of the bridge.

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

On Friday, January 19, 2024, Chief Executive Officer John Burns declared an emergency and authorized the Port to enter into a sole source contract with Scott Partney Construction to perform the repairs to bent six to resolve this emergency condition. Scott Partney Construction has extensive construction knowledge of timber bridge repairs and had the ability and work force to repair the bents in the time frame necessary to limit the rail down time. The contracted total price of the project was \$26,300.00.

Scott Partney Construction replaced the cap and pilings, and the bridge was placed back into service on Monday, January 22, 2024.

RECOMMENDED MOTION:

Adopt resolution 2024Res02 ratifying the Declaration of Emergency for emergency cap and piling replacement at bent #6 on the timber bridge located at MP 742.24.

RESOLUTION 2024Res02

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

ACTING IN ITS CAPACITY AS ITS OWN LOCAL CONTRACT REVIEW BOARD

**RATIFYING THE EMERGENCY DECLARATION
FOR EMERGENCY REPAIRS OF THE TIMBER BRIDGE AT MILEPOST 742.24**

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

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

WHEREAS, the Chief Executive Officer of the Port has authority under ORS 279C.320, ORS 279B.080, and Section 4.6.5 of the Port's local public contracting rules to declare the existence of an emergency and authorize entry into an emergency procurement for public improvement contracts; and

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

WHEREAS, the Board of Commissioners of the Oregon International Port of Coos Bay, acting in its capacity as its own LCRB, has determined that emergency circumstances did exist which required the Port to promptly solicit and execute a contract for emergency cap and piling replacement at bent #6 on the timber bridge located at MP 742.24.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The recitals above are true and accurate and are incorporated herein by this reference.
2. The findings contained in the Emergency Declaration by Port Chief Executive Officer, John Burns, identified as Exhibit "A" to this resolution, attached hereto and incorporated herein by this reference, document the nature of the emergency and describe the methods used by Port for the selection of Scott Partney Construction for emergency cap and piling replacement at bent #6 on the timber bridge located at MP 742.24, are hereby adopted and ratified by the LCRB for the Oregon International Port of Coos Bay.
3. Based upon the contents of Exhibit "A", the LCRB hereby ratifies the declaration of an emergency by the Chief Executive Officer of the Port and further authorizes and ratifies the decision of the Chief Executive Officer, to solicit and enter into a contract with Scott Partney Construction for emergency cap and piling replacement at bent #6 on the timber bridge located at MP 742.24. The Port LCRB also ratifies the decision of the CEO to exempt the contract for the repairs from the competitive bidding requirements of ORS Chapter 279C. The LCRB finds that the documents supporting this emergency declaration fully meet and satisfy the requirements of ORS 279C.320 (1), ORS 279B.080 and OAR 137-049-0150, as well as the requirements of LCRB Rule 4.6.5.

APPROVED AND ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 19th day of March 2024.

Eric Farm, President

Brianna Hanson, Vice President

**DECLARATION OF EMERGENCY CIRCUMSTANCES
REGARDING EMERGENCY REPAIRS TO THE COOS BAY RAIL LINE
AT THE TIMBER BRIDGE AT MILEPOST 742.24
BY THE OREGON INTERNATIONAL PORT OF COOS BAY**


RECITALS

1. The Oregon International Port of Coos Bay (Port) is an Oregon State Port organized and operated pursuant to ORS 777.915 to 777.953.
2. The Port of Coos Bay owns the Coos Bay Rail Line, which is a railroad with rail lines from Eugene, Oregon to Coquille, Oregon. Coos Bay Rail Line, Inc. ("CBRL") has provided rail service on the rail line for the Port since November 1, 2018.
3. On January 19, 2024, Port staff was notified of a failed timber bent on the bridge at MP 742.24 which affected the useability of the bridge.
4. Upon closer inspection by CBRL and Port staff, along with Scott Partney Construction, the cap on bent 6, as well as pilings number 2, 3 & 4 had failed. Replacement of these components needed to be performed to keep the bridge in operable condition.
5. Until permanent repairs are accomplished, rail service will be interrupted. Without timely repairs, CBRL customers would be without service for an excessive amount of time.
6. On January 19, 2024, Port staff determined it is in the public's best interest to sole source Scott Partney Construction to affect the repairs to the cap and pile, pursuant to ORS 279B.075, based on the following:
 - a. Repairs must be expedited in an effort to mitigate the time-of-service interruption.
 - b. Scott Partney Construction has extensive construction knowledge of the timber bridge repairs in general and has the ability and work force to repair the bridge in the time frame necessary to limit the rail down time to our customers.

Therefore, pursuant to Local Contract Rule 4.6.3:

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

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


By: John Burns
Chief Executive Officer

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

DATE: March 12, 2024

PROJECT TITLE: Charleston Shipyard Work Docks Project

ACTION REQUESTED: Authorize Port Staff to develop a scope of work and permitting plan, and explore sources of funding for connecting concrete work docks #2 and #3 in the Charleston Shipyard.

BACKGROUND:

The Port of Coos Bay owns the Charleston Shipyard. As owner of the Shipyard, the Port retains responsibility for capital repairs, rehabilitation, and replacement of infrastructure.

The Shipyard services local, regional, and distant commercial and recreational vessels. The ability to maintain and improve infrastructure to support the maintenance, construction, and repair of these vessels is important to the success and viability of our community.

At the February 20, 2024, Regular Port Commission Meeting, the Board of Commissioners approved a motion to authorize Port Staff to apply for a ConnectOregon 9 Grant for a total project cost not to exceed \$5 million, with a total Port pledged match not to exceed \$1.5 million, to:

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

This project left the areas between concrete work docks #2 and #3 unimproved, which was a concern conversed by the Commission during the discussion period of the motion. Following discussion, the Board of Commissioners approved a motion to direct Port Staff to develop a "Scope of Work" to connect concrete work docks #2 and #3 in the Charleston Shipyard, develop a permitting plan, and to explore sources of funding. This scope of work is to include:

- 1) Joining the concrete structure of Work Dock #2 and Work Dock #3 with a new concrete dock structure.
- 2) Sheet Pile between Work Docks #2 and #3.
- 3) Fill between Work Docks #2 and #3.
- 4) Blacktop between Work Docks #2 and #3.
- 5) Repair of existing Rip Rap on the West Side of Work Dock #3

RECOMMENDED MOTION:

Authorize Port Staff to develop a scope of work and permitting plan, and explore sources of funding for connecting concrete work docks #2 and #3 in the Charleston Shipyard.

Other

Informational Items



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

Owned by the Oregon International Port of Coos Bay

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

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

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

	2020		2021		2022		2023		2024	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	409	1,349.7	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9
Feb	400	1,320.0	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4
Mar	432	1,425.6	566	1,867.8	694	2,290.2	498	1,643.4	0	0.0
Apr	350	1,155.0	621	2,049.3	668	2,204.4	407	1,343.1	0	0.0
May	394	1,300.2	599	1,976.7	707	2,333.1	454	1,498.2	0	0.0
Jun	534	1,762.2	625	2,062.5	595	1,963.5	468	1,544.4	0	0.0
Jul	485	1,600.5	503	1,659.9	530	1,749.0	473	1,560.9	0	0.0
Aug	467	1,541.1	485	1,600.5	597	1,970.1	388	1,280.4	0	0.0
Sep	378	1,247.4	556	1,834.8	524	1,729.2	372	1,227.6	0	0.0
Oct	431	1,422.3	521	1,719.3	488	1,610.4	393	1,296.9	0	0.0
Nov	349	1,151.7	548	1,808.4	512	1,689.6	409	1,349.7	0	0.0
Dec	499	1,646.7	453	1,494.9	493	1,626.9	440	1,452.0	0	0.0
Total	5,128	16,922.4	6,213	20,502.9	6,755	22,291.5	5,168	17,054.4	961	3,171.3

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

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

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	961	rail carloads =	96,100	short tons =	3,171.3	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.