



M E M O R A N D U M

TO: Interested Parties  
FROM: Kyle Stevens, President  
DATE: June 11, 2026  
SUBJECT: Port of Coos Bay Commission Meeting Notice

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The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting and Budget Hearing at **11:00 a.m., Thursday, June 18, 2026**, immediately following the conclusion of the Board of Commissioners' Special PCIP Commission Meeting, in the Port's Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

The purpose of the hearing is to discuss with interested persons the FY 2026/27 budget as approved by the Oregon International Port of Coos Bay's Budget Committee. Copies of the budget document may be inspected or obtained at [www.portofcoosbay.com/finances](http://www.portofcoosbay.com/finances) or by calling the Administrative office at 541-267-7678.

A supplemental budget for the current fiscal year 2025/26 will be considered at this meeting.

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](http://www.youtube.com/portcoos).

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Thursday, June 18, 2026. Written comment will be accepted until 8:30 a.m. on Thursday, June 18, 2026 by sending an email to [portcoos@portofcoosbay.com](mailto:portcoos@portofcoosbay.com) with the subject line 'Public Comment'.

An **Executive Session** has also been scheduled on **Thursday, June 18, 2026**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

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

KS/cs

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

**11:00 a.m., Thursday, June 18, 2026**

**This meeting will be held immediately following the preceding Special PCIP Commission meeting.**

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

Watch Live on YouTube: [www.youtube.com/portcoos](http://www.youtube.com/portcoos)

*Mission: Promoting sustainable development that enhances southwest Oregon and the State in the international economy.*

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

**T E N T A T I V E   A G E N D A**

- 1. CALL MEETING TO ORDER**
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- 11. PUBLIC COMMENT**
- 12. CEO COMMENTS**
- 13. COMMISSION COMMENTS**
- 14. NEXT MEETING DATES**
  - A. PCIP Commission Meeting - Tuesday, July 7, 2026, 8:00 a.m.
  - B. Regular Commission Meeting - Thursday, July 16, 2026, 11:00 a.m.
- 15. RECESS TO EXECUTIVE SESSION**
- 16. ADJOURN**

# Consent Items

**DRAFT MINUTES**  
**Oregon International Port of Coos Bay**  
**Budget Committee Meeting**

Monday, May 18, 2026, 1:00 p.m. – 3:30 p.m.

Port of Coos Bay Commission Chambers, 125 W. Central Ave, Suite 230, Coos Bay, OR 97420

Meetings are broadcast live on [YouTube](#). Hyperlinks below redirect to the recording.

**Attendance**

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

**Budget Committee:** Lexie Woodward; Lou Leberti; Dax Davidson; John Blanchard; and George Wales.

**Staff:** Lanelle Comstock, Chief Executive Officer; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; Ray Dwire, Charleston Marina Manager; Brian Early, CBRL General Manager; Rick Adamek, Director of Asset Management; Mary Green, Accounting Supervisor; Krystal Karcher, Administrative Services Manager; and Christina Sanders, Administrative Assistant.

**1. [Call Meeting To Order](#)**

President Stevens called the meeting to order at 1:01 p.m.

**2. [Introductions](#)**

**3. [Selection of Budget Committee Chair](#)**

Upon a motion by Kyle Stevens (second by George Wales) the Budget Committee voted to appoint Kyle ViksneHill as Budget Committee Chair. **Motion Passed Unanimously.** (Ayes: Blanchard, Davidson, Hamner, Leberti, Roblan, Stevens, ViksneHill, Wales, and Woodward. Nays: None. Absent: Edwards.)

**4. [Receive FY 2026/27 Budget Message By Lanelle Comstock, Chief Executive Officer](#)**

Lanelle Comstock presented the FY 2026/27 Budget Message and stated the budget outlines the Port's financial plans and priorities for the fiscal year. The budget reflects the Port's mission and commitment to sustainable development and economic growth for Southwest Oregon and the State. The proposed annual budget was prepared pursuant to Oregon local budget law and reflects a net-zero balance.

The Port's budget planning process takes up about the first half of the year and is very methodical and carefully planned. Port Staff put significant effort into the budget process, including calculations, deliberation, and review, and while the budget may appear simple, it is the result of months of work. The role of the Budget Committee is to review the proposed budget, recommend any changes if necessary, and approve the budget for presentation to the Port Commission in June for adoption.

The current fiscal year budget was developed very lean due to declining revenues and increased expenses. The Port currently has limited staff, with employees stretched thin and serving in multiple roles. Little was budgeted for capital improvement projects and planned maintenance, which has required the Port to be reactive in addressing repairs to its assets. Port Staff have had to be resourceful and limit spending wherever possible.

The Port experienced some unanticipated revenue increases during the current fiscal year, which are being carried forward into the next fiscal year. The Port also expects increased revenues in FY 2026/27. Although the proposed budget remains lean, it is somewhat more robust than the current fiscal year budget.

## **5. Review The Proposed Budget Document**

### **A. Overview of the Budget Funds**

The Port's budget is divided into four funds. The Port's General Fund tracks revenues and expenses related to operations and operational support. Departments within the General Fund include Administration, Charleston Operations, Port Operations, and Railroad Operations.

The proposed budget anticipates a total income of \$8,319,725, which reflects a \$1,469,090 transfer from the Special Projects Fund for indirect costs associated with grants for the Pacific Coast Intermodal Port Project (PCIP). This transfer is the same transfer that was budgeted this fiscal year but those grants have not yet been initiated, therefore it is rolling into this next fiscal year. In an effort to budget responsibly, no expenses have been allocated towards these "revenues" and these funds have again been placed in contingency. Excluding the \$1,469,090 transfer from the Special Projects Fund for the PCIP project, the proposed total revenues from operations, taxes levied, and grants received is \$6,850,636.

The Port currently has approximately \$22.4 million in outstanding debt, with \$1.39 million in debt service payments budgeted for the upcoming fiscal year. Terminal One is a major concern, but through coordination with Business Oregon, the Port has arranged a payment plan to make interest only payments, and has budgeted approximately \$55,000 for FY 2026/27. Commissioner Hamner asked about the debts that were rolling off. Megan Richardson and Ms. Comstock explained that several debts will be retired this year, including the IFA Charleston IT loan, originally incurred around 2017 for phone and IT upgrades. Certain vehicle loans are also rolling off, which will help reduce future budgets.

Total personnel has been reduced to 22 employees compared to the 23.5 positions budgeted in the current fiscal year; this is not a reduction in staff, but unfilled positions. Ms. Comstock acknowledged the increased workload carried by staff and expressed appreciation for their flexibility and commitment. Personnel costs continue to increase, driven by increases in employee benefits, including a 12.4% increase in medical insurance premiums and a 6% increase in dental insurance premiums, totaling more than \$35,000, along with a 2% cost-of-living adjustment estimated at \$28,229.

### **B. Administration**

The Port is anticipated to receive nearly \$2.2 million from property taxes, \$41,000 in interest earnings, \$15,000 for administering the Coos County Urban Renewal Agency, \$11,400 from other income, which is a pass through of county property taxes paid by Hub Building leaseholders, \$216,349 for leases within the Hub building, which is currently fully occupied, and the Southport note repayment at \$77,425.

Seven employees have been budgeted for in Administration, which is an increase from 6.5 employees this current fiscal year. The Port currently has a vacant half-time accounting clerk position that is planned to be filled with a full time position in FY 2026/27, noting that even at seven employees, the Administration office is still down from the 11 employees in FY 2023/24.

The budget for the upcoming fiscal year does not differ much from the current fiscal year. The Administration budget for consulting services dropped from \$65,920 to \$10,920 due to the current fiscal year had budgeted for the Strategic Business Plan consultants. That project has been completed and is not needed to be budgeted for the upcoming fiscal year. Staff training and development was decreased from \$8,150 due to not budgeting for crane training which the Port had budgeted for in past years, but never started.

### C. Charleston Operations

The Charleston Marina Complex provides infrastructure for both commercial and recreational users, including approximately 400 moorage slips, a six-lane boat ramp, an RV park, commercial properties, and a shipyard. Projected operating revenue is \$2,777,843, an increase of approximately \$294,000 from the current year, based on historical trends, anticipated activity, and proposed rate adjustments. Staff conducts an annual review of rates to ensure they align with actual costs and remain competitive with other ports and marinas offering similar amenities.

Port Staff propose a 3% rate increase for most Marina and Shipyard services, along with several targeted adjustments. The annual launch ramp fee will increase from \$85 to \$100 if purchased January through September, and \$65 thereafter, consistent with other ports. Ray Dwire stated a significant number of users pay daily launch fees, which were previously increased from \$5 to \$7 and remain within Oregon State Marine Board limits while supporting grant funding. Ms. Richardson stated 43% of launch ramp sales are annual passes, which helps reduce credit card processing costs, and confirmed those fees are not passed on to customers.

Port Staff propose increasing the ice rate and after-hours surcharge to better reflect actual costs. The Port has lost approximately \$827,000 over the past five years on ice operations. John Blanchard asked if the increases accounted for training or spare parts. Mr. Dwire stated the increases are primarily to offset operational costs, while ongoing staff training will continue. The Committee discussed equipment challenges at the Ice Plant and the planned installation of a new chlorinator to improve ice quality. Ms. Comstock clarified the after-hours surcharge increase reflects union contract requirements, noting call-outs require a minimum of two hours at an average labor cost of \$82.50 per hour.

Port Staff propose reducing the Shipyard single-move rate from \$569 to \$400, which includes the first hour of staff time, with each additional hour billed at \$82.50 per hour per staff member. Mr. Dwire explained the entire haul-out process typically requires two employees and takes approximately three hours for a well-maintained vessel, bringing a standard haul-out closer to actual labor costs. He stated vessels in poorer condition can require up to six hours per staff member, increasing total labor costs significantly.

The Committee discussed the cost of hauling debris and how other ports are structuring their shipyard rates to account for those expenses. Mr. Dwire stated debris disposal costs will be absorbed within the revised Shipyard rate structure. The Committee discussed that the \$82.50 hourly rate reflects only direct labor costs and does not fully capture administrative overhead or employee benefits, meaning the Port is still not fully recovering total personnel expenses. Mr. Dwire emphasized the importance of gradually adjusting rates to better align with actual costs without implementing sudden or substantial increases for customers.

Mr. Dwire stated these rate adjustments are part of a broader effort to address historical under-recovery of operational costs and move toward a more sustainable financial model. Ms. Comstock added the proposed changes have been reviewed and discussed with the Charleston Advisory Committee.

George Wales asked about County lease fees. Ms. Comstock stated the County charges a one-time fee of \$75 per new lease and \$25 per terminated lease. Lease revenue is expected to increase, with all functional buildings currently leased for the first time in several years. Only the Power Squadron and Point Adams buildings remain vacant, both requiring more strategic planning. Lot 40 near Hallmark Seafoods is expected to be leased throughout the year.

Shipyard related revenues are expected to increase, including the environmental surcharge tied to activity levels. Mr. Dwire stated it does not cover even half of the stormwater system costs. Ms. Comstock stated other revenues, including hoist rentals, shower cards, impound fees, vessel disposal, ice sales, and credit card fees, are expected to increase slightly. Mr. Leberti asked about the lodging tax in the RV Park. Ms. Richardson clarified RV Park lodging tax is largely pass-through, with only a small administrative fee retained.

\$513,000 in grant revenue is anticipated and a \$90,000 bad debt allowance has been included. Personnel costs cover 14 FTEs, with \$201,000 allocated to a dredging project. Materials and services are generally consistent, with reduced staff development costs, increased travel, higher garbage service costs due to increased usage, and lower utility projections.

Funding of approximately \$450,000 has been budgeted for the disposal of derelict vessels in the Shipyard, which is expected to be fully supported by grant funding. Contractors will be required to document and track disposal and recycling of materials, including scrap metal, e-waste, and debris, as part of grant requirements, with any recyclable value managed through the contractor.

Property insurance costs have continued to increase, an approximate \$20,000 increase in the current fiscal year and a total increase of approximately \$55,000 since FY 2023/24. The Port is anticipating receiving an SDIS safety and security grant, which will be used to increase the number of cameras in the Shipyard, as well as a cyber security grant that will help enhance the camera server. Ongoing stormwater system maintenance in the Shipyard remains a significant expense, including approximately \$16,000 annually for filtration media replacement.

Commissioner Hamner asked if funds had been added to the budget for marketing, particularly for Charleston Marina Complex. Ms. Comstock stated there was some funds designated in the Administration budget. Mr. Dwire stated he has been attending sportsman's shows. Commissioner ViksneHill asked if the Port had partnered with the VCB and asked if the Port has ever received a report on how the VCB is marketing Charleston. Matt Friesen stated the Port has partnered with the VCB on various projects, but he will discuss with the VCB what opportunities might be available for the upcoming year and ongoing collaborations. Mr. Dwire stated the VCB paid the fees for the Port to attend the Salem sportsman's show.

Approximately \$100,000 has been budgeted for sediment characterization sampling, which is required for future dredging in the Marina. This was budgeted for in the current fiscal year, but was not completed. Mr. Dwire stated it takes six to nine months to complete the testing and remains valid for five years on the Outer Basin and seven years for the Shipyard and Inner Basin, emphasizing the importance of completing this work to avoid project delays.

\$50,000 has been budgeted for the capital outlay of buildings, specifically for the Inner Basin Restroom Rehabilitation project that will be completed in the next fiscal year. Another Oregon State Marine Board

grant is anticipated to be awarded for a project that has yet to be determined, also budgeted at \$50,000. \$145,000 has been budgeted for dock capital improvement projects, which include repairs to the D dock approach for erosion and a piling replacement project.

The Port is set to receive congressionally delegated funding for a Shipyard Improvement project and expects additional funds from a Connect Oregon grant and other sources, totaling \$3.3 million for the Shipyard marine ways. The Port is seeking \$3 million for the work docks, stating the current legislative request is \$2 million with an anticipated \$1 million in matching funds.

#### **D. Port Operations/Asset Management**

Port Operations oversees infrastructure and property on the North Spit, Upper Bay, Eastside, and within the channel, as well as managing major capital projects. The projected revenues for the department are \$185,551, derived from property agreements and building leases, which is a decrease from the previous year due to the anticipated sale of the Tyree property.

Expenses include salary and benefits for one full-time employee and costs allocated to the dredge project in Garibaldi. Materials and services budget is largely consistent with previous years, with the exception of an increase to fire protection services by the Department of Forestry, vegetation control, and alarm monitoring for Terminal One.

#### **E. Railroad Operations**

The Port of Coos Bay owns the Coos Bay Rail Line (CBRL) infrastructure. This Railroad Department budget, within the Port's General Fund, allocates revenues and expenses related to upgrading and rehabilitating the rail line infrastructure and maintaining Port owned Rail assets. This budget does not cover operations, which is budgeted within the CBRL fund and is separately reviewed and approved by the CBRL Budget Committee and adopted by the CBRL Board of Directors.

Projected revenues for the Railroad Department total \$788,764. \$317,000 is budgeted to be received from the 45G tax credit, and \$245,893 is budgeted from railroad property agreements (private railroad crossings, right of entry agreements, and utility crossings). The Railroad Department anticipates receiving \$225,872 in Capital Projects Surcharge Fees, which is based on the number of car movements projected. During the upcoming fiscal year, CBRL is projected to transport approximately 4,336 rail cars on the line.

There are no rail employees in the Port budget. All employees are in the CBRL fund. Materials and services cover insurance of Port owned rail assets (vehicles, equipment, property, and locomotives), professional services for the broker fee for the 45G tax credit, and Stantec's on call railroad engineering services. \$411,000 is budgeted in repairs and maintenance of bridges and track for emergency repairs. No capital improvement projects are budgeted at this time.

Mr. Wales asked about the Swingspan bridge. Ms. Comstock stated the Swingspan bridge is currently out of service and lacks any allocated budget for maintenance or repairs. She stated that simply restoring the bridge to operation, specifically providing the necessary power and controls to turn the bridge, would cost over \$1 million, and is more realistically estimated at closer to \$2 million. She stated that estimate does not include any further structural work required to support train traffic.

## **F. Special Projects & Reserve Funds**

The Special Projects Fund budgets capital projects and other major projects that are predominately funded from outside of the Port's General Fund revenues. This includes \$44 million related to the Pacific Coast Intermodal Port and Channel Modification projects. An administrative fee is also incorporated into these projects, which is budgeted to be transferred to the General Fund, but is placed in contingency. The Shipyard Improvement Project for the marine ways and the work docks are anticipated to receive \$6.3 million. The Port applied for a Brownfield grant through the EPA to do studies and reports on Port properties, including Terminal One, and anticipates receiving a grant to complete a feasibility study on the Rails to Trails project.

The Reserve Fund projects a beginning fund balance of \$1 million, which is internally allocated between Railroad Reserve and General Reserve. There is no plan to add to or use from this fund for the upcoming fiscal year.

## **G. Dredge Operations**

The Port manages, maintains, and operates a dredge owned by the State that is available to any port that needs it. The port that the Port of Coos Bay dredges pays for actual, non-inflated costs, which save them thousands of dollars compared to hiring a private contractor to dredge. During the 2024/25 fiscal year, Port staff dredged the Port of Garibaldi with the state-owned dredge, but the project was left incomplete due to technical issues with the slurry pump on the dredge. Port staff were planning to dredge Garibaldi again this current fiscal year, but permitting issues prevented the Port from proceeding. The Port has planned to fulfill the commitment to the Port of Garibaldi during the upcoming fiscal year. The dredge mobilizes in October to dredge during the in-water work window of November 1 through mid-February, with three members of the maintenance staff being deployed for the project.

All costs incurred by the Port for dredging other ports are reimbursed at actual cost, and the Port does not receive a profit for the service provided by dredging other ports. The Port anticipates expending and being reimbursed \$939,044 for this project, which includes maintenance and insurance of equipment, preparation, mobilization, and the actual dredging. Managing the dredge on behalf of the State places a great burden on staff and the Charleston Marina, especially during the five to six months Maintenance staff are away. The Committee discussed maintenance in the marina lacking during the time the staff are away dredging other ports. When there is no other port to dredge, the Port is able to utilize the dredge in the Marina and save thousands of dollars dredging in-house. Ms. Comstock stated she is contemplating whether or not the Port will continue providing this service after this fiscal year.

## **6. Public/ Committee Comment**

No public comments were received.

Commissioner Stevens stated he understands the need to raise rates, but suggested that the Port should be mindful of how these increases affect the general public versus industry-specific users.

Mr. Blanchard stated the Port should operate like a business. He stated facilities like the Ice Plant and Shipyard, which have historically operated at a loss, should be supported by the users who consume those services rather than through tax subsidies, ensuring the facilities remain viable for future generations.

Mr. Wales stated there are detractors to the other shipyards in the region and would like to see investment into the Charleston Shipyard. Mr. Blanchard agreed and stated the importance of offering a high quality

product to attract good clients and remain competitive with other regional shipyards, rather than just relying on low prices.

Mr. Leberti asked about the increasing number of abandoned vessels anchored in the channel, and if the State would take responsibility for the vessels if they eventually sank. Mr. Wales stated the Port has limited authority to boats anchored outside of the Federal waterway, which would fall under State rather than local or Federal jurisdiction.

Commissioner Roblan thanked the Committee and community members who dedicate their time to the Budget Committee and Charleston Advisory Committee roles. He stated the Port could not function effectively without their volunteer participation.

7. [Present The Motions To Recommend The Budget To The Port Commission For Adoption, Or Schedule A Follow-Up Meeting](#)

Upon a motion by Arnie Roblan (second by Elise Hamner) the Budget Committee voted to approve imposing the Port's maximum permanent tax rate of \$0.6119 per \$1,000 taxable assessed value for fiscal year 2026/27. **Motion Passed Unanimously.** (Ayes: Blanchard, Davidson, Hamner, Leberti, Roblan, Stevens, ViksneHill, Wales, and Woodward. Nays: None. Absent: Edwards.)

Upon a motion by Arnie Roblan (second by Elise Hamner) the Budget Committee voted to approve the proposed budget for fiscal year 2026/27 and recommend to the Board of Commissioners for adoption. **Motion Passed Unanimously.** (Ayes: Blanchard, Davidson, Hamner, Leberti, Roblan, Stevens, ViksneHill, Wales, and Woodward. Nays: None. Absent: Edwards.)

8. [Adjourn Meeting](#)

President Stevens adjourned the meeting at 2:24 p.m.

**DRAFT MINUTES**  
**Oregon International Port of Coos Bay**  
**Regular Commission Meeting**  
**11:00 a.m., Thursday, May 21, 2026**

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

Meetings are broadcast live on [YouTube](#). Hyperlinks below redirect to the recording.

**Attendance**

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

**Staff:** Lanelle Comstock, Chief Executive Officer; Megan Richardson, Director of Finance and Accounting; Rick Adamek, Director of Asset Management; Ray Dwire, Charleston Marina Manager; Krystal Karcher, Administrative Services Manager; Christina Sanders, Administrative Assistant; and Melissa Cribbins, Executive Director of the PCIP Project.

**Guests:** Zach Pelz, AKS Engineering; Tyler Roth, AKS Engineering; Rex Leach; Brad Prater; Candice Prater; Jan Hodder; Mike Graybill; Patrick Momsen; Jonathan Bates, United Brotherhood of Carpenters; Tallon Trentz, IUOE 701; Doug Farrel; Gayle Farrel; Sonny Meyers; Bev Meyers; Chelsea Schnabel, City of Coos Bay; Alli Yamnitsky, Pacific Seafood; Haley Lutz, Coos Watershed Association; Jeff McCormack; Stephanie McCormack; Kyle Coats, F/V Galway Bay; Ty Cutting, F/V Cape Foulweather; and Jesus Tecocoatzi.

**1. [Call Meeting to Order](#)**

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

**2. [Port Project Update](#)**

A. [Eastside Housing Feasibility Study](#)

Zach Pelz and Tyler Roth of AKS Engineering presented the final report evaluating the potential for residential development on approximately 110 acres of Port-owned property in the Eastside area of Coos Bay. The consultants detailed a methodology encompassing an analysis of geotechnical conditions, including compressible soils, seismic vulnerabilities, and extensive wetlands, alongside infrastructure requirements, market conditions, and community engagement feedback. The findings indicated a significant gap between development costs and expected market revenues, with new home construction prices far exceeding the current regional median, rendering large-scale housing development currently infeasible.

The study outlined recommendations for the Port and the City to consider, including the immediate initiation of discussions regarding the potential rezoning of the property to nonresidential uses, as well as a long-term approach to explore potential geotechnical analysis and public subsidy partnerships for smaller-scale development in the southeast corner of the site.

Commissioner Edwards stated the Isthmus Heights Slough bridge is reaching the end of its useful life. He highlighted a significant traffic issue: during weekday mornings, school buses and commuters heading into Coos Bay cause traffic to back up significantly, creating a standstill that exceeds the current two-lane

capacity. He stated that any development in the Eastside area would require coordination with ODOT and likely necessitate a new bridge with more lanes to accommodate traffic volume.

Mr. Pelz stated this feedback was heard clearly from the community during AKS' public outreach. While the scope of the study did not allow for detailed design work on transportation improvements, the study conducted a high-level assessment of necessary mitigation. The study identified the transportation system serving Eastside as already deficient, and any additional traffic would require specific infrastructure improvements, such as intersection upgrades, roadway segment improvements, and potentially a bridge replacement.

#### B. [Port and Rail Financial Update](#)

Megan Richardson presented the March financials for the General Fund and Coos Bay Rail Line. The General Fund had a net loss of \$11,000 due to significant infrastructure repair costs that outweighed revenue gains. The CBRL Fund had a net loss of \$118,000 due to lower-than-anticipated carload volume and increased expenses for fuel and car hire.

### 3. [Consent Items](#)

Upon a motion by Commissioner Roblan (second by Commissioner Stevens), the Board of Commissioners voted to approve the March 19, 2026 Regular Commission Meeting Minutes, March and April Invoices, and March and April Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

Commissioner Hamner asked for clarification regarding the \$150,000 on-call railroad service contracts. Rick Adamek stated the Port solicited bids and selected a contractor. The contracts allow for a maximum amount to be spent per section of railroad, which allows the Port to expedite repairs and avoid the need to declare emergencies.

### 4. [Management Reports](#)

All Management Reports were included within the Meeting Packet.

### 5. [Action Items](#)

#### A. [Accept Eastside Housing Feasibility Study Findings](#)

Upon a motion by Commissioner Roblan (second by Commissioner Hamner), the Board of Commissioners motioned to accept the findings of the Eastside Housing Feasibility Study completed by AKS Engineering. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

#### B. [Negotiate Sale of Property at 341 Newmark Avenue](#)

Upon a motion by Commissioner Roblan (second by Commissioner Stevens), the Board of Commissioners motioned to authorize Port Staff to negotiate and execute the sale of Port-owned property at 341 Newmark Avenue to Tyree Oil, Inc. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None.)

### C. Pacific Shellfish Tideland Lease Agreement

Upon a motion by Commissioner Roblan (second by Commissioner ViksneHill), the Board of Commissioners motioned to ratify the execution of a tideland lease agreement with Pacific Shellfish - Coos Bay, LLC. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

### D. Building 8 Lease Agreement

Upon a motion by Commissioner Hamner (second by Commissioner Roblan), the Board of Commissioners motioned to approve Port Staff to negotiate and execute a commercial lease agreement with Derek Henkels to lease Building 8, located at 63510 Kingfisher Road in Charleston. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

### E. H&R Block Hub Building Lease Agreement

Upon a motion by Commissioner Roblan (second by Commissioner Stevens), the Board of Commissioners motioned to ratify the execution of a commercial lease agreement with H&R Block to lease 101 Central Avenue in the Hub Building. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

Commissioner Roblan stated he was pleased the Hub Building was fully leased and that it is important for the Port to lease its properties to keep operations going. Commissioner Hamner stated she was glad the lease agreement was for a one-year term rather than five years. She stated the space is prime real estate in downtown Coos Bay that sits vacant for much of the year. She stated the Port should discuss whether simply filling the space meets their mission, or if there is a way to utilize it more effectively during the off-season to generate traffic and support the city.

## 6. Public Comment

A. **Rex Leach** commented on concerns regarding the 50% rate increase at the Charleston Ice Plant, stating it places an undue financial burden on the struggling fishing fleet.

Commissioner Edwards stated his first ice bill from the Port this year was 16 tons of ice for \$1,600. He stated if and when the resolution goes into effect in July, that same price will be \$2,400, a 50% increase. He stated the Charleston shrimp fleet has a lower cost of production and is unable to deliver what Astoria and Newport do.

B. **Patrick Momsen** thanked the Port Commissioners for attending a community meeting in March at the Dolphin Playhouse and requested better, firmer communication regarding how Port projects affect the Empire community, and extended an invitation to attend another meeting in the fall.

C. **Jan Hodder** expressed disappointment that the Eastside property was deemed unsuitable for housing and encouraged the Port to view the wetlands as an asset rather than a detriment. She suggested collaboration with local environmental entities such as the Coos Watershed Association, the Partnership for Coastal Watersheds, and the South Slough National Estuarine Research Reserve.

D. **Ty Cutting** expressed frustration over the 50% increase in ice costs as a burden on the local fishing fleet. He stated the recurring equipment failures at the Ice Plant are a direct result of the Port's failure to properly manage and maintain the facility. He urged the Port to lease out the ice facility.

Commissioner Edwards acknowledged the importance of engine room maintenance, comparing the needs of a fishing vessel's engine to those of the Ice Plant's complex machinery. He stated the facility has suffered from a lack of maintenance that the Port is now struggling to catch up with through a series of expensive, reactive repairs.

E. **Kyle Coats** stated the rising ice and fuel costs are absorbed by the crew, making it difficult for the fleet to remain financially viable.

Commissioner Edwards stated within the shrimp fleet, as the operational expenses rise, both the crew and the captain experience a direct reduction in their paychecks.

F. **Brad Prater** expressed frustration regarding potential residential development of the Eastside property. He stated residents were previously told the land would remain an undeveloped wetland.

## 7. [CEO Updates](#)

Lanelle Comstock stated the Port and Rail Budget Committees have successfully approved the upcoming fiscal year budgets, which will be presented for adoption on June 18.

The Charleston Fisherman's Memorial and Blessing of the Fleet is scheduled for Memorial Day at 10:00 a.m. Ongoing efforts to secure federal and state funding for the Charleston Shipyard continue; the Connect Oregon grant status remains pending, the Port is coordinating with the USDA on permitting for marine ways, and the Port has secured requests from federal delegates for \$2 million to rehabilitate the work docks. Maintenance crews have been upgrading the RV Park, with upcoming plans to refurbish the Inner Basin restrooms using an Oregon State Marine Board grant. The Ice Plant is currently in a cooling phase to restore ice production.

April had 471 carloads on the rail line, which is the best month year-to-date. The line is currently undergoing urgent bridge repairs in Lakeside and is expected to return to service by mid-week. A grant application has been submitted through ODOT's Rail Crossing Safety Improvement Program, requesting approximately \$770,000. This grant will help upgrade, modernize, and enhance safety at 14 railroad crossings along the line.

The Port will be applying for an ODOT Transportation and Growth Management grant for \$250,000 to conduct a feasibility study on the Rails-to-Trails project. A resolution for adoption will be brought to the Commission in June regarding the grant, and the Port is currently securing letters of support from community members.

## 8. [Commission Comments](#)

Commissioner Edwards expressed strong disappointment regarding the decision to pass increased ice costs onto the Charleston fishing fleet. He stated as a relatively new facility, the current frequency of breakdowns is indicative of a lack of proper maintenance and the burden of passing repair costs to the fleet is unreasonable. He asked the Port to facilitate better coordination between the Charleston fleet and local

processors like Bandon Pacific or Hallmark Fisheries to explore more sustainable, shared solutions for the fleet's ice needs.

Ms. Comstock stated the rates did go to the Charleston Advisory Committee as well as the Budget Committee, and suggested scheduling a work session to go over all the costs of running the Ice Plant, historical costs, and the maintenance of the Ice Plant, which has not been deferred. She stated in the last two months the Port has spent over \$70,000 on repairs to the Ice Plant, and plans to invest another \$15,000 in the filtration system next month. She stated the Port has considered the idea of a third party taking over operation of the Ice Plant. Just the cost of debt service is over \$20,000 per month, so the third party leasing the Ice Plant would have to pay over \$20,000 a month in addition to the cost of maintenance. She stated what the Port has made year-to-date has nearly covered the cost of the debt service, with no other operating expenses or repairs.

Ray Dwire stated the recent major issue occurred initially with the exterior compressors, which failed and required replacement in March at a cost of approximately \$30,000. Once those outdoor units were repaired and brought back online, the system experienced a secondary failure involving the internal fluid lines that connect the exterior units to the interior cooling systems. Repairing the internal components added another \$40,000 to the facility's maintenance expenses.

Mr. Adamek stated the Port has replaced fan units as they have progressively failed. The interior copper coils, which are responsible for heat collection, have suffered from significant material deterioration over time. He stated the recurring mechanical issues are the result of the natural degradation of the system's components rather than a failure to perform adequate preventative maintenance.

Commissioner Hamner agreed with Ms. Comstock that a work session would be beneficial to the Board to understand the needs of the Port and the fleet.

## **9. Next Meeting Dates**

- A. PCIP Commission Meeting – Tuesday, June 2, 2026, 8:00 a.m.
- B. Regular Commission Meeting and Budget Hearing – Thursday, June 18, 2026, 11:00 a.m.

## **10. Adjourn**

Vice President Edwards adjourned the meeting at 12:36 p.m. and entered into Executive Session, as authorized under ORS 192.660(2), to:

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



M E M O R A N D U M

**To:** Port of Coos Bay Board of Commissioners  
**From:** Mary Green, Accounting Supervisor  
**Date:** June 11, 2026  
**Subject:** Invoices Paid for Commission Approval through May 2026

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A/P checks issued per NetSuite financial system	87,410.93
Payroll disbursement per Umpqua Bank statement	109,711.69
Misc electronic disbursements per Umpqua Bank statement	442,236.18
<b>Total Disbursements</b>	<b><u>\$ 639,358.80</u></b>



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
 FROM: Megan Richardson, Finance Director  
 DATE: June 11, 2026  
 SUBJECT: May 2026 Contracts Awarded

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The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the month of May. 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:

<b>Contract</b>	<b>Description</b>	<b>Cost</b>
Addcox Heating Center	Ice Plant Indoor Refrigeration Unit Replacement	\$37,840.16
<b>Total Contracts Awarded for this Period:</b>		<b>\$37,840.16</b>

# **Management Reports**



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Lanelle Comstock, Chief Executive Officer  
DATE: June 11, 2026  
SUBJECT: Administrative Services Management Report

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**Upcoming Scheduled Meetings and Events:**

- CBRL Board Meeting & Budget Hearing: Thursday, June 18, 10:30 am
- Special PCIP Board Meeting: Thursday, June 18, 11:00 am
- June Regular Port Commission Meeting & Budget Hearing: Thursday, June 18, 11:00 am
- Juneteenth (Offices Closed): Friday, June 19
- Independence Day Observed (Offices Closed): Friday, July 3
- July PCIP Commission Meeting: Tuesday, July 7, 8:00 am
- July Regular Commission Meeting: Thursday, July 16, 11:00 am
- Charleston Advisory Committee Meeting: Wednesday, July 22, 10:00 am

**ADMINISTRATION**

**AP/AR Clerk:** The Oregon International Port of Coos Bay is seeking to hire an Accounts Payable / Accounts Receivable Clerk to be an integral part of the Finance and Accounting department. As the AP/AR Clerk, the candidate will perform routine fiscal tasks including the day-to-day processing of accounting transactions to ensure the Port's General Ledger and subledgers are maintained in an effective, up to date and accurate manner. This position requires accounting experience or a combination of education and experience that allows the candidate to fulfill the position requirements. This position also requires knowledge of Accounts Payable / Accounts Receivable, Excel, Adobe, Outlook, Word, 10-key adding machine and general office equipment skills, as well as excellent telephone and organizational skills. Required qualifications include keen attention to details, knowledge of filing procedures and practices, and the ability to maintain accurate and confidential records and files. Additional information can be found here:

<https://www.portofcoosbay.com/accounts-payable-accounts-receivable-clerk>

**Coos Bay Estuary Management Plan Update:** The Steering Committee is working on updating the Conflict of Interest Bylaws. The Technical Advisory Committee has had an in depth discussion about this topic and are asking for advice/consent on new unilateral bylaws between the different committees. The Sea and Shore Solutions contract has been extended through 2027 to help manage the process and act as an interface between the different committees and the Cities/ County. The Citizens Advisory Committee is working on structuring some form of community outreach. More information on that process will be provided in the coming months.



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Megan Richardson, Director of Finance  
DATE: June 11, 2026  
SUBJECT: Accounting & Finance Management Report

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We hereby present April and April Year-to-Date (10 months) financial results for the Port.

**Operating Revenue:**

Operating revenues totaled \$349K, which was approximately \$58K greater than budget. All departments, except Rail Ops, exceeded budget. Admin continues to exceed budget this month because all leasable space within the Hub building is occupied. Rail Ops revenue fell short of budget primarily because of the timing of property agreement renewals and lower-than-expected capital surcharge billings on car movements. Although carloads exceeded the monthly average budget, the Port had assumed that all cars would be billed a capital surcharge. Because the North Bend Swing Span bridge is closed, log cars that cannot cross the bridge are not subject to the surcharge, which reduced revenue. CBRL budgeted an average of 409 car movements per month and recorded 471 movements in April, the highest monthly total this fiscal year. Charleston Ops' revenue exceeded budget across all Marina and Shipyard lines of business.

**Operating Expense:**

Operating expenses totaled \$363K, which was \$11K less than budget for the period. All departments underspent their budget this month except for the Rail Ops department. Rail Ops had an overage this month for commercial insurance premium payments made for Coos Bay Rail Line, Inc.

**Operating Result:**

The Port ended April with a net loss of \$15K against a planned net loss of \$84K, which was better than planned by \$69K. All departments, except Rail Ops, had a better operating result than budgeted. The unfavorable result in Rail Ops was due to lower revenues and greater expenses for commercial insurance premiums.

**Other Income & Expense:**

Other revenues totaled \$51K, which is less than planned by \$94K. Property taxes and bank interest are slightly greater this period than projected. Grants received fell short of budget because the Port was not awarded all the grants that were budgeted and applied for. Other expenses totaled \$12K, which is \$12K underspent for the month.

**Net Result & Year to Date:**

April had a net gain of \$24K compared to a budgeted net gain of \$37K, resulting in a negative variance of \$13K. Year to date, the total net gain is \$382K compared to a budgeted net gain of \$174K.

**Other Comments:**

May Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted	
			State Dredge Funds	IFA Channel Mod
6,148,020.49	1,744,515.81	4,403,504.68	213,030.74	4,190,473.94

The total cash balances in all bank accounts for May month end were \$6,148,020.49, which is a decrease from April of \$272,925.93. Restricted funds are detailed in the table above. Total interest earnings totaled \$17,570.80, with \$2,359.11 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance, and interest earned on 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 cash flow needs. The Local Government Investment Pool (LGIP) interest rate is 4.00% p.a. This is a drop of 0.60% from the start of the fiscal year.

	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2026				Apr 2025			Jul 2025 - Apr 2026				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>1 Operating Income</b>																	
33 Administration	18,828	17,312	1,516	9%	12,128	6,700	55%	174,042	173,119	924	1%	122,722	51,321	42%	208,666	207,742	0%
20 Port Operations	43,122	25,568	17,554	69%	21,644	21,478	99%	278,957	255,679	23,278	9%	247,736	31,220	13%	330,092	306,815	8%
21 Railroad Operations	26,571	58,904	(32,333)	(55%)	45,023	(18,452)	(41%)	366,296	589,037	(222,741)	(38%)	616,659	(250,362)	(41%)	484,104	706,844	(32%)
<b>Charleston Operations</b>																	
23 Building & Dock Leases	21,699	20,036	1,663	8%	19,743	1,956	10%	210,869	200,356	10,514	5%	201,813	9,056	4%	250,940	240,427	4%
24 Property Agreements	0	400	(400)	(100%)	0	0	-	0	4,000	(4,000)	(100%)	0	0	-	800	4,800	(83%)
25 Marina	109,580	95,575	14,005	15%	115,278	(5,698)	(5%)	1,058,792	958,321	100,472	10%	1,015,418	43,375	4%	1,319,636	1,219,164	8%
26 Shipyard	32,789	31,184	1,604	5%	33,640	(852)	(3%)	337,508	284,522	52,986	19%	305,121	32,387	11%	395,106	342,120	15%
27 RV Park	8,954	13,434	(4,479)	(33%)	13,774	(4,820)	(35%)	315,536	272,762	42,775	16%	275,660	39,876	14%	391,361	348,586	12%
28 Ice Plant	67,293	15,503	51,791	334%	17,237	50,056	290%	289,067	193,318	95,750	50%	279,315	9,752	3%	360,750	265,000	36%
29 Travel Lift	5,582	4,993	589	12%	4,976	606	12%	45,912	47,221	(1,309)	(3%)	46,777	(865)	(2%)	60,338	61,647	(2%)
30 Other	14,123	7,636	6,486	85%	1,076	13,047	1213%	(40,543)	8,864	(49,408)	(557%)	(26,045)	(14,498)	56%	(47,770)	1,637	(3018%)
31 <b>Total Charleston Operations</b>	260,020	188,760	71,259	38%	205,724	54,296	26%	2,217,143	1,969,363	247,779	13%	2,098,059	119,083	6%	2,731,159	2,483,380	10%
<b>32 Total Operating Income</b>	<b>348,540</b>	<b>290,544</b>	<b>57,996</b>	<b>20%</b>	<b>284,519</b>	<b>64,022</b>	<b>23%</b>	<b>3,036,438</b>	<b>2,987,198</b>	<b>49,240</b>	<b>2%</b>	<b>3,085,177</b>	<b>(48,739)</b>	<b>(2%)</b>	<b>3,754,021</b>	<b>3,704,781</b>	<b>1%</b>
<b>34 Operating Expenses</b>																	
35 Administration	118,557	120,983	2,426	2%	97,647	(20,910)	(21%)	1,237,003	1,372,362	135,359	10%	1,366,156	129,153	9%	2,990,432	3,125,791	4%
36 External Affairs	0	0	0	-	28,218	28,218	100%	0	0	0	-	292,181	292,181	(100%)	0	0	-
37 Port Operations	18,535	22,174	3,639	16%	50,218	31,683	63%	219,323	225,165	5,842	3%	347,748	128,426	(37%)	267,942	273,784	(2%)
38 Railroad Operations	46,150	44,643	(1,508)	(3%)	87,279	41,128	47%	510,356	446,425	(63,931)	(14%)	838,748	328,392	(39%)	599,641	535,710	12%
39 Charleston Operations	179,811	186,563	6,752	4%	168,245	(11,567)	(7%)	2,006,785	2,273,211	266,426	12%	1,786,287	(220,498)	12%	2,512,279	2,778,706	(10%)
<b>40 Total Expenses</b>	<b>363,053</b>	<b>374,363</b>	<b>11,309</b>	<b>3%</b>	<b>431,606</b>	<b>68,553</b>	<b>16%</b>	<b>3,973,467</b>	<b>4,317,163</b>	<b>343,697</b>	<b>8%</b>	<b>4,631,120</b>	<b>657,653</b>	<b>14%</b>	<b>6,370,294</b>	<b>6,713,990</b>	<b>5%</b>
<b>42 Operating Results</b>																	
43 Administration	(99,729)	(103,672)	3,943	(4%)	(85,519)	(14,210)	17%	(1,062,961)	(1,199,244)	136,283	(11%)	(1,243,434)	180,474	(15%)	(2,781,766)	(2,918,048)	(5%)
44 External Affairs	0	0	0	-	(28,218)	28,218	(100%)	0	0	0	-	(292,181)	292,181	(100%)	0	0	-
45 Port Operations	24,587	3,394	21,193	624%	(28,575)	53,161	(186%)	59,634	30,514	29,120	95%	(100,012)	159,646	(160%)	62,151	33,031	88%
46 Railroad Operations	(19,580)	14,261	(33,841)	(237%)	(42,256)	22,676	(54%)	(144,060)	142,612	(286,672)	(201%)	(222,089)	78,029	(35%)	(115,537)	171,134	(168%)
47 Charleston Operations	80,209	2,197	78,011	3550%	37,480	42,729	114%	210,358	(303,848)	514,206	(169%)	311,773	(101,415)	(33%)	218,880	(295,326)	(174%)
<b>48 Totals Operating Results</b>	<b>(14,513)</b>	<b>(83,819)</b>	<b>69,305</b>	<b>(83%)</b>	<b>(147,088)</b>	<b>132,575</b>	<b>(90%)</b>	<b>(937,029)</b>	<b>(1,329,966)</b>	<b>392,937</b>	<b>(30%)</b>	<b>(1,545,944)</b>	<b>608,915</b>	<b>(39%)</b>	<b>(2,616,272)</b>	<b>(3,009,209)</b>	<b>(13%)</b>
50 Tax Collected	17,033	15,565	1,468	9%	15,217	1,816	12%	2,519,331	2,415,949	103,383	4%	2,414,938	104,393	4%	2,573,915	2,470,532	4%
51 Financial Income	9,915	8,624	1,291	15%	12,581	(2,666)	(21%)	92,931	86,239	6,692	8%	92,753	178	0%	110,179	103,487	6%
52 Grant Income	22,147	119,792	(97,645)	(82%)	0	22,147	-	65,350	297,917	(232,567)	(78%)	0	65,350	-	304,933	537,500	(43%)
53 Loan Receipts	0	0	0	-	0	0	-	213,380	0	213,380	-	0	213,380	-	213,380	0	-
54 Other Income	1,563	1,083	479	44%	28,096	(26,533)	(94%)	25,166	10,833	14,333	132%	668,400	(643,234)	(96%)	1,496,423	1,482,090	1%
<b>55 Total Other Income</b>	<b>50,658</b>	<b>145,064</b>	<b>(94,406)</b>	<b>(65%)</b>	<b>55,895</b>	<b>(5,237)</b>	<b>(9%)</b>	<b>2,916,158</b>	<b>2,810,938</b>	<b>105,220</b>	<b>4%</b>	<b>3,176,091</b>	<b>(259,932)</b>	<b>(8%)</b>	<b>4,698,830</b>	<b>4,593,609</b>	<b>2%</b>
57 Financial Expenses & Taxes	2,136	3,250	1,114	(34%)	5,003	2,867	(57%)	52,654	65,270	12,616	(19%)	72,842	20,188	(28%)	59,384	72,000	18%
58 Debt Service	10,248	15,143	4,896	(32%)	20,200	9,952	(49%)	1,049,101	1,179,105	130,003	(11%)	1,036,836	(12,265)	1%	1,307,397	1,437,400	9%
59 Capital Outlays	0	6,250	6,250	(100%)	0	0	-	0	62,500	62,500	(100%)	188,084	188,084	(100%)	12,500	75,000	83%
60 Interfund Transfers	0	0	0	-	0	0	-	495,490	0	(495,490)	-	0	(495,490)	-	495,490	0	-
<b>61 Total Other Expenses</b>	<b>12,384</b>	<b>24,643</b>	<b>12,260</b>	<b>(50%)</b>	<b>25,203</b>	<b>12,819</b>	<b>(51%)</b>	<b>1,597,245</b>	<b>1,306,875</b>	<b>(290,371)</b>	<b>22%</b>	<b>1,297,761</b>	<b>(299,484)</b>	<b>23%</b>	<b>1,874,771</b>	<b>1,584,400</b>	<b>18%</b>
<b>63 Net Result</b>	<b>23,761</b>	<b>36,602</b>	<b>(12,841)</b>	<b>35%</b>	<b>(116,396)</b>	<b>140,157</b>	<b>(120%)</b>	<b>381,885</b>	<b>174,098</b>	<b>207,787</b>	<b>119%</b>	<b>332,386</b>	<b>49,499</b>	<b>15%</b>	<b>207,787</b>	<b>0</b>	<b>-</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2026

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					
	Apr 2026				Apr 2025			Jul 2025 - Apr 2026				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	17,559	15,995	1,564	10%	10,869	6,690	62%	161,409	159,952	1,457	1%	110,113	51,296	47%	193,400	191,942	1%
4180 Merchandise	0	0	0	-	4	(4)	-100%	12	0	12	-	4	8	200%	12	0	-
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	12,325	12,500	(175)	-1%	12,500	(175)	-1%	14,825	15,000	-1%
4290 Other	19	67	(48)	-72%	5	14	275%	296	667	(370)	-56%	105	191	182%	430	800	-46%
<b>Total Operating Income</b>	<b>18,828</b>	<b>17,312</b>	<b>1,516</b>	<b>9%</b>	<b>12,128</b>	<b>6,700</b>	<b>55%</b>	<b>174,042</b>	<b>173,119</b>	<b>924</b>	<b>1%</b>	<b>122,722</b>	<b>51,321</b>	<b>42%</b>	<b>208,666</b>	<b>207,742</b>	<b>0%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	45,102	47,036	1,934	4%	44,267	(835)	-2%	482,036	493,968	11,932	2%	586,752	104,716	18%	599,718	611,650	2%
<b>Total Compensation</b>	<b>45,102</b>	<b>47,036</b>	<b>1,934</b>	<b>4%</b>	<b>44,267</b>	<b>(835)</b>	<b>-2%</b>	<b>482,036</b>	<b>493,968</b>	<b>11,932</b>	<b>2%</b>	<b>586,752</b>	<b>104,716</b>	<b>18%</b>	<b>599,718</b>	<b>611,650</b>	<b>2%</b>
5100 Federal Payroll taxes	3,369	3,504	135	4%	3,338	(31)	-1%	34,960	36,797	1,837	5%	36,099	1,139	3%	43,727	45,564	4%
5105 State Payroll taxes	0	187	187	100%	0	0	-	0	1,963	1,963	100%	0	0	-	468	2,431	81%
5110 Unemployment Insurance	1,277	369	(908)	-246%	589	(688)	-117%	7,148	3,873	(3,275)	-85%	6,778	(370)	-5%	8,071	4,796	-68%
5115 Workers compensation	92	326	234	72%	73	(19)	-26%	(3,640)	3,427	7,067	206%	(1,079)	2,561	-237%	(2,824)	4,244	167%
<b>Total Payroll Taxes</b>	<b>4,738</b>	<b>4,386</b>	<b>(353)</b>	<b>-8%</b>	<b>4,000</b>	<b>(739)</b>	<b>-18%</b>	<b>38,468</b>	<b>46,061</b>	<b>7,592</b>	<b>16%</b>	<b>41,798</b>	<b>3,330</b>	<b>8%</b>	<b>49,442</b>	<b>57,034</b>	<b>13%</b>
5200 Medical insurance	4,006	6,182	2,175	35%	6,726	2,720	40%	41,846	61,817	19,970	32%	62,103	20,257	33%	54,210	74,180	27%
5205 Dental insurance	655	740	86	12%	655	(0)	0%	6,722	7,405	683	9%	7,630	908	12%	8,203	8,885	8%
5215 Term life insurance	75	88	13	14%	63	(13)	-20%	750	875	125	14%	667	(83)	-12%	925	1,050	12%
5220 Long Term Disability insurance	0	0	0	-	234	234	100%	0	0	0	-	2,401	2,401	100%	0	0	-
5225 PERS Employer Contributions	10,865	11,331	466	4%	9,269	(1,596)	-17%	111,058	118,997	7,939	7%	94,477	(16,581)	-18%	139,408	147,346	5%
5230 PERS Employee Contributions	2,706	2,822	116	4%	2,515	(191)	-8%	27,661	29,638	1,977	7%	25,638	(2,022)	-8%	34,722	36,699	5%
5295 Allocations	(1,297)	(1,797)	(501)	28%	(254)	1,042	-410%	(31,741)	(18,876)	12,865	-68%	(305)	31,436	-10303%	(36,238)	(23,373)	-55%
<b>Total Insured Benefits</b>	<b>17,011</b>	<b>19,365</b>	<b>2,355</b>	<b>12%</b>	<b>19,208</b>	<b>2,197</b>	<b>11%</b>	<b>156,296</b>	<b>199,855</b>	<b>43,559</b>	<b>22%</b>	<b>192,612</b>	<b>36,316</b>	<b>19%</b>	<b>201,229</b>	<b>244,788</b>	<b>18%</b>
<b>Total Personnel Services</b>	<b>66,851</b>	<b>70,787</b>	<b>3,936</b>	<b>6%</b>	<b>67,475</b>	<b>624</b>	<b>1%</b>	<b>676,801</b>	<b>739,884</b>	<b>63,084</b>	<b>9%</b>	<b>821,162</b>	<b>144,361</b>	<b>18%</b>	<b>850,388</b>	<b>913,472</b>	<b>7%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	679	679	100%	0	0	-	2,634	6,792	4,158	61%	1,100	(1,534)	-139%	3,992	8,150	51%
<b>Total Staff Training</b>	<b>0</b>	<b>679</b>	<b>679</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2,634</b>	<b>6,792</b>	<b>4,158</b>	<b>61%</b>	<b>1,100</b>	<b>(1,534)</b>	<b>-139%</b>	<b>3,992</b>	<b>8,150</b>	<b>51%</b>
6020 Travel - airfare	0	83	83	100%	0	0	-	1,846	833	(1,013)	-122%	0	(1,846)	-	2,013	1,000	-101%
6025 Travel - lodging & transportation	0	158	158	100%	0	0	-	2,819	1,583	(1,236)	-78%	163	(2,656)	-1628%	3,136	1,900	-65%
6030 Travel - Per Diem & mileage reimbursement	0	83	83	100%	0	0	-	0	833	833	100%	269	269	100%	167	1,000	83%
6035 Meals & Entertainment	0	104	104	100%	0	0	-	1,067	1,042	(26)	-2%	471	(596)	-126%	1,276	1,250	-2%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>429</b>	<b>429</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>5,733</b>	<b>4,292</b>	<b>(1,441)</b>	<b>-34%</b>	<b>904</b>	<b>(4,829)</b>	<b>-534%</b>	<b>6,591</b>	<b>5,150</b>	<b>-28%</b>
6050 Office supplies	28	333	305	92%	153	125	82%	1,511	3,333	1,822	55%	2,796	1,285	46%	2,178	4,000	46%
6055 Kitchen supplies	0	21	21	100%	0	0	-	120	208	88	42%	855	736	86%	162	250	35%
6060 IT supplies	0	833	833	100%	0	0	-	35	8,333	8,298	100%	269	234	87%	1,702	10,000	83%
6070 Postage & courier services	0	292	292	100%	0	0	-	2,009	2,917	908	31%	2,412	403	17%	2,592	3,500	26%
6075 Memberships & dues	1,811	1,752	(59)	-3%	0	(1,811)	-	21,118	17,520	(3,598)	-21%	0	(21,118)	-	24,622	21,024	-17%
6077 Subscriptions	0	18	18	100%	0	0	-	100	183	83	45%	0	(100)	-	137	219	38%
6085 Office equipment lease	0	154	154	100%	0	0	-	1,385	1,539	154	10%	1,385	0	0%	1,692	1,846	8%
6087 Office equipment repairs & maintenance	141	250	109	44%	216	75	35%	1,346	2,500	1,154	46%	1,624	278	17%	1,846	3,000	38%
6090 IT SW subscriptions & licenses	13,254	12,428	(826)	-7%	12,182	(1,072)	-9%	129,301	124,277	(5,024)	-4%	137,312	8,012	6%	154,156	149,132	-3%
6095 Commission expenses	198	303	105	35%	266	68	26%	1,997	3,033	1,036	34%	2,811	814	29%	2,604	3,640	28%
<b>Total Office Expense</b>	<b>15,431</b>	<b>16,384</b>	<b>953</b>	<b>6%</b>	<b>12,817</b>	<b>(2,614)</b>	<b>-20%</b>	<b>158,922</b>	<b>163,843</b>	<b>4,921</b>	<b>3%</b>	<b>149,465</b>	<b>(9,457)</b>	<b>-6%</b>	<b>191,690</b>	<b>196,611</b>	<b>3%</b>
6100 Telephone - landline	479	375	(104)	-28%	422	(57)	-14%	3,882	3,750	(132)	-4%	4,362	480	11%	4,632	4,500	-3%
6105 Telephone - mobile	196	228	33	14%	372	177	47%	1,898	2,283	385	17%	4,131	2,233	54%	2,355	2,740	14%
6110 Internet services	396	308	(87)	-28%	292	(103)	-35%	3,025	3,083	58	2%	3,398	373	11%	3,642	3,700	2%
6130 Electricity	786	1,425	638	45%	1,197	410	34%	8,855	13,879	5,024	36%	11,677	2,822	24%	10,984	16,008	31%
6135 Water/Sewer	382	285	(97)	-34%	269	(114)	-42%	2,689	2,481	(208)	-8%	2,349	(339)	-14%	3,208	3,000	-7%
6140 Garbage/Sanitation Collection	430	333	(97)	-29%	0	(430)	-	3,370	3,333	(36)	-1%	2,895	(475)	-16%	4,036	4,000	-1%
<b>Total Utilities</b>	<b>2,670</b>	<b>2,955</b>	<b>285</b>	<b>10%</b>	<b>2,552</b>	<b>(118)</b>	<b>-5%</b>	<b>23,719</b>	<b>28,810</b>	<b>5,091</b>	<b>18%</b>	<b>28,812</b>	<b>5,093</b>	<b>18%</b>	<b>28,857</b>	<b>33,948</b>	<b>15%</b>
6205 Janitorial services	949	917	(33)	-4%	904	(45)	-5%	9,221	9,167	(55)	-1%	8,908	(313)	-4%	11,055	11,000	0%
6215 Payroll services	551	649	97	15%	603	51	9%	5,833	6,913	1,080	16%	6,387	554	9%	7,130	8,210	13%
6245 Legal advertising	145	125	(20)	-16%	0	(145)	-	(61)	1,250	1,311	105%	107	168	158%	189	1,500	87%
6250 Legal services	1,709	8,333	6,624	79%	8,165	6,456	79%	26,240	83,333	57,093	69%	77,266	51,025	66%	42,907	100,000	57%
6255 Auditing	650	0	(650)	-	0	(650)	-	70,495	75,000	4,505	6%	65,445	(5,050)	-8%	70,495	75,000	6%

Financial Report - Actual vs. Budget  
For Period Ending Apr 2026

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			
	Apr 2026				Apr 2025			Jul 2025 - Apr 2026				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6260 Consulting services	633	858	225	26%	0	(633)	-	72,902	64,204	(8,698)	-14%	161,234	88,332	55%	74,618	65,920	-13%
6290 Commercial insurance	6,059	3,277	(2,782)	-85%	4,546	(1,513)	-33%	49,442	32,767	(16,675)	-51%	34,794	(14,647)	-42%	55,995	39,320	-42%
<b>Total Professional Services</b>	<b>10,696</b>	<b>14,158</b>	<b>3,462</b>	<b>24%</b>	<b>14,217</b>	<b>3,521</b>	<b>25%</b>	<b>234,072</b>	<b>272,634</b>	<b>38,562</b>	<b>14%</b>	<b>354,141</b>	<b>120,069</b>	<b>34%</b>	<b>262,388</b>	<b>300,950</b>	<b>13%</b>
6315 Advertising	0	83	83	100%	0	0	-	17	833	816	98%	5	(12)	-240%	184	1,000	82%
6340 Legislative support	21,900	14,108	(7,792)	-55%	0	(21,900)	-	128,784	141,083	12,300	9%	0	(128,784)	-	157,000	169,300	7%
6345 Community affairs	0	208	208	100%	0	0	-	300	2,083	1,783	86%	0	(300)	-	717	2,500	71%
6351 Awards & Recognitions	0	62	62	100%	0	0	-	0	617	617	100%	3,713	3,713	100%	123	740	83%
<b>Total Marketing Expense</b>	<b>21,900</b>	<b>14,462</b>	<b>(7,438)</b>	<b>-51%</b>	<b>0</b>	<b>(21,900)</b>	<b>-</b>	<b>129,101</b>	<b>144,617</b>	<b>15,516</b>	<b>11%</b>	<b>3,718</b>	<b>(125,383)</b>	<b>-3373%</b>	<b>158,024</b>	<b>173,540</b>	<b>9%</b>
6400 Small equipment & tools	0	25	25	100%	0	0	-	0	250	250	100%	80	80	100%	50	300	83%
6405 Safety/hazardous materials	0	21	21	100%	0	0	-	0	208	208	100%	45	45	100%	42	250	83%
6420 Janitorial supplies	101	125	24	19%	61	(40)	-66%	800	1,250	450	36%	930	131	14%	1,050	1,500	30%
6425 Operational supplies	0	42	42	100%	0	0	-	254	417	163	39%	464	210	45%	337	500	33%
6430 Equipment Rental	608	0	(608)	-	0	(608)	-	608	0	(608)	-	0	(608)	-	608	0	-
<b>Total Operational Expense</b>	<b>709</b>	<b>212</b>	<b>(497)</b>	<b>-234%</b>	<b>61</b>	<b>(648)</b>	<b>-1061%</b>	<b>1,662</b>	<b>2,125</b>	<b>463</b>	<b>22%</b>	<b>1,519</b>	<b>(143)</b>	<b>-9%</b>	<b>2,087</b>	<b>2,550</b>	<b>18%</b>
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	17	17	100%	0	0	-
6510 Repairs & maintenance buildings	300	892	592	66%	525	225	43%	4,289	8,917	4,628	52%	4,858	569	12%	6,072	10,700	43%
6580 Permits	0	0	0	-	0	0	-	0	200	200	100%	197	197	100%	0	200	100%
<b>Total Repair and Maintenance</b>	<b>300</b>	<b>917</b>	<b>617</b>	<b>67%</b>	<b>525</b>	<b>225</b>	<b>43%</b>	<b>4,361</b>	<b>9,367</b>	<b>5,006</b>	<b>53%</b>	<b>5,336</b>	<b>976</b>	<b>18%</b>	<b>6,194</b>	<b>11,200</b>	<b>45%</b>
6599 Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,480,220	1,480,220	0%
<b>Total Goods &amp; Services</b>	<b>51,706</b>	<b>50,196</b>	<b>(1,510)</b>	<b>-3%</b>	<b>30,172</b>	<b>(21,534)</b>	<b>-71%</b>	<b>560,202</b>	<b>632,478</b>	<b>72,276</b>	<b>11%</b>	<b>544,994</b>	<b>(15,208)</b>	<b>-3%</b>	<b>2,140,043</b>	<b>2,212,319</b>	<b>3%</b>
<b>Total Expenses</b>	<b>118,557</b>	<b>120,983</b>	<b>2,426</b>	<b>2%</b>	<b>97,647</b>	<b>(20,910)</b>	<b>-21%</b>	<b>1,237,003</b>	<b>1,372,362</b>	<b>135,359</b>	<b>10%</b>	<b>1,366,156</b>	<b>129,153</b>	<b>9%</b>	<b>2,990,432</b>	<b>3,125,791</b>	<b>4%</b>
<b>Operating Results</b>	<b>(99,729)</b>	<b>(103,672)</b>	<b>3,943</b>	<b>-4%</b>	<b>(85,519)</b>	<b>(14,210)</b>	<b>17%</b>	<b>(1,062,961)</b>	<b>(1,199,244)</b>	<b>136,283</b>	<b>-11%</b>	<b>(1,243,434)</b>	<b>180,474</b>	<b>-15%</b>	<b>(2,781,766)</b>	<b>(2,918,048.38)</b>	<b>-5%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	13,753	12,465	1,288	10%	11,611	2,142	18%	2,108,535	2,029,749	78,786	4%	2,022,395	86,140	4%	2,156,318	2,077,532	4%
4410 Property Taxes - Prior Years	3,280	3,100	180	6%	3,606	(327)	-9%	52,457	43,200	9,257	21%	50,587	1,869	4%	59,257	50,000	19%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	10,455	11,000	(545)	-5%	9,022	1,432	16%	10,455	11,000	-5%
4505 Interest - Bank	2,541	1,250	1,291	103%	5,207	(2,666)	-51%	19,192	12,500	6,692	54%	19,014	178	1%	21,692	15,000	45%
4506 Interest - Southport Note	1,058	1,058	0	0%	1,244	(186)	-15%	11,651	11,280	371	3%	13,123	(1,473)	-11%	13,719	13,347	3%
4515 Principal Repayment - Southport Note	6,316	6,316	0	0%	6,130	186	3%	62,089	62,460	(371)	-1%	60,616	1,473	2%	74,769	75,140	0%
4605 Grants Received - ODOT Lottery	0	0	0	-	0	0	-	5,000	0	5,000	-	0	5,000	-	5,000	0	-
4695 Grants Received - Other	22,147	4,167	17,980	432%	0	22,147	-	50,000	41,667	8,333	20%	0	50,000	-	58,333	50,000	17%
4905 Other	290	0	290	-	0	290	-	420	0	420	-	1,595	(1,175)	-74%	420	0	-
<b>Total Other Income</b>	<b>49,385</b>	<b>28,356</b>	<b>21,029</b>	<b>74%</b>	<b>27,799</b>	<b>21,587</b>	<b>78%</b>	<b>2,319,798</b>	<b>2,211,855</b>	<b>107,943</b>	<b>5%</b>	<b>2,176,353</b>	<b>143,445</b>	<b>7%</b>	<b>2,399,962</b>	<b>2,292,019</b>	<b>5%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	10,455	11,000	545	5%	9,970	(485)	-5%	10,455	11,000	5%
6740 Merchant fees	0	0	0	-	0	0	-	15	0	(15)	-	0	(15)	-	15	0	-
6745 Banking fees	291	333	42	13%	311	20	7%	3,020	3,333	313	9%	2,964	(57)	-2%	3,687	4,000	8%
6750 Fines & Penalties	5	0	(5)	-	0	(5)	-	15	0	(15)	-	0	(15)	-	15	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>296</b>	<b>333</b>	<b>37</b>	<b>11%</b>	<b>311</b>	<b>15</b>	<b>5%</b>	<b>13,505</b>	<b>14,333</b>	<b>828</b>	<b>6%</b>	<b>12,933</b>	<b>(572)</b>	<b>-4%</b>	<b>14,172</b>	<b>15,000</b>	<b>6%</b>
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	125,000	125,000	0%
7010 Interest payment	0	0	0	-	0	0	-	31,842	31,843	0	0%	33,264	1,422	4%	63,685	63,685	0%
8010 CIP Buildings	0	2,083	2,083	100%	0	0	-	0	20,833	20,833	100%	0	0	-	4,167	25,000	83%
9025 Special Payments	0	0	0	-	0	0	-	495,490	0	(495,490)	-	0	(495,490)	-	495,490	0	-
<b>Total Debt Services &amp; Capital Expenses</b>	<b>0</b>	<b>2,083</b>	<b>2,083</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>527,332</b>	<b>52,676</b>	<b>(474,656)</b>	<b>-901%</b>	<b>33,264</b>	<b>(494,068)</b>	<b>-1485%</b>	<b>688,341</b>	<b>213,685</b>	<b>-222%</b>
<b>Total Other Expenses</b>	<b>296</b>	<b>2,417</b>	<b>2,121</b>	<b>88%</b>	<b>311</b>	<b>15</b>	<b>5%</b>	<b>540,837</b>	<b>67,009</b>	<b>(473,828)</b>	<b>-707%</b>	<b>46,197</b>	<b>(494,640)</b>	<b>-1071%</b>	<b>702,513</b>	<b>228,685</b>	<b>-207%</b>
<b>Net Other Income</b>	<b>49,089</b>	<b>25,939</b>	<b>23,150</b>	<b>89%</b>	<b>27,487</b>	<b>21,602</b>	<b>79%</b>	<b>1,778,960</b>	<b>2,144,846</b>	<b>(365,885)</b>	<b>-17%</b>	<b>2,130,155</b>	<b>(351,195)</b>	<b>-16%</b>	<b>1,697,449</b>	<b>2,063,334</b>	<b>-18%</b>
<b>Net Result</b>	<b>(50,640)</b>	<b>(77,732)</b>	<b>27,092</b>	<b>-35%</b>	<b>(58,032)</b>	<b>7,392</b>	<b>-13%</b>	<b>716,000</b>	<b>945,602</b>	<b>(229,603)</b>	<b>-24%</b>	<b>886,721</b>	<b>(170,721)</b>	<b>-19%</b>	<b>(1,084,317)</b>	<b>(854,714)</b>	<b>27%</b>



Charleston Ops	Current Period				Same Month Last Year				Year to Date				Year End				
	Apr 2026		\$ Diff	% Diff	Apr 2025		\$ Diff	% Diff	Jul 2025 - Apr 2026			Prior FYTD vs Current FYTD					
	Actual	Budget			Actual	\$ Diff			Actual	Budget	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6105 Telephone - mobile	357	427	70	16%	413	56	14%	3,529	4,270	741	17%	4,635	1,107	24%	4,383	5,124	14%
6110 Internet services	978	1,195	217	18%	1,618	640	40%	12,892	11,950	(942)	-8%	18,088	5,197	29%	15,282	14,340	-7%
6115 Cable TV	943	965	23	2%	940	(3)	0%	9,625	9,652	27	0%	9,403	(222)	-2%	11,555	11,582	0%
6130 Electricity	23,308	32,231	8,923	28%	26,980	3,673	14%	236,025	291,466	55,442	19%	244,171	8,147	3%	291,129	346,571	16%
6131 Propane - Operations	34	167	133	80%	0	(34)	0%	767	1,667	900	54%	764	(2)	0%	1,100	2,000	45%
6135 Water/Sewer	9,106	7,409	(1,697)	-23%	5,594	(3,511)	-63%	79,500	99,663	20,613	21%	75,717	(3,333)	-4%	98,887	119,500	17%
6140 Garbage/Sanitation Collection	9,917	9,887	(30)	0%	8,688	(1,229)	-14%	101,398	104,625	3,228	3%	92,021	(9,377)	-10%	121,922	125,150	3%
6145 Hazardous material disposal	540	978	438	45%	0	(540)	0%	4,130	9,783	5,653	58%	2,790	(1,340)	-48%	6,087	11,740	48%
6150 Derelict boat disposal	0	8,333	8,333	100%	0	0	0%	0	83,333	83,333	100%	0	0	0%	16,667	100,000	83%
6155 Environmental Remediation/Mitigation/Monitoring	330	292	(38)	-13%	525	195	37%	895	2,917	2,022	69%	525	(370)	-70%	1,478	3,500	58%
<b>Total Utilities</b>	<b>45,794</b>	<b>62,052</b>	<b>16,258</b>	<b>26%</b>	<b>45,027</b>	<b>(767)</b>	<b>-2%</b>	<b>451,273</b>	<b>621,006</b>	<b>169,734</b>	<b>27%</b>	<b>450,773</b>	<b>(500)</b>	<b>0%</b>	<b>571,789</b>	<b>741,523</b>	<b>23%</b>
6200 Temporary/Contract help	0	1,083	1,083	100%	0	0	0%	0	10,833	10,833	100%	6,560	6,560	100%	2,167	13,000	83%
6205 Janitorial services	0	0	0	-	0	0	-	0	0	0	-	33	33	100%	0	0	-
6210 Vending machine services	125	95	(30)	-32%	125	0	0%	1,250	950	(300)	-32%	1,388	138	10%	1,440	1,140	-26%
6245 Legal advertising	0	125	125	100%	0	0	0%	484	1,250	766	61%	493	10	2%	734	1,500	51%
6260 Consulting services	495	601	106	18%	268	(227)	-85%	3,596	6,008	2,412	40%	5,887	2,290	39%	4,798	7,210	33%
6290 Commercial insurance	12,144	12,786	643	5%	12,203	59	0%	121,792	127,864	6,072	5%	109,941	(11,852)	-11%	147,365	153,437	4%
<b>Total Professional Services</b>	<b>12,764</b>	<b>14,691</b>	<b>1,927</b>	<b>13%</b>	<b>12,596</b>	<b>(168)</b>	<b>-1%</b>	<b>127,122</b>	<b>146,906</b>	<b>19,783</b>	<b>13%</b>	<b>124,302</b>	<b>(2,821)</b>	<b>-2%</b>	<b>156,504</b>	<b>176,287</b>	<b>11%</b>
6305 Promotional items	0	0	0	-	0	0	-	0	0	0	-	114	114	100%	0	0	-
<b>Total Marketing Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>114</b>	<b>114</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6400 Small equipment & tools	0	438	438	100%	3,917	3,917	100%	1,802	4,375	2,573	59%	16,475	14,672	89%	2,677	5,250	49%
6405 Safety/hazardous materials	71	550	479	87%	35	(36)	-103%	1,875	5,500	3,625	66%	3,041	1,165	38%	2,975	6,600	55%
6410 Signage	0	42	42	100%	0	0	0%	282	417	135	32%	746	464	62%	365	500	27%
6415 Clothing	0	292	292	100%	677	677	100%	598	2,917	2,319	79%	2,353	1,755	75%	1,181	3,500	66%
6420 Janitorial supplies	638	625	(13)	-2%	611	(28)	-5%	4,522	6,250	1,728	28%	5,361	839	16%	5,772	7,500	23%
6425 Operational supplies	270	1,685	1,415	84%	956	686	72%	9,980	16,852	6,871	41%	12,578	2,598	21%	13,351	20,222	34%
6430 Equipment Rental	0	0	0	-	0	0	-	300	0	(300)	-	0	(300)	-	300	0	-
6450 Fuel - Gas	446	667	221	33%	1,424	979	69%	7,635	6,667	(968)	-15%	5,764	(1,870)	-32%	8,968	8,000	-12%
6455 Fuel - Diesel	173	417	243	58%	0	(173)	0%	5,505	4,167	(1,338)	-32%	2,799	(2,706)	-97%	6,338	5,000	-27%
6481 Propane - Retail	429	417	(13)	-3%	1,645	1,215	74%	2,956	4,167	1,211	29%	4,433	1,477	33%	3,789	5,000	24%
6485 Retail items	0	0	0	-	0	0	-	156	0	(156)	-	0	(156)	-	156	0	-
<b>Total Operational Expense</b>	<b>2,028</b>	<b>5,131</b>	<b>3,103</b>	<b>60%</b>	<b>9,265</b>	<b>7,237</b>	<b>78%</b>	<b>35,612</b>	<b>51,310</b>	<b>15,698</b>	<b>31%</b>	<b>53,550</b>	<b>17,938</b>	<b>33%</b>	<b>45,874</b>	<b>61,572</b>	<b>25%</b>
6500 Repairs & maintenance equipment	23,686	2,967	(20,719)	-698%	1,728	(21,957)	-1270%	85,103	29,667	(55,436)	-187%	71,133	(13,970)	-20%	91,036	35,600	-156%
6505 Repairs & maintenance vehicles	779	458	(320)	-70%	3,019	2,240	74%	15,337	4,583	(10,754)	-235%	11,309	(4,029)	-36%	16,254	5,500	-196%
6510 Repairs & maintenance buildings	739	250	(489)	-196%	705	(35)	-5%	9,417	2,500	(6,917)	-277%	9,833	417	4%	9,917	3,000	-231%
6515 Repairs & maintenance land improvements	73	333	261	78%	39	(33)	-84%	982	3,333	2,352	71%	2,961	1,980	67%	1,648	4,000	59%
6520 Repairs & maintenance docks	2,671	833	(1,837)	-220%	25	(2,646)	-10582%	14,391	8,333	(6,058)	-73%	9,142	(5,249)	-57%	16,058	10,000	-61%
6540 Marina dredging	0	0	0	-	0	0	-	245,380	350,000	104,620	30%	110,000	(135,380)	-123%	345,380	450,000	23%
6575 Waterway Leases	0	3,167	3,167	100%	0	0	0%	34,726	31,667	(3,060)	-10%	33,242	(1,484)	-4%	41,060	38,000	-8%
6580 Permits	750	536	(214)	-40%	0	(750)	0%	5,132	5,363	231	4%	2,935	(2,197)	-75%	6,205	6,436	4%
<b>Total Repair and Maintenance</b>	<b>28,697</b>	<b>8,545</b>	<b>(20,152)</b>	<b>-236%</b>	<b>5,516</b>	<b>(23,180)</b>	<b>-420%</b>	<b>410,468</b>	<b>435,447</b>	<b>24,979</b>	<b>6%</b>	<b>250,555</b>	<b>(159,913)</b>	<b>-64%</b>	<b>527,557</b>	<b>552,536</b>	<b>5%</b>
<b>Total Goods &amp; Services</b>	<b>93,571</b>	<b>95,073</b>	<b>1,502</b>	<b>2%</b>	<b>76,563</b>	<b>(17,008)</b>	<b>-22%</b>	<b>1,065,302</b>	<b>1,301,215</b>	<b>235,912</b>	<b>18%</b>	<b>897,850</b>	<b>(167,452)</b>	<b>-19%</b>	<b>1,351,860</b>	<b>1,587,773</b>	<b>15%</b>
<b>Total Expenses</b>	<b>179,811</b>	<b>186,563</b>	<b>6,752</b>	<b>4%</b>	<b>168,245</b>	<b>(11,567)</b>	<b>-7%</b>	<b>2,006,785</b>	<b>2,273,211</b>	<b>266,426</b>	<b>12%</b>	<b>1,786,287</b>	<b>(220,498)</b>	<b>-12%</b>	<b>2,512,279</b>	<b>2,778,706</b>	<b>10%</b>
<b>Operating Results</b>	<b>80,209</b>	<b>2,197</b>	<b>78,011</b>	<b>3550%</b>	<b>37,480</b>	<b>42,729</b>	<b>114%</b>	<b>210,358</b>	<b>(303,848)</b>	<b>514,206</b>	<b>-169%</b>	<b>311,773</b>	<b>(101,415)</b>	<b>-33%</b>	<b>218,880</b>	<b>(295,326)</b>	<b>-174%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4450 Lodging Tax	0	0	0	-	0	0	-	585	0	585	-	733	(148)	-20%	585	0	-
4650 Grants Received - MAP	0	625	(625)	-100%	0	0	0%	10,350	6,250	4,100	66%	0	10,350	-	11,600	7,500	55%
4655 Grants Received - Marine Board	0	2,500	(2,500)	-100%	0	0	0%	0	25,000	(25,000)	-100%	0	0	-	5,000	30,000	-83%
4695 Grants Received - Other	0	112,500	(112,500)	-100%	0	0	0%	0	225,000	(225,000)	-100%	0	0	-	225,000	450,000	-50%
4705 Loans Received	0	0	0	-	0	0	-	213,380	0	213,380	-	0	213,380	-	213,380	0	-
4805 Transfer - GF	0	1,083	(1,083)	-100%	0	0	0%	0	10,833	(10,833)	-100%	207,340	(207,340)	-100%	2,167	13,000	-83%
4905 Other	0	0	0	-	646	(646)	-100%	0	0	0	-	10,749	(10,749)	-100%	0	0	-
4906 Merchant Surcharge	1,273	0	1,273	-	0	1,273	-	12,198	0	12,198	-	29	12,169	41405%	12,198	0	-
4915 Insurance Reimbursement	0	0	0	-	27,450	(27,450)	-100%	7,075	0	7,075	-	43,223	(36,148)	-84%	7,075	0	-
<b>Total Other Income</b>	<b>1,273</b>	<b>116,708</b>	<b>(115,436)</b>	<b>-99%</b>	<b>28,096</b>	<b>(26,823)</b>	<b>-95%</b>	<b>243,588</b>	<b>267,083</b>	<b>(23,495)</b>	<b>-9%</b>	<b>262,075</b>	<b>(18,486)</b>	<b>-7%</b>	<b>477,005</b>	<b>500,500</b>	<b>-5%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	11,497.44	12,000.00	502.56	4%	11,727	230	2%	11,497.44	12,000.00	4%
6740 Merchant fees	1,848.25	2,916.67	1,068.42	37%	2,222.90	374.65	17%	24,529.04	29,166.70	4,637.66	16%	31,214	6,685	21%	30,362.34	35,000.00	13%
6750 Fines & Penalties	(8.32)	-	8.32	-	-	8.32	-	140.92	-	(140.92)	-	13	(128)	-1027%	140.92	-	-
6755 Insurance Claims	-	-	-	-	-	-	-	-	-	-	-	1,000	1,000	100%	-	-	-

Financial Report - Actual vs. Budget  
For Period Ending Apr 2026

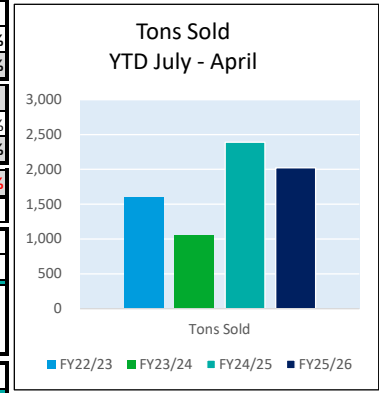
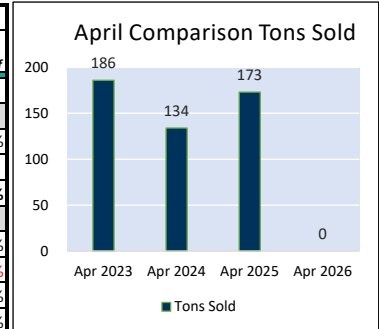
amounts in \$US dollars

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



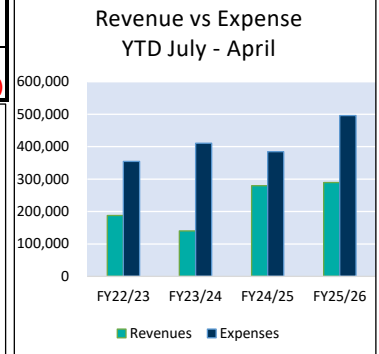
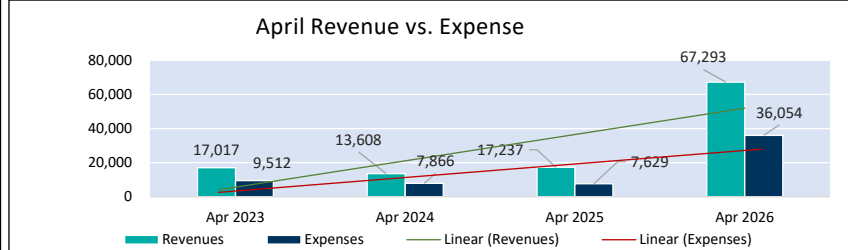
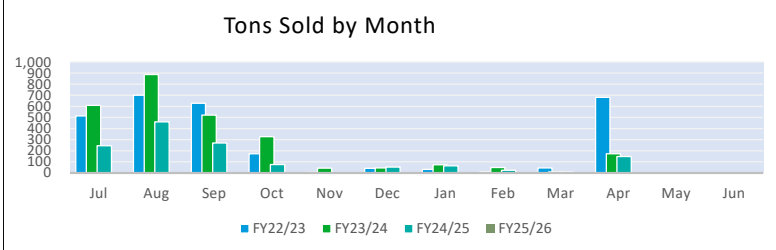
Charleston Ops	Current Period				Same Month Last Year			Year to Date						Year End			
	Apr 2026				Apr 2025			Jul 2025 - Apr 2026				Prior FYTD vs Current FYTD		Jul 2025 - Jun 2026			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Total Taxes &amp; Misc Expenses</b>	1,839.93	2,916.67	1,076.74	37%	2,223	383	17%	36,167	41,166.70	4,999	12%	43,954	7,786	18%	42,001	47,000.00	11%
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	296,884	296,885	0	0%	271,524	(25,361)	-9%	296,884	296,885	0%
7010 Interest payment	0	0	0	-	0	0	-	120,297	120,297	0	0%	124,417	4,120	3%	135,713	135,713	0%
7020 Vehicle Principal repayment	0	636	636	100%	0	0	-	4,189	6,257	2,067	33%	8,790	4,601	52%	5,469	7,536	27%
7025 Vehicle Interest payment	0	26	26	100%	0	0	-	255	364	110	30%	478	223	47%	299	409	27%
8010 CIP Buildings	0	2,500	2,500	100%	0	0	-	0	25,000	25,000	100%	160,917	160,917	100%	5,000	30,000	83%
8011 CIP Docks	0	1,667	1,667	100%	0	0	-	0	16,667	16,667	100%	20,273	20,273	100%	3,333	20,000	83%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	6,894	6,894	100%	0	0	-
<b>Total Debt Services &amp; Capital Expense</b>	<b>0</b>	<b>4,829</b>	<b>4,829</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>421,626</b>	<b>465,470</b>	<b>43,844</b>	<b>9%</b>	<b>593,292</b>	<b>171,666</b>	<b>29%</b>	<b>446,699</b>	<b>490,543</b>	<b>9%</b>
<b>Total Other Expenses</b>	<b>1,840</b>	<b>7,745</b>	<b>5,906</b>	<b>76%</b>	<b>2,223</b>	<b>383</b>	<b>17%</b>	<b>457,793</b>	<b>506,636</b>	<b>48,843</b>	<b>10%</b>	<b>637,245</b>	<b>179,452</b>	<b>28%</b>	<b>488,699</b>	<b>537,543</b>	<b>9%</b>
<b>Net Other Income</b>	<b>(567)</b>	<b>108,963</b>	<b>(109,530)</b>	<b>-101%</b>	<b>25,873</b>	<b>(26,440)</b>	<b>-102%</b>	<b>(214,205)</b>	<b>(239,553)</b>	<b>25,348</b>	<b>-11%</b>	<b>(375,171)</b>	<b>160,966</b>	<b>-43%</b>	<b>(11,694)</b>	<b>(37,043)</b>	<b>-68%</b>
<b>Net Result</b>	<b>79,642</b>	<b>111,160</b>	<b>(31,519)</b>	<b>-28%</b>	<b>63,353</b>	<b>16,289</b>	<b>26%</b>	<b>(3,847)</b>	<b>(543,401)</b>	<b>539,554</b>	<b>-99%</b>	<b>(63,398)</b>	<b>59,551</b>	<b>-94%</b>	<b>207,185</b>	<b>(332,369)</b>	<b>-162%</b>

Ice Plant	Current Period		Same Month Prior Years				Year to Date			Year End				
	Apr 2026		Apr 2025	Apr 2024	Apr 2023		Jul 2025 - Apr 2026		Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	Actual	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	683	155	173	149	186	2,838	1,933	2,743	95	3.46%	3,554	2,650	34.13%	
<b>Revenues</b>														
Ice Sales	67,293	15,503	17,237	13,608	17,017	289,040	193,318	279,315	9,725	3.48%	360,722	265,000	36.12%	
Insurance Reimbursement	-	-	-	-	46,473	-	-	-	-	-	-	-	-	
<b>Total Revenues</b>	<b>67,293</b>	<b>15,503</b>	<b>17,237</b>	<b>13,608</b>	<b>17,017</b>	<b>289,040</b>	<b>193,318</b>	<b>279,315</b>	<b>9,725</b>	<b>3.48%</b>	<b>360,722</b>	<b>265,000</b>	<b>36.12%</b>	
<b>Operating Expenses</b>														
Personnel Services	5,985	1,239	1,203	670	715	41,238	30,876	28,108	13,130	46.71%	53,828	43,466	23.84%	
Utilities	8,943	10,356	6,316	4,659	4,961	79,177	99,659	74,585	4,592	6.16%	98,202	118,684	-17.26%	
Repairs & Maintenance	19,227	833	-	-	1,450	72,294	8,333	4,463	67,831	1519.97%	73,960	10,000	639.60%	
Operational Supplies & Service	1,899	1,843	111	2,537	2,386	23,352	18,432	17,555	5,797	33.02%	27,038	22,118	22.24%	
Capital Outlay	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Expenses</b>	<b>36,054</b>	<b>14,271</b>	<b>7,629</b>	<b>7,866</b>	<b>9,512</b>	<b>216,060</b>	<b>157,300</b>	<b>124,711</b>	<b>91,349</b>	<b>73.25%</b>	<b>253,029</b>	<b>194,268</b>	<b>30.25%</b>	
<b>Operating Net Result</b>	<b>31,239</b>	<b>1,231</b>	<b>9,608</b>	<b>5,742</b>	<b>7,505</b>	<b>72,979</b>	<b>36,018</b>	<b>154,604</b>	<b>(81,625)</b>	<b>-53%</b>	<b>107,693</b>	<b>70,732</b>	<b>52%</b>	
<b>Other Expenses</b>														
Debt Services	-	-	-	-	-	280,000	280,000	260,000	20,000	7.69%	280,000	280,000	0.00%	
<b>Other Net Result</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(280,000)</b>	<b>(280,000)</b>	<b>(260,000)</b>	<b>(20,000.00)</b>	<b>7.69%</b>	<b>(280,000)</b>	<b>(280,000)</b>	<b>0.00%</b>	
<b>Total Net Result</b>	<b>31,239</b>	<b>1,231</b>	<b>9,608</b>	<b>5,742</b>	<b>7,505</b>	<b>(207,021)</b>	<b>(243,982)</b>	<b>(105,396)</b>	<b>(101,625)</b>	<b>96.42%</b>	<b>(172,307)</b>	<b>(209,268)</b>	<b>-17.66%</b>	
<b>Gain (loss) Per Ton</b>	<b>46</b>	<b>8</b>	<b>56</b>	<b>39</b>	<b>40</b>	<b>(73)</b>	<b>(126)</b>	<b>(38)</b>	<b>(35)</b>	<b>90%</b>	<b>(48)</b>	<b>(79)</b>		



Fisheries	Current Period		Same Month Prior Years			Year to Date			Prior FYTD vs Current FYTD		
	Apr 2026		Apr 2025	Apr 2024	Apr 2023	FY25/26			Last FY	Ton Diff	% Diff
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Actual	Budget	% Diff	
Albacore Tuna (Oregon) MT	0.0		0.0	0.0	0.0			3,904.8	2,247.6	1,657	73.73%
Pink Shrimp (Oregon) MT	3,823.4		663.4	0.0	521.0			20,191.5	15,511.1	4,680	30.17%
Dungeness Crab (Coos Bay) MT	15.1		31.2	58.8	297.0			1,471.1	1,463.5	8	0.52%

Monthly Cost Per Ton	Jul 2025	Aug 2025	Sep 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Mar 2026	Apr 2026	May 2026	Jun 2026	Average
Operating Expense Per Ton	45	33	46	105	1,818	224	365	1,614	765	53	-	-	76
Debt Service Per Ton (allocated)	45	33	37	135	3,590	556	741	2,029	502	34	-	-	82
Total Expense Per Ton	90	66	83	240	5,408	779	1,106	3,643	1,267	87	-	-	158
Gain (Loss) per ton	12	38	19	(136)	(5,292)	(677)	(1,006)	(3,543)	(1,166)	12	-	-	(57)



Financial Report - Actual vs. Budget  
For Period Ending Apr 2026  
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					
	Apr 2026				Apr 2025			Jul 2025 - Apr 2026				Jul 2025 - Jun 2026					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	11,099	11,084	15	0%	11,006	93	1%	110,806	110,839	(33)	0%	126,912	(16,106)	-13%	132,974	133,007	0%
4010 Property Agreements	8,675	14,484	(5,809)	-40%	8,465	210	2%	123,234	144,840	(21,606)	-15%	99,099	24,135	24%	152,202	173,808	-12%
4135 Storage Yard	2,348	0	2,348	-	2,173	176	8%	23,481	0	23,481	-	21,726	1,756	8%	23,481	0	-
4290 Other	21,000	0	21,000	-	0	21,000	-	21,435	0	21,435	-	0	21,435	-	21,435	0	-
<b>Total Operating Income</b>	<b>43,122</b>	<b>25,568</b>	<b>17,554</b>	<b>69%</b>	<b>21,644</b>	<b>21,478</b>	<b>99%</b>	<b>278,957</b>	<b>255,679</b>	<b>23,278</b>	<b>9%</b>	<b>247,736</b>	<b>31,220</b>	<b>13%</b>	<b>330,092</b>	<b>306,815</b>	<b>8%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	7,902	7,899	(2)	0%	33,261	25,360	76%	82,958	82,956	(2)	0%	184,027	101,069	55%	102,722	102,720	0%
<b>Total Compensation</b>	<b>7,902</b>	<b>7,899</b>	<b>(2)</b>	<b>0%</b>	<b>33,261</b>	<b>25,360</b>	<b>76%</b>	<b>82,958</b>	<b>82,956</b>	<b>(2)</b>	<b>0%</b>	<b>184,027</b>	<b>101,069</b>	<b>55%</b>	<b>102,722</b>	<b>102,720</b>	<b>0%</b>
5100 Federal Payroll taxes	563	604	41	7%	2,519	1,956	78%	5,951	6,346	395	6%	13,848	7,897	57%	7,463	7,858	5%
5105 State Payroll taxes	0	32	32	100%	0	0	-	0	332	332	100%	(123)	(123)	100%	79	411	81%
5110 Unemployment Insurance	213	58	(155)	-265%	453	239	53%	1,080	614	(466)	-76%	1,323	243	18%	1,226	760	-61%
5115 Workers compensation	32	55	22	41%	38	6	16%	277	573	295	52%	372	95	26%	414	709	42%
<b>Total Payroll Taxes</b>	<b>808</b>	<b>749</b>	<b>(59)</b>	<b>-8%</b>	<b>3,010</b>	<b>2,201</b>	<b>73%</b>	<b>7,308</b>	<b>7,865</b>	<b>556</b>	<b>7%</b>	<b>15,420</b>	<b>8,112</b>	<b>53%</b>	<b>9,182</b>	<b>9,738</b>	<b>6%</b>
5200 Medical insurance	1,481	1,496	14	1%	1,484	3	0%	14,775	14,956	180	1%	14,837	62	0%	17,767	17,947	1%
5205 Dental insurance	86	90	4	4%	135	49	36%	942	899	(43)	-5%	1,350	409	30%	1,122	1,079	-4%
5215 Term life insurance	13	13	0	0%	25	13	50%	125	125	0	0%	250	125	50%	150	150	0%
5220 Long Term Disability insurance	0	0	0	-	124	124	100%	0	0	0	-	1,247	1,247	100%	0	0	-
5225 PERS Employer Contributions	1,903	1,903	(1)	0%	3,306	1,402	42%	19,985	19,984	(0)	0%	42,858	22,873	53%	24,746	24,745	0%
5230 PERS Employee Contributions	474	474	(0)	0%	897	423	47%	4,978	4,977	(0)	0%	11,631	6,653	57%	6,163	6,163	0%
5295 Allocations	(677)	(430)	248	-58%	0	677	-	(677)	(4,513)	(3,836)	85%	0	677	-	(1,753)	(5,589)	69%
<b>Total Insured Benefits</b>	<b>3,280</b>	<b>3,545</b>	<b>265</b>	<b>7%</b>	<b>5,971</b>	<b>2,691</b>	<b>45%</b>	<b>40,127</b>	<b>36,428</b>	<b>(3,699)</b>	<b>-10%</b>	<b>72,173</b>	<b>32,046</b>	<b>44%</b>	<b>48,195</b>	<b>44,496</b>	<b>-8%</b>
<b>Total Personnel Services</b>	<b>11,990</b>	<b>12,193</b>	<b>203</b>	<b>2%</b>	<b>42,242</b>	<b>30,252</b>	<b>72%</b>	<b>130,394</b>	<b>127,249</b>	<b>(3,144)</b>	<b>-2%</b>	<b>271,621</b>	<b>141,227</b>	<b>52%</b>	<b>160,098</b>	<b>156,954</b>	<b>-2%</b>
<b>Goods &amp; Services</b>																	
6025 Travel - lodging & transportation	0	0	0	-	0	0	-	0	0	0	-	112	112	100%	0	0	-
6030 Travel - Per Diem & mileage reimbursement	0	50	50	100%	0	0	-	0	500	500	100%	1,392	1,392	100%	100	600	83%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>500</b>	<b>500</b>	<b>100%</b>	<b>1,505</b>	<b>1,505</b>	<b>100%</b>	<b>100</b>	<b>600</b>	<b>83%</b>
6130 Electricity	499	1,231	731	59%	1,022	523	51%	5,029	11,160	6,131	55%	9,895	4,866	49%	6,669	12,800	48%
6135 Water/Sewer	187	539	352	65%	597	411	69%	3,952	4,648	695	15%	5,142	1,190	23%	4,805	5,500	13%
6140 Garbage/Sanitation Collection	0	42	42	100%	0	0	-	0	417	417	100%	0	0	-	83	500	83%
6155 Environmental Remediation/Mitigation/Monitoring	480	375	(105)	-28%	684	203	30%	1,374	3,750	2,376	63%	4,092	2,718	66%	2,124	4,500	53%
<b>Total Utilities</b>	<b>1,167</b>	<b>2,186</b>	<b>1,020</b>	<b>47%</b>	<b>2,303</b>	<b>1,136</b>	<b>49%</b>	<b>10,355</b>	<b>19,974</b>	<b>9,619</b>	<b>48%</b>	<b>19,129</b>	<b>8,774</b>	<b>46%</b>	<b>13,681</b>	<b>23,300</b>	<b>41%</b>
6245 Legal advertising	0	63	63	100%	0	0	-	0	625	625	100%	0	0	-	125	750	83%
6260 Consulting services	0	408	408	100%	116	116	100%	12,627	4,083	(8,543)	-209%	4,014	(8,613)	-215%	13,443	4,900	-174%
6290 Commercial insurance	5,378	6,190	812	13%	5,557	179	3%	54,857	61,900	7,043	11%	51,071	(3,785)	-7%	67,237	74,280	9%
<b>Total Professional Services</b>	<b>5,378</b>	<b>6,661</b>	<b>1,282</b>	<b>19%</b>	<b>5,673</b>	<b>295</b>	<b>5%</b>	<b>67,483</b>	<b>66,608</b>	<b>(875)</b>	<b>-1%</b>	<b>55,085</b>	<b>(12,398)</b>	<b>-23%</b>	<b>80,805</b>	<b>79,930</b>	<b>-1%</b>
6500 Repairs & maintenance equipment	0	167	167	100%	0	0	-	6,205	1,667	(4,538)	-272%	0	(6,205)	-	6,538	2,000	-227%
6510 Repairs & maintenance buildings	0	208	208	100%	0	0	-	606	2,083	1,478	71%	0	(606)	-	1,022	2,500	59%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	833	833	100%	0	0	-	167	1,000	83%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	1,250	1,250	100%	0	0	-	250	1,500	83%
6575 Waterway Leases	0	250	250	100%	0	0	-	752	2,500	1,748	70%	(1,669)	(2,421)	145%	1,252	3,000	58%
6580 Permits	0	250	250	100%	0	0	-	3,528	2,500	(1,028)	-41%	2,079	(1,450)	-70%	4,028	3,000	-34%
<b>Total Repair and Maintenance</b>	<b>0</b>	<b>1,083</b>	<b>1,083</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>11,091</b>	<b>10,833</b>	<b>(257)</b>	<b>-2%</b>	<b>410</b>	<b>(10,681)</b>	<b>-2608%</b>	<b>13,257</b>	<b>13,000</b>	<b>-2%</b>
<b>Total Goods &amp; Services</b>	<b>6,545</b>	<b>9,981</b>	<b>3,436</b>	<b>34%</b>	<b>7,976</b>	<b>1,431</b>	<b>18%</b>	<b>88,929</b>	<b>97,916</b>	<b>8,986</b>	<b>9%</b>	<b>76,128</b>	<b>(12,801)</b>	<b>-17%</b>	<b>107,844</b>	<b>116,830</b>	<b>8%</b>
<b>Total Expenses</b>	<b>18,535</b>	<b>22,174</b>	<b>3,639</b>	<b>16%</b>	<b>50,218</b>	<b>31,683</b>	<b>63%</b>	<b>219,323</b>	<b>225,165</b>	<b>5,842</b>	<b>3%</b>	<b>347,748</b>	<b>128,426</b>	<b>37%</b>	<b>267,942</b>	<b>273,784</b>	<b>2%</b>
<b>Operating Results</b>	<b>24,587</b>	<b>3,394</b>	<b>21,193</b>	<b>624%</b>	<b>(28,575)</b>	<b>53,161</b>	<b>-186%</b>	<b>59,634</b>	<b>30,514</b>	<b>29,120</b>	<b>95%</b>	<b>(100,012)</b>	<b>159,646</b>	<b>-160%</b>	<b>62,151</b>	<b>33,031</b>	<b>88%</b>

Financial Report - Actual vs. Budget  
 For Period Ending Apr 2026  
 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					
	Apr 2026				Apr 2025			Jul 2025 - Apr 2026				Jul 2025 - Jun 2026					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4810 Transfer - SPF	0	0	0	-	0	0	-	0	0	0	-	0	0	-	625,469	625,469	0%
4905 Other	0	0	0	-	0	0	-	3,103	0	3,103	-	0	3,103	-	3,103	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>3,103</b>	<b>0</b>	<b>3,103</b>	<b>-</b>	<b>0</b>	<b>3,103</b>	<b>-</b>	<b>628,572</b>	<b>625,469</b>	<b>0%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6745 Banking fees	0	0	0	-	0	0	-	2,981	9,770	6,789	69%	13,486	10,505	78%	3,211	10,000	68%
<b>Total Taxes &amp; Misc Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2,981</b>	<b>9,770</b>	<b>6,789</b>	<b>69%</b>	<b>13,486</b>	<b>10,505</b>	<b>78%</b>	<b>3,211</b>	<b>10,000</b>	<b>68%</b>
<b>Debt Services</b>																	
7010 Interest payment	9,586	13,000	3,414	26%	19,538	9,952	51%	148,479	277,000	128,521	46%	153,023	4,544	3%	174,479	303,000	42%
<b>Total Debt Services</b>	<b>9,586</b>	<b>13,000</b>	<b>3,414</b>	<b>26%</b>	<b>19,538</b>	<b>9,952</b>	<b>51%</b>	<b>148,479</b>	<b>277,000</b>	<b>128,521</b>	<b>46%</b>	<b>153,023</b>	<b>4,544</b>	<b>3%</b>	<b>174,479</b>	<b>303,000</b>	<b>42%</b>
<b>Total Other Expenses</b>	<b>9,586</b>	<b>13,000</b>	<b>3,414</b>	<b>26%</b>	<b>19,538</b>	<b>9,952</b>	<b>51%</b>	<b>151,460</b>	<b>286,770</b>	<b>135,310</b>	<b>47%</b>	<b>166,509</b>	<b>15,049</b>	<b>9%</b>	<b>177,690</b>	<b>313,000</b>	<b>43%</b>
<b>Net Other Income</b>	<b>(9,586)</b>	<b>(13,000)</b>	<b>3,414</b>	<b>-26%</b>	<b>(19,538)</b>	<b>9,952</b>	<b>-51%</b>	<b>(148,357)</b>	<b>(286,770)</b>	<b>138,413</b>	<b>-48%</b>	<b>(166,509)</b>	<b>18,152</b>	<b>-11%</b>	<b>450,882</b>	<b>312,469</b>	<b>44%</b>
<b>Net Result</b>	<b>15,001</b>	<b>(9,606)</b>	<b>24,607</b>	<b>-256%</b>	<b>(48,112)</b>	<b>63,114</b>	<b>-131%</b>	<b>(88,723)</b>	<b>(256,256)</b>	<b>167,533</b>	<b>-65%</b>	<b>(266,521)</b>	<b>177,798</b>	<b>-67%</b>	<b>513,032</b>	<b>345,500</b>	<b>48%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2026

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					
	Apr 2026				Apr 2025			Jul 2025 - Apr 2026				Jul 2025 - Jun 2026					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4010 Property Agreements	5,119	27,667	(22,548)	-81%	13,524	(8,405)	-62%	202,157	276,667	(74,509)	-27%	249,266	(47,109)	-19%	257,491	332,000	-22%
4235 Customer Discounts	0	0	0	-	0	0	-	0	0	0	-	(1,699)	1,699	-100%	0	0	-
4260 Rail Operations Revenue	0	0	0	-	0	0	-	0	0	0	-	104,643	(104,643)	-100%	0	0	-
4265 Rail Surcharges	21,452	31,237	(9,786)	-31%	31,499	(10,047)	-32%	164,139	312,370	(148,231)	-47%	264,449	(100,310)	-38%	226,613	374,844	-40%
<b>Total Operating Income</b>	<b>26,571</b>	<b>58,904</b>	<b>(32,333)</b>	<b>-55%</b>	<b>45,023</b>	<b>(18,452)</b>	<b>-41%</b>	<b>366,296</b>	<b>589,037</b>	<b>(222,741)</b>	<b>-38%</b>	<b>616,659</b>	<b>(250,362)</b>	<b>-41%</b>	<b>484,104</b>	<b>706,844</b>	<b>-32%</b>
<b>Expenses</b>																	
<b>Goods &amp; Services</b>																	
6145 Hazardous material disposal	0	0	0	-	0	0	-	0	0	0	-	4,160	4,160	100%	0	0	-
<b>Total Utilities</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>4,160</b>	<b>4,160</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6260 Consulting services	0	5,833	5,833	100%	0	0	-	21,468	58,333	36,866	63%	60,148	38,680	64%	33,134	70,000	53%
6290 Commercial insurance	27,044	5,397	(21,647)	-401%	26,484	(560)	-2%	267,083	53,970	(213,113)	-395%	143,960	(123,123)	-86%	277,877	64,764	-329%
<b>Total Professional Services</b>	<b>27,044</b>	<b>11,230</b>	<b>(15,814)</b>	<b>-141%</b>	<b>26,484</b>	<b>(560)</b>	<b>-2%</b>	<b>288,550</b>	<b>112,303</b>	<b>(176,247)</b>	<b>-157%</b>	<b>204,108</b>	<b>(84,442)</b>	<b>-41%</b>	<b>311,011</b>	<b>134,764</b>	<b>-131%</b>
6425 Operational supplies	0	0	0	-	0	0	-	2,025	0	(2,025)	-	55	(1,970)	-3559%	2,025	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	5,126	0	(5,126)	-	0	(5,126)	-	5,126	0	-
<b>Total Operational Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>7,151</b>	<b>0</b>	<b>(7,151)</b>	<b>-</b>	<b>55</b>	<b>(7,096)</b>	<b>-12820%</b>	<b>7,151</b>	<b>0</b>	<b>-</b>
6505 Repairs & maintenance vehicles	0	0	0	-	36	36	100%	106	0	(106)	-	363	256	71%	106	0	-
6510 Repairs & maintenance buildings	19,106	27,162	8,056	30%	60,758	41,652	69%	214,548	271,622	57,073	21%	608,062	393,514	65%	268,873	325,946	18%
6515 Repairs & maintenance land improvement	0	6,250	6,250	100%	0	0	-	0	62,500	62,500	100%	22,000	22,000	100%	12,500	75,000	83%
<b>Total Repair and Maintenance</b>	<b>19,106</b>	<b>33,412</b>	<b>14,306</b>	<b>43%</b>	<b>60,794</b>	<b>41,688</b>	<b>69%</b>	<b>214,655</b>	<b>334,122</b>	<b>119,467</b>	<b>36%</b>	<b>630,425</b>	<b>415,770</b>	<b>66%</b>	<b>281,479</b>	<b>400,946</b>	<b>30%</b>
<b>Total Goods &amp; Services</b>	<b>46,150</b>	<b>44,643</b>	<b>(1,508)</b>	<b>-3%</b>	<b>87,279</b>	<b>41,128</b>	<b>47%</b>	<b>510,356</b>	<b>446,425</b>	<b>(63,931)</b>	<b>-14%</b>	<b>838,748</b>	<b>328,392</b>	<b>39%</b>	<b>599,641</b>	<b>535,710</b>	<b>-12%</b>
<b>Total Expenses</b>	<b>46,150</b>	<b>44,643</b>	<b>(1,508)</b>	<b>-3%</b>	<b>87,279</b>	<b>41,128</b>	<b>47%</b>	<b>510,356</b>	<b>446,425</b>	<b>(63,931)</b>	<b>-14%</b>	<b>838,748</b>	<b>328,392</b>	<b>39%</b>	<b>599,641</b>	<b>535,710</b>	<b>-12%</b>
<b>Operating Results</b>	<b>(19,580)</b>	<b>14,261</b>	<b>(33,841)</b>	<b>-237%</b>	<b>(42,256)</b>	<b>22,676</b>	<b>-54%</b>	<b>(144,060)</b>	<b>142,612</b>	<b>(286,672)</b>	<b>-201%</b>	<b>(222,089)</b>	<b>78,029</b>	<b>-35%</b>	<b>(115,537)</b>	<b>171,134</b>	<b>-168%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	0	0	0	-	0	0	-	347,300	332,000	15,300	5%	332,200	15,100	5%	347,300	332,000	5%
4810 Transfer - SPF	0	0	0	-	0	0	-	0	0	0	-	0	0	-	843,621	843,621	0%
4905 Other	0	0	0	-	0	0	-	2,370	0	2,370	-	405,463	(403,093)	-99%	2,370	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>349,670</b>	<b>332,000</b>	<b>17,670</b>	<b>5%</b>	<b>737,663</b>	<b>(387,993)</b>	<b>-53%</b>	<b>1,193,291</b>	<b>1,175,621</b>	<b>2%</b>
<b>Other Expenses</b>																	
6755 Insurance Claims	0	0	0	-	2,469	2,469	100%	0	0	0	-	2,469	2,469	100%	0	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2,469</b>	<b>2,469</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2,469</b>	<b>2,469</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	371,973	371,973	0	0%	364,142	(7,831)	-2%	371,973	371,973	0%
7010 Interest payment	0	0	0	-	0	0	-	59,396	59,396	(0)	0%	62,746	3,350	5%	115,054	115,054	0%
7020 Principal repayment - Vehicles	636	1,413	777	55%	611	(25)	-4%	14,632	13,924	(708)	-5%	16,313	1,681	10%	17,551	16,843	-4%
7025 Interest payment - Vehicles	26	68	42	62%	51	25	49%	1,154	1,167	13	1%	2,139	985	46%	1,290	1,302	1%
<b>Total Debt Services</b>	<b>662</b>	<b>1,481</b>	<b>819</b>	<b>55%</b>	<b>662</b>	<b>0</b>	<b>0%</b>	<b>447,155</b>	<b>446,459</b>	<b>(696)</b>	<b>0%</b>	<b>445,340</b>	<b>(1,815)</b>	<b>0%</b>	<b>505,868</b>	<b>505,172</b>	<b>0%</b>
<b>Total Other Expenses</b>	<b>662</b>	<b>1,481</b>	<b>819</b>	<b>55%</b>	<b>3,131</b>	<b>2,469</b>	<b>79%</b>	<b>447,155</b>	<b>446,459</b>	<b>(696)</b>	<b>0%</b>	<b>447,809</b>	<b>654</b>	<b>0%</b>	<b>505,868</b>	<b>505,172</b>	<b>0%</b>
<b>Net Other Income</b>	<b>(662)</b>	<b>(1,481)</b>	<b>819</b>	<b>-55%</b>	<b>(3,131)</b>	<b>2,469</b>	<b>-79%</b>	<b>(97,485)</b>	<b>(114,459)</b>	<b>16,974</b>	<b>-15%</b>	<b>289,854</b>	<b>(387,339)</b>	<b>-134%</b>	<b>687,423</b>	<b>670,449</b>	<b>3%</b>
<b>Net Result</b>	<b>(20,242)</b>	<b>12,780</b>	<b>(33,022)</b>	<b>-258%</b>	<b>(45,387)</b>	<b>25,145</b>	<b>-55%</b>	<b>(241,545)</b>	<b>28,153</b>	<b>(269,697)</b>	<b>-958%</b>	<b>67,765</b>	<b>(309,310)</b>	<b>-456%</b>	<b>571,886</b>	<b>841,583</b>	<b>-32%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2026

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						
	Apr 2026				Apr 2025			Jul 2025 - Apr 2026				Jul 2025 - Jun 2026						
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																		
4285 Mob/Demob Services	0	15,523	(15,523)	-100%	41,279	(41,279)	-100%	0	155,234	(155,234)	-100%	156,380	(156,380)	-100%	31,047	186,281	-83%	
4287 Dredging Services	0	20,883	(20,883)	-100%	0	0	-	(18,225)	208,825	(227,050)	-109%	198,677	(216,902)	-109%	23,540	250,590	-91%	
4290 Other	77,542	45,228	32,314	71%	9,094	68,448	753%	347,668	452,282	(104,614)	-23%	286,405	61,263	21%	438,124	542,738	-19%	
<b>Total Operating Income</b>	<b>77,542</b>	<b>81,634</b>	<b>(4,092)</b>	<b>-5%</b>	<b>50,374</b>	<b>27,168</b>	<b>54%</b>	<b>329,442</b>	<b>816,341</b>	<b>(486,898)</b>	<b>-60%</b>	<b>641,461</b>	<b>(312,019)</b>	<b>-49%</b>	<b>492,711</b>	<b>979,609</b>	<b>-50%</b>	
<b>Expenses</b>																		
<b>Personnel Services</b>																		
5115 Workers compensation	155	0	(155)	-	0	(155)	-	1,549	0	(1,549)	-	0	(1,549)	-	1,549	0	-	
<b>Total Payroll Taxes</b>	<b>155</b>	<b>0</b>	<b>(155)</b>	<b>-</b>	<b>0</b>	<b>(155)</b>	<b>-</b>	<b>1,549</b>	<b>0</b>	<b>(1,549)</b>	<b>-</b>	<b>0</b>	<b>(1,549)</b>	<b>-</b>	<b>1,549</b>	<b>0</b>	<b>-</b>	
5295 Allocations	3,386	23,272	19,886	85%	9,545	6,160	65%	55,334	232,716	177,382	76%	215,513	160,179	74%	101,877	279,259	64%	
<b>Total Insured Benefits</b>	<b>3,386</b>	<b>23,272</b>	<b>19,886</b>	<b>85%</b>	<b>9,545</b>	<b>6,160</b>	<b>65%</b>	<b>55,334</b>	<b>232,716</b>	<b>177,382</b>	<b>76%</b>	<b>215,513</b>	<b>160,179</b>	<b>74%</b>	<b>101,877</b>	<b>279,259</b>	<b>64%</b>	
<b>Total Personnel Services</b>	<b>3,540</b>	<b>23,272</b>	<b>19,731</b>	<b>85%</b>	<b>9,545</b>	<b>6,005</b>	<b>63%</b>	<b>56,883</b>	<b>232,716</b>	<b>175,833</b>	<b>76%</b>	<b>215,513</b>	<b>158,630</b>	<b>74%</b>	<b>103,426</b>	<b>279,259</b>	<b>63%</b>	
<b>Goods &amp; Services</b>																		
6005 Seminars & training	0	2,625	2,625	100%	0	0	-	0	26,250	26,250	100%	5,150	5,150	100%	5,250	31,500	83%	
<b>Total Staff Training</b>	<b>0</b>	<b>2,625</b>	<b>2,625</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>26,250</b>	<b>26,250</b>	<b>100%</b>	<b>5,150</b>	<b>5,150</b>	<b>100%</b>	<b>5,250</b>	<b>31,500</b>	<b>83%</b>	
6025 Travel - lodging & transportation	0	4,225	4,225	100%	1,243	1,243	100%	0	42,250	42,250	100%	52,727	52,727	100%	8,450	50,700	83%	
6030 Travel - Per Diem & mileage reimbursement	0	3,021	3,021	100%	1,754	1,754	100%	0	30,208	30,208	100%	46,438	46,438	100%	6,042	36,250	83%	
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>7,246</b>	<b>7,246</b>	<b>100%</b>	<b>2,996</b>	<b>2,996</b>	<b>100%</b>	<b>0</b>	<b>72,458</b>	<b>72,458</b>	<b>100%</b>	<b>99,165</b>	<b>99,165</b>	<b>100%</b>	<b>14,492</b>	<b>86,950</b>	<b>83%</b>	
6050 Office supplies	0	0	0	-	0	0	-	21	0	(21)	-	0	(21)	-	21	0	-	
6060 IT supplies	0	0	0	-	0	0	-	0	0	0	-	330	330	100%	0	0	-	
<b>Total Office Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>21</b>	<b>0</b>	<b>(21)</b>	<b>-</b>	<b>330</b>	<b>309</b>	<b>94%</b>	<b>21</b>	<b>0</b>	<b>-</b>	
6105 Telephone - mobile	40	110	70	64%	53	14	26%	396	1,100	704	64%	607	212	35%	616	1,320	53%	
<b>Total Utilities</b>	<b>40</b>	<b>110</b>	<b>70</b>	<b>64%</b>	<b>53</b>	<b>14</b>	<b>26%</b>	<b>396</b>	<b>1,100</b>	<b>704</b>	<b>64%</b>	<b>607</b>	<b>212</b>	<b>35%</b>	<b>616</b>	<b>1,320</b>	<b>53%</b>	
6260 Consulting services	0	7,500	7,500	100%	0	0	-	0	75,000	75,000	100%	24,490	24,490	100%	15,000	90,000	83%	
6290 Commercial insurance	6,563	6,946	383	6%	5,681	(882)	-16%	60,813	69,458	8,645	12%	58,423	(2,390)	-4%	74,705	83,350	10%	
<b>Total Professional Services</b>	<b>6,563</b>	<b>14,446</b>	<b>7,883</b>	<b>55%</b>	<b>5,681</b>	<b>(882)</b>	<b>-16%</b>	<b>60,813</b>	<b>144,458</b>	<b>83,645</b>	<b>58%</b>	<b>82,913</b>	<b>22,100</b>	<b>27%</b>	<b>89,705</b>	<b>173,350</b>	<b>48%</b>	
6400 Small equipment & tools	0	2,083	2,083	100%	23	23	100%	87,540	20,833	(66,707)	-320%	19,045	(68,495)	-360%	91,707	25,000	-267%	
6405 Safety/hazardous materials	0	0	0	-	0	0	-	1,009	0	(1,009)	-	741	(268)	-36%	1,009	0	-	
6420 Janitorial supplies	0	17	17	100%	0	0	-	66	167	101	61%	311	245	79%	99	200	51%	
6425 Operational supplies	0	1,500	1,500	100%	521	521	100%	6,314	15,000	8,686	58%	13,460	7,146	53%	9,314	18,000	48%	
6430 Equipment Rental	0	0	0	-	30,860	30,860	100%	0	0	0	-	68,905	68,905	100%	0	0	-	
6450 Fuel - Gas	0	1,100	1,100	100%	0	0	-	0	11,000	11,000	100%	781	781	100%	2,200	13,200	83%	
6455 Fuel - Diesel	0	4,183	4,183	100%	304	304	100%	0	41,833	41,833	100%	2,437	2,437	100%	8,367	50,200	83%	
<b>Total Operational Expense</b>	<b>0</b>	<b>8,883</b>	<b>8,883</b>	<b>100%</b>	<b>31,709</b>	<b>31,709</b>	<b>100%</b>	<b>94,929</b>	<b>88,833</b>	<b>(6,095)</b>	<b>-7%</b>	<b>105,680</b>	<b>10,752</b>	<b>10%</b>	<b>112,695</b>	<b>106,600</b>	<b>-6%</b>	
6500 Repairs & maintenance equipment	0	16,667	16,667	100%	3,392	3,392	100%	57,759	166,667	108,908	65%	28,097	(29,662)	-106%	91,092	200,000	54%	
6505 Repairs & maintenance vehicles	3,386	7,303	3,916	54%	2,946	(440)	-15%	39,035	73,025	33,990	47%	84,519	45,485	54%	53,640	87,630	39%	
6510 Repairs & maintenance buildings	0	0	0	-	0	0	-	10	0	(10)	-	828	818	99%	10	0	-	
6520 Repairs & maintenance docks	0	0	0	-	0	0	-	1	0	(1)	-	0	(1)	-	1	0	-	
<b>Total Repair and Maintenance</b>	<b>3,386</b>	<b>23,969</b>	<b>20,583</b>	<b>86%</b>	<b>6,338</b>	<b>2,952</b>	<b>47%</b>	<b>96,804</b>	<b>239,692</b>	<b>142,887</b>	<b>60%</b>	<b>113,445</b>	<b>16,641</b>	<b>15%</b>	<b>144,743</b>	<b>287,630</b>	<b>50%</b>	
<b>Total Goods &amp; Services</b>	<b>9,988</b>	<b>57,279</b>	<b>47,291</b>	<b>83%</b>	<b>46,777</b>	<b>36,789</b>	<b>79%</b>	<b>252,963</b>	<b>572,792</b>	<b>319,828</b>	<b>56%</b>	<b>407,291</b>	<b>154,328</b>	<b>38%</b>	<b>367,522</b>	<b>687,350</b>	<b>47%</b>	
<b>Total Expenses</b>	<b>13,529</b>	<b>80,551</b>	<b>67,022</b>	<b>83%</b>	<b>56,322</b>	<b>42,794</b>	<b>76%</b>	<b>309,846</b>	<b>805,507</b>	<b>495,661</b>	<b>62%</b>	<b>622,805</b>	<b>312,958</b>	<b>50%</b>	<b>470,948</b>	<b>966,609</b>	<b>51%</b>	
<b>Operating Results</b>	<b>64,014</b>	<b>1,083</b>	<b>62,930</b>	<b>5809%</b>	<b>(5,948)</b>	<b>69,962</b>	<b>-1176%</b>	<b>19,596</b>	<b>10,834</b>	<b>8,763</b>	<b>81%</b>	<b>18,656</b>	<b>940</b>	<b>5%</b>	<b>21,763</b>	<b>13,000</b>	<b>67%</b>	
<b>Other Income &amp; Expenses</b>																		
<b>Other Income</b>																		
4505 Interest - Bank	979	0	979	-	631	348	55%	6,281	0	6,281	-	15,229	(8,948)	-59%	6,281	0	-	
<b>Total Other Income</b>	<b>979</b>	<b>0</b>	<b>979</b>	<b>-</b>	<b>631</b>	<b>348</b>	<b>55%</b>	<b>6,281</b>	<b>0</b>	<b>6,281</b>	<b>-</b>	<b>15,229</b>	<b>(8,948)</b>	<b>-59%</b>	<b>6,281</b>	<b>0</b>	<b>-</b>	
9005 Transfers - GF	0	0	0	-	0	0	-	0	0	0	-	207,340	207,340	100%	13,000	13,000	0%	
<b>Total Debt Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>207,340</b>	<b>207,340</b>	<b>100%</b>	<b>13,000</b>	<b>13,000</b>	<b>0%</b>	
<b>Total Other Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>207,340</b>	<b>207,340</b>	<b>100%</b>	<b>13,000</b>	<b>13,000</b>	<b>0%</b>	
<b>Net Other Income</b>	<b>979</b>	<b>0</b>	<b>979</b>	<b>-</b>	<b>631</b>	<b>348</b>	<b>55%</b>	<b>6,281</b>	<b>0</b>	<b>6,281</b>	<b>-</b>	<b>(192,111)</b>	<b>198,393</b>	<b>-103%</b>	<b>(6,719)</b>	<b>(13,000)</b>	<b>-48%</b>	
<b>Net Result</b>	<b>64,992</b>	<b>1,083</b>	<b>63,909</b>	<b>5899%</b>	<b>(5,318)</b>	<b>70,310</b>	<b>-1322%</b>	<b>25,877</b>	<b>10,834</b>	<b>15,044</b>	<b>139%</b>	<b>(173,455)</b>	<b>199,332</b>	<b>-115%</b>	<b>15,044</b>	<b>0</b>	<b>-</b>	

	Carloads: 471	Current Period				Same Month Last Year			Year to Date				Year End					
		Apr 2026				Apr 2025			Jul 2025 - Apr 2026				Jul 2025 - Jun 2026					
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration																	
3	Union Pacific	162,248	131,694	30,554	23%	134,214	28,034	21%	1,129,135	1,316,940	(187,805)	(14%)	1,203,089	(73,954)	(6%)	1,392,523	1,580,328	(12%)
4	Carloads CBRL	124,225	115,104	9,120	8%	175,563	(51,338)	(29%)	850,927	1,151,043	(300,115)	(26%)	1,203,540	(352,613)	(29%)	1,081,136	1,381,251	(22%)
5	Demurrage	0	20,833	(20,833)	(100%)	0	0	-	0	208,333	(208,333)	(100%)	2,170	(2,170)	(100%)	41,667	250,000	(83%)
6	Total Administration	286,473	268,215	18,258	7%	311,640	(25,167)	(8%)	1,980,062	2,682,149	(702,086)	(26%)	2,410,662	(430,600)	(18%)	2,516,492	3,218,579	(22%)
7	Maintenance of Way	0	0	0	-	0	0	-	0	0	0	-	(2,218)	2,218	(100%)	0	0	-
9	Mechanical	77,626	99,636	(22,010)	(22%)	105,888	(28,263)	(27%)	676,839	996,362	(319,523)	(32%)	911,989	(235,150)	(26%)	876,111	1,195,634	(27%)
10	Total Operating Income	364,099	367,851	(3,753)	(1%)	417,528	(53,430)	(13%)	2,656,901	3,678,511	(1,021,610)	(28%)	3,320,434	(663,532)	(20%)	3,392,604	4,414,213	(23%)
12	Operating Expenses																	
13	Administration	104,443	82,320	(22,123)	(27%)	51,484	(52,958)	(103%)	765,051	836,484	71,433	9%	803,501	38,450	5%	944,028	1,015,461	7%
14	Maintenance of Way	76,072	64,232	(11,839)	(18%)	52,599	(23,473)	(45%)	607,738	660,128	52,391	8%	541,613	(66,124)	(12%)	754,308	806,699	(6%)
15	Transportation	213,302	129,644	(83,658)	(65%)	134,420	(78,883)	(59%)	1,339,830	1,317,844	(21,986)	(2%)	1,392,552	52,722	(4%)	1,620,518	1,598,531	1%
16	Mechanical	70,274	76,026	5,752	8%	70,975	701	1%	623,394	769,964	146,570	19%	638,993	15,599	(2%)	785,152	931,722	(16%)
17	Total Expenses	464,091	352,222	(111,869)	(32%)	309,477	(154,613)	(50%)	3,336,013	3,584,420	248,407	7%	3,376,659	40,646	1%	4,104,006	4,352,413	6%
19	Operating Results																	
20	Administration	182,030	185,895	(3,865)	(2%)	260,156	(78,126)	(30%)	1,215,012	1,845,665	(630,653)	(34%)	1,607,161	(392,150)	(24%)	1,572,464	2,203,117	(29%)
21	Maintenance of Way	(76,072)	(64,232)	(11,839)	18%	(52,599)	(23,473)	45%	(607,738)	(660,128)	52,391	(8%)	(543,831)	(63,907)	12%	(754,308)	(806,699)	(6%)
22	Transportation	(213,302)	(129,644)	(83,658)	65%	(134,420)	(78,883)	59%	(1,339,830)	(1,317,844)	(21,986)	2%	(1,392,552)	52,722	(4%)	(1,620,518)	(1,598,531)	1%
23	Mechanical	7,352	23,610	(16,259)	(69%)	34,914	(27,562)	(79%)	53,445	226,398	(172,953)	(76%)	272,996	(219,552)	(80%)	90,959	263,912	(66%)
24	Totals Operating Results	(99,992)	15,629	(115,621)	(740%)	108,051	(208,043)	(193%)	(679,111)	94,091	(773,202)	(822%)	(56,225)	(622,886)	1108%	(711,403)	61,800	(1251%)
29	Other Income	0	0	0	-	330	(330)	(100%)	571,307	0	571,307	-	61,707	509,600	826%	571,307	0	-
30	Total Other Income	0	0	0	-	330	(330)	(100%)	571,307	0	571,307	-	61,707	509,600	826%	571,307	0	-
32	Financial Expenses & Taxes	10,626	5,126	(5,500)	107%	1,626	(9,000)	553%	83,782	51,440	(32,342)	63%	157,723	73,941	(47%)	94,142	61,800	(52%)
35	Total Other Expenses	10,626	5,126	(5,500)	107%	1,626	(9,000)	553%	83,782	51,440	(32,342)	63%	157,723	73,941	(47%)	94,142	61,800	(52%)
37	Net Result	(110,619)	10,503	(121,122)	(1153%)	106,755	(217,373)	(204%)	(191,586)	42,651	(234,237)	(549%)	(152,242)	(39,345)	26%	(234,238)	(0)	78079120%

Month	Carloads	Operating Revenue	Operating Expenses	Operating Expense Ratio
Jul 2025	283	228,993	387,126	169.06%
Aug 2025	330	240,514	263,167	109.42%
Sep 2025	365	348,393	300,877	86.36%
Oct 2025	324	329,706	332,409	100.82%
Nov 2025	294	240,382	267,780	111.40%
Dec 2025	283	189,981	287,820	151.50%
Jan 2026	303	738,378	324,269	43.92%
Feb 2026	325	257,251	367,281	142.77%
Mar 2026	378	290,512	404,926	139.38%
<b>Apr 2026</b>	<b>471</b>	<b>364,099</b>	<b>474,717</b>	<b>130.38%</b>
May 2026	-	-	-	0.00%
Jun 2026	-	-	-	0.00%
Total	3,356	3,228,208	3,410,372	105.64%



## M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Matt Friesen, Director of External Affairs

DATE: June 11, 2026

SUBJECT: Management Report

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### **Stakeholder and Partner Engagement:**

- Staff continued coordination with regional and statewide partners on economic development, transportation, workforce, and infrastructure initiatives. Activities included participation in the South Coast Economic Exchange, attendance at the Bay Area Chamber of Commerce Board Meeting, and ongoing involvement with the Chamber's Transportation Committee and associated workgroups.
- Staff met with representatives from Regional Solutions, Oregon State University, Weyerhaeuser, Southern Oregon Coast Regional Housing, and the International Brotherhood of Electrical Workers (IBEW) to discuss regional priorities, workforce development, economic opportunities, and areas of potential collaboration. Staff also met with Oregon State University faculty following the recent Blue Economy Conference to discuss areas of mutual interest and opportunities for future coordination and involvement of maritime industries in Blue Economy growth.
- Staff completed their work with an intern from Southern Oregon University's Community Resilience program who supported the Port's Rails to Trails steering committee with research and stakeholder mapping efforts. The intern also assisted with research related to the Oregon DOT feasibility study grant application. Given the strong partnership, the student has requested, and received, permission from the University to receive business program credits to continue working on the project through the summer.
- Additional stakeholder engagement included attendance at the Wyden/Hoyle Town Hall and coordination with Southwest Oregon Regional Airport communications staff regarding local communications and media efforts.

### **Government Relations:**

- Staff participated in the Chamber of Commerce Legislative Action Team meeting to assist with endorsement questionnaires and forum planning to support advocacy for strong business candidates.
- Staff attended Legislative Days in Salem to monitor legislative activity, attend committee meetings, and track matters of interest to the Port, including Commission reappointments and transportation-related policy discussions.

- Staff also participated in the first subgroup meeting of the Governor's Transportation Vision Workgroup, which is tasked with helping inform future transportation policy and legislative discussions. In preparation for this effort, Staff met with representatives from the Oregon Trucking Association, Union Pacific Railroad, the Oregon Public Ports Association, and the Port of Portland to discuss transportation priorities and emerging issues affecting freight mobility and infrastructure investment throughout Oregon.

**Media and Communications:**

- Staff continued efforts to identify and pursue funding opportunities by onboarding and coordinating with the Port's new contract grant writer to develop a funding strategy, research priorities, and a future grant pursuit plan.
- Staff assisted with the final development of a grant application supporting the Rails to Trails feasibility study and continued coordination related to project outreach and stakeholder engagement activities.
- Communications support during the month also included assisting the Human Resources and Finance teams with advertising and promotion of the Port's Accounts Payable position and coordinating related outreach efforts.



MEMORANDUM

TO: Port of Coos Bay Board of Commissioners  
FROM: Raymond Dwire, Charleston Marina Complex Manager  
DATE: June 11, 2026  
SUBJECT: Charleston Operations Management Report

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**Monthly Statistics:**

Moorages

Of the 525 moorage slips, there were 115 annuals (21.91%), 75 semi-annuals (14.29%), 28 monthlies (5.33%), and 277 transient nights, for a total occupancy of 42.69% for the month.

RV Park

The Charleston Marina RV Park had an average occupancy of 22.88% in May. Out of 103 RV Park spaces, we had 43 new check-ins. Total sales for the month were \$26,602.21. Occupancy in May 2025 was 27.24%. May sales last year were \$32,110.52. Unfortunately, we are starting to see reservation cancellations due to the increase in fuel prices.

Ice Plant

We sold approximately 493 tons of ice in May, totaling \$49,330.50. In comparison, in May 2025, approximately 448 tons of ice were sold, resulting in \$44,799.00 in sales.

Shipyard Work Dock and Short-Term Work Area

With most of the gear changeover for Pink Shrimp season completed, Shipyard Work Dock slowed considerably, with \$2,487.04 in sales. In comparison, May 2025 had \$6,533.36 in sales.

The Charleston Shipyard Short-Term Work Area was at \$8,730.10 in sales compared to \$7,887.76 in sales for May last year.

**Charleston Marina Staff:**

- The Marina Office and RV Park Office are fully staffed.
- Charleston Maintenance staff remain at 6.6 FTEs on staff.
- The Charleston Security Department continues with 4 FTEs on staff.

**Charleston Marina RV Park:**

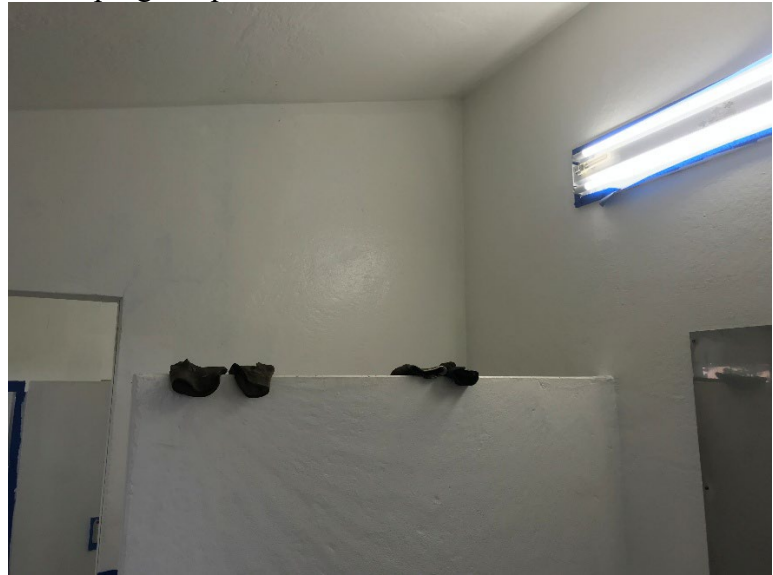
Exterior painting of the RV Park restrooms is complete and looks amazing. Well done to all Port staff involved in this project.

**OSMB Inner Basin Restroom Grant:**

With the RV Park restrooms being completed, Port staff have moved on to our next project in the Marina. We have received a grant from the Oregon State Marine Board to refurbish our Inner Basin restrooms. The project will address the current deteriorating conditions of the heavily used restrooms and reduce maintenance expenses, as well as further condition deterioration. This is a \$50,000.00 project, and up to \$30,000.00 of funding for the materials will come from the Oregon State Marine Board. The Port will provide the funding match required for the grant with staff labor.

*Note: Partial funding was provided by the Oregon State Marine Board Boating Facility Grant Program, investing fees and marine fuel taxes paid by motorized boaters.*

Photos below show some before and progress pictures of the Inner Basin restrooms.



**Charleston Ice Plant:**

Temporary repairs have been made to the Charleston Ice Plant indoor evaporators inside the ice bin to maintain operations until the new evaporators arrive later this month. Until then, Port staff continue to work through ongoing issues and constantly monitor the Ice Plant in order to continue to have ice for sale to the fleet.

**Ice Plant Text Updates:**

As a reminder, the Charleston Marina has a text message notification system for the Charleston Ice Plant. This notification system allows us to communicate with the fleet when there is an issue at the Charleston Ice Plant. To sign up for Ice Plant updates, text “Ice” to (205) 751-0770. This is for notifications only. To make ice appointments, please continue to call the Charleston Marina Office at (541) 888-2548.

**Charleston Seafood Festival:**

The Charleston Merchant’s Association has announced that on Saturday, June 27, 2026, they will be holding the Charleston Seafood Festival. This year’s festivities will be held at the Charleston Visitor’s Center from 1:00 p.m. to 4:00 p.m.

**Discover Oregon Seafood Tours:**

Come explore Oregon’s commercial fisheries with Oregon Sea Grant. Every year, Oregon Sea Grant hosts very informative tours at our regional ports. During the tours, guests will learn where to find local, in-season seafood, how it is caught, and how to buy it directly off the docks. Guests can discover what makes Oregon seafood sustainable, explore commercial fishing vessels and gear, and get a glimpse into the state’s vibrant fishing industry. All tours are free and open to the public, but pre-registration is required. Tours at the Charleston Marina are scheduled for June 26 and August 7. For more information and to register for a tour, visit the Oregon Sea Grant/Seafood Tours page online or call (541) 648-6816.

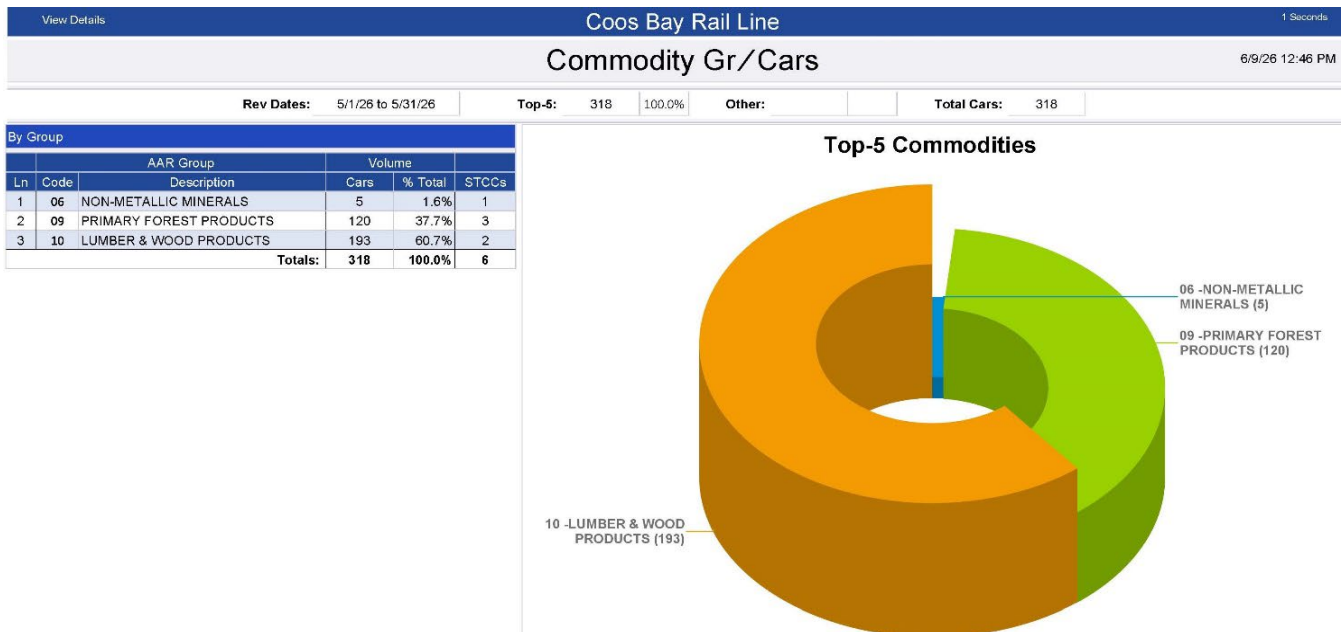


MEMORANDUM

TO: Port of Coos Bay Board of Commissioners  
 FROM: Brian Early, General Manager, CBRL  
 DATE: June 11, 2026  
 SUBJECT: Railroad Department Management Report

**Operations:**

CBRL Carloads for May 2026 = 318  
 Prior Month, April 2026 = 471  
 Prior Year, May 2025 = 286  
 FY 2025/2026 Forecasted Monthly Average = 409



Unfortunately, our much improved carloads in April were just a seasonal spike and did not continue into May or beyond. The biggest reason for the “April Rush” occurs because retailers, distributors, and lumber yards place large orders in late winter and March to guarantee delivery by April. This front-loaded demand hits us all at once, creating a distinct spike as mills clear out winter inventory.

Looking back at previous years, CBRL typically sees a spike of lumber loadings in April, gradually receding back to normal levels into early summer. Over the last two years, the surge in demand has fallen off quickly, mostly due to a continued soft lumber market.

Looking at national and regional data over the past two months, once the initial April wave of essential spring replenishment cleared, May volumes quickly contracted, revealing a 32% year-over-year drop in

weekly wood product carloads. It isn't just the CBRL that is suffering this trend. Persistently high interest rates and low housing affordability have severely dampened standard homebuilding across the US, and several of the Class 1 railroads are warning that their forest products are sliding significantly. This trend is especially disturbing to management as roughly 90% of CBRL's carloads are lumber and wood products.



Also falling to more normal numbers in May were our shipments of export logs. This was because there is a sufficient amount of product on hand to load several vessels. This was caused by a rerouting of logs from the mills to the coast because of an expected labor dilemma that was anticipated by the shipper. That dilemma was resolved before it came to pass, and as of this writing, it is unclear when we can expect the log volume on the CBRL to increase.

**Mechanical (Locomotive):**

LOCO	92 Day Insp. Next Due	368 Day Insp. Next Due	1104 Day Insp. Next Due
CBRL 1909	08/21/26	11/21/26	11/26/28
HLCX 1044	07/15/26	10/19/26	11/24/27
HLCX 1052	07/17/26	04/14/27	04/24/29
HLCX 1078	06/18/26	06/20/26	12/26/28
HLCX 1081	08/18/26	08/23/26	08/28/26
HLCX 3847	01/15/26	07/17/26	09/01/26
HLCX 3854	06/18/26	06/22/26	07/28/26

Columbia Rail was onsite on the week of May 18. A 92-day inspection and service was performed on locomotive 1909, as well as a triannual inspection and service on locomotive 1081. Next up will be 1078, 1081 & 3854.

Locomotive 3847 continues to be out of service. After repairing most of the fuel supply system, we discovered that the injectors have also failed. It appears that a load of contaminated fuel went through the system and destroyed most of it. We will be working to pinpoint the cause and try to find some remedies from the parties responsible.

**Mechanical (Car):**

Center beam car repair volume flattened along with car demand in May, but the crew was able to pick up some work from the log car fleet as well as assisting with the repair and maintenance of the railroad's equipment. The crew is also beginning to construct a second fire cart to be stationed at Beck.

**Maintenance of Way (MOW):**

(See attached report from Operations Manager Isaac Mingus.)



**ODOT/FRA:**

CBRL had one visit from the FRA Signal Inspectors in May. Two defects were recommended for violation. Those defects either have been or are in the process of being corrected.

**Coos Bay Rail Line:**

As of May 31, 2026, CBRL has worked 879 days injury free.  
Currently, CBRL has 17 employees and 7 locomotives on property.



(Lake Tahkenitch, 1917)

# CBRL – Coos Bay Rail Line

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## Maintenance of Way – May 2026 End-of-Month Review

### Summary

May 2026 maintenance activity reflects continued strong response times on newly generated work, with most work orders completed within a few days of origin. A total of 4 confirmed work orders were completed during the month, bringing the year-to-date total to 49 completed projects. In addition to completed work, multiple ongoing projects were substantially advanced, particularly in bridge and vegetation programs.

Average lag for completed work orders was approximately 4 days, with the majority completed within 1–2 days. One drainage-related project (W/O 173) extended to 12 days, skewing the overall lag metric.

TSRs remained steady at 15 throughout the reporting period. Estimated delay remains approximately 23 minutes per movement (~46 minutes total impact per train pair). Reduction in TSRs continues to depend on completion of bridge-related work, tie programs, and other structural improvements, which remain in progress.

Total monthly productivity decreased relative to earlier months of 2026. This reduction is attributed to:

- **Multiple critical vehicles out of service (OOS)** for maintenance, repairs, and inspections
- **Scheduled employee vacations** reducing available labor hours
- **Reduced workforce availability** during the reporting period

These constraints required prioritization of essential operations and longer-duration infrastructure projects, resulting in fewer completed work orders while maintaining progress on high-impact system needs.

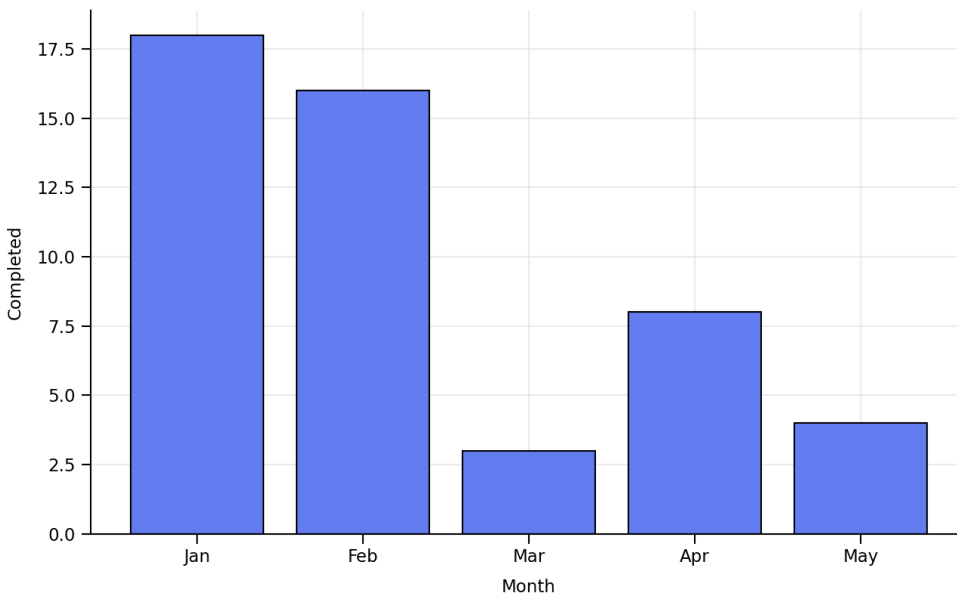
### Summary Metrics

Total Work Orders	179 (45 open)
Completed (May)	4
Completed YTD	49
Avg Lag	~4 days
TSRs Start	15
TSRs End	15

## Monthly Completion Trend

January	18
February	16
March	3
April	8
May	4
Total	49

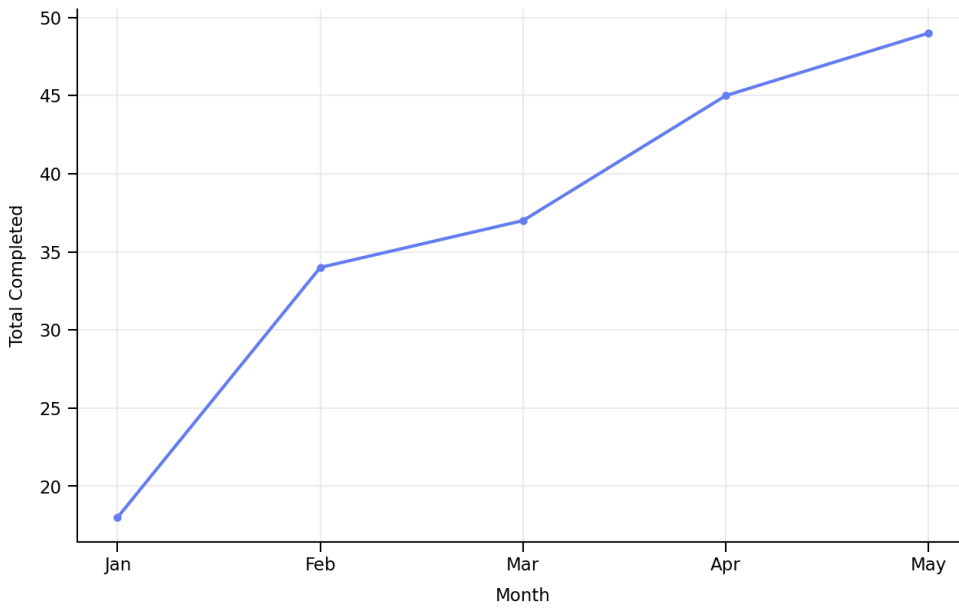
Monthly Completed Projects (2026)



## Cumulative Completion (YTD)

Jan	18
Feb	34
Mar	37
Apr	45
May	49

### Cumulative Completed Projects (YTD)



### Work Type Breakdown (YTD)

Vegetation	18	37%
Bridge	12	24%
Rail	8	16%
Drainage	5	10%
Crossing/Signs	6	12%

### Projects Completed in May

172	652-769	Vegetation	4/29/26	5/3/26
174	699.5	Rail	5/4/26	5/5/26
173	699.3	Drainage	5/1/26	5/13/26
177	694.3	Rail	5/18/26	5/19/26

### Projects In Progress

175	Bridges 696-652	Vegetation	5/15/26	7%
178	739.68	Bridge	5/20/26	40%
4	683.36	Bridge Tie	Ongoing	60%
117	730-720	Vegetation	Ongoing	65%

# **Supplemental Budget Hearing - FY 2025/26**

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

**DATE:** June 11, 2026

**PROJECT TITLE:** Resolution 2026Res02: Adoption of Supplemental Budget for Fiscal Year 2025/26

**ACTION REQUESTED:** Adopt Resolution 2026Res02 adopting the supplemental budget reallocating appropriations and creating Special Payments category to incorporate changes in the General Fund

**BACKGROUND:**  
Staff wish to reallocate department appropriations and create the Special Payments category in the General Fund. In the General Fund, the reallocation of appropriation from Administration, Charleston Ops and the Debt Service category is to account for the commercial insurance premium payments made for Coos Bay Rail Line, Inc. (CBRL) and the Special Payment needed to assist CBRL with cashflow for operations. These reallocations will have a net-zero effect on the total appropriation level of the General Fund.

Staff wishes to amend the 2025/26 budget as follows:

<b><u>General Fund</u></b>	<b><u>Budgeted</u></b>	<b><u>New Amounts</u></b>	<b><u>Change</u></b>
1 Administration	\$1,685,571	\$1,582,690	(\$102,881)
2 Charleston Ops	2,875,706	2,479,614	(396,092)
4 Port Ops	283,784	283,784	-
6 Rail Ops	535,710	617,400	81,690
Non-Departmental			
Debt Service	1,437,399	1,359,191	(78,208)
Contingency	1,480,220	1,480,220	-
Special Payments	-	495,490	495,490
<b>General Fund Total</b>	<b>\$8,298,390</b>	<b>\$8,298,390</b>	<b>\$ -</b>

Under Oregon Budget Law, if a change in expenses to any one fund is greater than 10%, or if creating a new expense category, then a budget hearing is required. Creating the Special Payments category requires a budget hearing.

**RECOMMENDED MOTION:**  
Approve resolution 2026Res02 adopting the supplemental budget reallocating appropriations and creating Special Payments category to incorporate changes in the General Fund.

**RESOLUTION 2026Res02**

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

**RESOLUTION ADOPTING A SUPPLEMENTAL BUDGET FOR FY 2025/26**

**WHEREAS**, a supplemental budget is required when occurrences or conditions, which were not known at the time the budget was prepared, require changes in financial planning, and

**WHEREAS**, unforeseen events were incurred by the Port of Coos Bay during the current fiscal year, and

**WHEREAS**, recommended changes do not exceed 10% to any Fund, and

**THEREFORE, BE IT RESOLVED** that the 2025/26 budget be modified, reallocating appropriation level between departments and creating the Special Payments category in the General Fund.

<b><u>General Fund</u></b>	<b><u>Budgeted Amounts</u></b>	<b><u>New Amounts</u></b>	<b><u>Change</u></b>
1 Administration	\$1,685,571	\$1,582,690	(\$102,881)
2 Charleston Ops	2,875,706	2,479,614	(396,092)
4 Port Ops	283,784	283,784	-
6 Rail Ops	535,710	617,400	81,690
Non-Departmental			
Debt Service	1,437,399	1,359,191	(78,208)
Contingency	1,480,220	1,480,220	-
Special Payments	-	495,490	495,490
<b>General Fund Total</b>	<b>\$8,298,390</b>	<b>\$8,298,390</b>	<b>\$ -</b>

**APPROVED and ADOPTED** by the Board of Commissioners of the Oregon International Port of Coos Bay on this 18<sup>th</sup> day of June 2026.

\_\_\_\_\_  
Kyle Stevens, President

\_\_\_\_\_  
Nick Edwards, Vice President

# **Budget Hearing**

## **FY 2026/27**

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

**DATE:** June 11, 2026

**PROJECT TITLE:** Resolution 2026Res03: Adoption of Budget, Making Appropriations, Imposing and Categorizing Taxes – Combined for the 2026/27 Fiscal Year

**ACTION REQUESTED:** Approval of Resolution 2026Res03 Adoption of Budget, Making Appropriations, Imposing and Categorizing Taxes – Combined for the 2026/27 Fiscal Year

**BACKGROUND:**

The Port’s Budget Committee approved the proposed 2026/2027 Fiscal Year Budget after its first budget committee meeting on May 18, 2026. Each year, following the Budget Committee’s approval of the budget, the Commission is required to hold a public hearing. The objective of the public hearing is to receive testimony from any person present. The public hearing is scheduled for 11:00 a.m., Thursday, June 18, 2026, prior to the regular Commission meeting.

During the regular Commission meeting, the Commission is **allowed to make changes to the budget if the total change in any fund does not exceed \$5,000 or 10%**, whichever is greater. Changes in excess of 10% would require the Commission to publish notice of a second budget hearing and a new financial summary and hold the second hearing before the adjusted budget can be adopted.

If no significant changes are made, the Commission should consider approval of the resolution adopting the budget.

**RECOMMENDED MOTION:**

Approve resolution 2026Res03, a resolution adopting a budget, making appropriations, imposing and categorizing taxes – combined for the 2026/27 Fiscal Year.

**Resolution 2026Res03**

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

**A RESOLUTION ADOPTING A BUDGET, MAKING APPROPRIATIONS, IMPOSING AND  
CATEGORIZING TAXES - COMBINED FOR THE FISCAL YEAR 2026/2027**

BE IT RESOLVED that the Board of Commissioners of the Oregon International Port of Coos Bay adopts the 2026/2027 fiscal year budget as approved by the Budget Committee in the amount of \$61,715,392 now on file at the Oregon International Port of Coos Bay.

BE IT ALSO RESOLVED that the Board of Commissioners of the Oregon International Port of Coos Bay hereby imposes the taxes provided for in the adopted budget at the rate of .6119 per \$1,000 of assessed value and no taxes imposed this year for bonds. These taxes are hereby imposed and categorized for tax year 2026/2027 upon the assessed value of all taxable property within the district as of January 1, 2026

	<u>General Government</u>	<u>Excluded from Limitation</u>
General Fund	Tax Rate = \$.0006119	

BE IT RESOLVED that the amounts for the fiscal year beginning July 1, 2026, and for the purposes shown below are hereby appropriated as follows:

<u>GENERAL FUND</u>		
Administration	\$	1,658,097
Charleston Operations		2,846,488
Port Ops		310,859
Railroad Operations		552,448
Non-departmental		
Debt Service		1,392,056
Transfers to other funds		-
Contingency		1,559,777
TOTAL GENERAL FUND	\$	8,319,725
 <u>SPECIAL PROJECTS FUND:</u>		
Materials and Services	\$	43,687,533
Capital Outlay		6,300,000
Transfers to other funds		1,469,090
TOTAL SPECIAL PROJECTS FUND		51,456,623
 <u>RESERVE FUND</u>		
Transfers to other funds		-
TOTAL RESERVE FUND		-
 <u>DREDGE FUND</u>		
Personnel Services		229,196
Materials & Services		689,281
Transfers to other funds		20,567
TOTAL DREDGE FUND		939,044
 TOTAL APPROPRIATIONS ALL FUNDS	\$	60,715,392
 <b>TOTAL APPROPRIATIONS</b>	\$	60,715,392
 <b>UNAPPROPRIATED ENDING BALANCE &amp; RESERVED FOR FUTURE EXPENDITURE</b>		1,000,000
Total budget	\$	61,715,392

APPROVED AND ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 18th day of June 2026

\_\_\_\_\_  
Kyle Stevens, President

\_\_\_\_\_  
Nick Edwards, Vice President

# Action Items

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

**DATE:** June 11, 2026

**PROJECT TITLE:** 2026Res04: Publication of 2026/27 Port of Coos Bay Rate Schedule

**ACTION REQUESTED:** Adoption of Resolution 2026Res04 modifying and publishing the revised Port of Coos Bay Rate Schedule for Fiscal Year 2026/27

**BACKGROUND:**

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

The following rate increases to the Charleston Marina rates were presented to and discussed at the April 22, 2026, Charleston Advisory Committee meeting and at the Port of Coos Bay Budget Committee meeting on May 18, 2026. The projected budgeted revenues of the Charleston Marina were based on these revised rates:

- 3% rate increase for most Marina and Shipyard services, including moorage, except those listed below.
- Increase annual launch ramp fee from \$85 to \$100 when purchased January through September. If purchased after September, the price reduces to \$65.
- Increase ice from \$100/ton to \$150/ton with 1 ton being a minimum order. Increase the ice after hours minimum surcharge from \$67 to \$165. These increases are an attempt to cover the cost of ice production and the actual costs of labor for after-hour calls.
- Increasing Staff Labor Rate from \$75.00/hour to \$82.50/hour.
- Eliminate the \$797.48 “two move” option on the Boat Travel Lift, decrease “single move” from \$569.02 to \$400.00 and include first hour of staff time. Each additional hour of staff time after the first hour, per staff member, is \$82.50 (the entire haul out process requires two employees and typically takes three hours).
- Add a “County Filing” charge of \$100.00 for leases to General Administrative Services.

The proposed red lined 2026/27 Port of Coos Bay Rate Schedule is attached as Exhibit A to the following resolution. The Rate Schedule may be modified and published by resolution of the Port Commission. Upon approval by the Board, the proposed 2026/27 Port of Coos Bay Rate Schedule will become effective July 1, 2026.

**RECOMMENDED MOTION:**

Approve resolution 2026Res04 modifying and publishing the Port of Coos Bay Rate Schedule as presented, for Fiscal Year 2026/27.

**RESOLUTION 2026Res04**

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

**RESOLUTION AUTHORIZING THE  
2026/27 PORT OF COOS BAY RATE SCHEDULE**

**WHEREAS**, Port of Coos Bay rates are reviewed each year during the budget development process, and

**WHEREAS**, Port of Coos Bay rates may be adjusted by the Consumer Price Index and/or by market analysis, and

**WHEREAS**, Port of Coos Bay rates are listed on the published Port of Coos Bay Rate Schedule, and

**WHEREAS**, owners and/or operators of vessels using Port moorage facilities, owners of property contained within Port storage areas, and users of Port services, are responsible for the charges outlined in the Port of Coos Bay Rate Schedule, and

**WHEREAS**, the Port of Coos Bay Rate Schedule may be modified by, and must be reviewed, approved, and published by, the Port’s Budget Committee and Board of Commissioners.

**THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Oregon International Port of Coos Bay that, as authorized by Ordinance No. 143, hereby adopts the Port of Coos Bay Rate Schedule effective July 1, 2026, identified as Exhibit A, attached hereto and incorporated herein by this reference.

**APPROVED AND ADOPTED**, by the Board of Commissioners of the Oregon International Port of Coos Bay this 18th day of June 2026.

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Kyle Stevens, President

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Nick Edwards, Vice President

## ~~2025/26~~2026/27 Port of Coos Bay Rate Schedule

Effective ~~January~~ July 1, 2026

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

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### Charleston Marina Services

#### Moorage - Boats 15' and Under

Day.....	<del>\$10.04</del> <u>\$10.34</u>
Week .....	<del>\$53.95</del> <u>\$55.57</u>
Month.....	<del>\$154.17</del> <u>\$158.80</u>

#### Moorage - Vessels Greater Than 15'

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

Daily, Per Foot .....	<del>\$0.771</del> <u>\$0.794</u>
Monthly, Per Foot .....	<del>\$0.395</del> <u>\$0.407</u>
Semi-Annual, Per Foot.....	<del>\$0.249</del> <u>\$0.256</u>
Annual, Per Foot.....	<del>\$0.235</del> <u>\$0.242</u>

#### Launch Ramp

Daily Fee .....	\$7.00
Annual Permit, <u>January – September to remainder of year</u> .....	<del>\$85.00</del> <u>\$100.00</u>
<u>Annual Permit, purchased October – December to remainder of year</u> .....	<u>\$65.00</u>

#### Ice - Regular Business Hours

Per Ton, <u>Minimum 1 Ton</u> .....	<del>\$100.00</del> <u>\$150.00</u>
<del>Minimum Ice Order</del> .....	<del>\$67.00</del>
No Show Fee, Cancellation with less than six hours' notice .....	\$82.50

#### Ice - After Hours & Holidays

Per Ton, <u>Minimum 1 Ton</u> .....	<del>\$100.00</del> <u>\$150.00</u>
Per Ton Surcharge .....	\$16.50
<del>Minimum Ice Order</del> .....	<del>\$67.00</del>
Minimum Surcharge.....	<del>\$67.00</del> <u>\$165.00</u>
No Show Fee, Cancellation with less than six hours' notice .....	\$82.50

#### Public Dock Hoist

Per Hour .....	<del>\$33.28</del> <u>\$34.28</u>
Cable Non-Return Fee .....	\$500.00

#### Showers

3 Minutes Per Token .....	\$1.00
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## Charleston Marina Services, continued

### Key Cards

New Card .....	\$10.00
Replacement Card .....	\$25.00

### Extra Shore Power

Applies to vessels utilizing more than one pedestal for power.

Daily .....	\$5.00
Monthly .....	\$100.00

### Emergency Pump Out of Vessel

Per Hour, <u>Per Staff Member</u> .....	<del>\$75.00</del> <u>\$82.50</u>
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### Running Water Violation

Applies to vessels that leave water running at pedestal (first offense is a warning).

Recurring Offense (each offense) .....	\$25.00
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## Charleston Marina Storage Units

### Storage Unit Rates

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

5' x 10', Per Month .....	<del>\$79.89</del> <u>\$82.29</u>
10' x 15', Per Month .....	<del>\$166.79</del> <u>\$171.79</u>
10' x 20', Per Month .....	<del>\$194.82</del> <u>\$200.66</u>
10' x 25', Per Month .....	<del>\$220.04</del> <u>\$226.64</u>
10' x 30', Per Month .....	<del>\$242.47</del> <u>\$249.74</u>
10' x 35', Per Month .....	<del>\$260.69</del> <u>\$268.51</u>

## Charleston Marina Dry Storage

### Boat Trailers

Per Month .....	<del>\$35.93</del> <u>\$37.01</u>
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### Boat & Trailer

Per Foot, Per Month .....	<del>\$3.49</del> <u>\$3.59</u>
Minimum .....	<del>\$104.61</del> <u>\$107.75</u>

### Crab Pots & Fishing Gear

Minimum Charge Per Item or Calculated by Square Foot, Whichever is Greater .....	<del>\$20.25</del> <u>\$20.86</u>
Per Square Foot Per Month .....	<del>\$0.27</del> <u>\$0.28</u>
Prepaid Deposit For Each ID Tag .....	<del>\$7.70</del> <u>\$7.93</u>

# Charleston Marina Shipyard Services

## Short Term Paved Work Area – Utility Services

Minimum Per Month .....	<del>\$72.53</del> <u>\$74.71</u>
1-30 Days, Per Foot, Per Day.....	<del>\$0.22</del> <u>\$0.23</u>
31-90 Days, Per Foot, Per Day.....	<del>\$0.36</del> <u>\$0.37</u>
91-180 Days, Per Foot, Per Day.....	<del>\$0.54</del> <u>\$0.56</u>
Over 180 Days, Per Foot, Per Day .....	<del>\$0.71</del> <u>\$0.73</u>

## Short Term Gravel Work Area – Utility Services

Minimum Per Month .....	<del>\$65.94</del> <u>\$67.92</u>
1-30 Days, Per Foot, Per Day.....	<del>\$0.20</del> <u>\$0.21</u>
31-90 Days, Per Foot, Per Day.....	<del>\$0.33</del> <u>\$0.34</u>
91-180 Days, Per Foot, Per Day.....	<del>\$0.48</del> <u>\$0.49</u>
Over 180 Days, Per Foot, Per Day .....	<del>\$0.65</del> <u>\$0.67</u>

## Long Term Work Area – No Utility Services

Minimum Per Month .....	<del>\$151.41</del> <u>\$155.95</u>
1-6 Months, Per Foot, Per Calendar Month.....	<del>\$5.05</del> <u>\$5.20</u>
7-12 Months, Per Foot, Per Calendar Month.....	<del>\$6.31</del> <u>\$6.50</u>
13-18 Months, Per Foot, Per Calendar Month.....	<del>\$7.89</del> <u>\$8.13</u>
19-24 Months, Per Foot, Per Calendar Month.....	<del>\$9.86</del> <u>\$10.16</u>
Over 24 Months, Per Foot, Per Calendar Month .....	<del>\$12.32</del> <u>\$12.69</u>

## Environmental Service Charge

Added to all Charleston Shipyard Invoices..... 15%

## Concrete Work Dock

Per Foot, Up To 4 Hours .....	<del>\$0.95</del> <u>\$0.98</u>
Per Foot, Per Full Day .....	<del>\$1.58</del> <u>\$1.63</u>

## Floating Work Dock

Per Foot, Up To 4 Hours .....	<del>\$0.50</del> <u>\$0.52</u>
Per Foot, Per Full Day .....	<del>\$0.81</del> <u>\$0.83</u>

## Boat Travel Lift - Includes ~~1<sup>st</sup> Hour of Staff Time~~ ~~Hour Boat Wash, 3 Hours Total Max Time~~

Haul out requires boat wash to be completed by Port Staff

<del>Two Moves</del> .....	<del>\$797.48</del>
Single Move .....	<del>\$569.02</del> <u>\$400.00</u>
After Hours Move Surcharge.....	<del>\$370.01</del> <u>\$381.11</u>
<del>Boat Wash, Each Additional Hour</del> .....	<del>\$92.60</del>
<del>Lift Time, Each Additional Hour</del> <u>Over 1 Hour, per Staff Member</u> .....	<del>\$154.50</del> <u>\$82.50</u>
No Show Fee.....	<del>\$154.50</del> <u>\$159.14</u>

## Forklift Service

Per Hour, <u>15-minute increments, Minimum 15-minutes</u> .....	<del>\$117.74</del> <u>\$120.00</u>
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## Bilge Water Disposal

Per Gallon .....	<u>\$3.00</u>
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## Charleston Marina RV Park

Off Peak Season: November 1 through April 30 / Peak Season: May 1 through October 31

### Additional Fees Added to RV Park Rates

Charleston Area Lodging Tax.....	9.5%
Oregon State Lodging Tax .....	1.5%

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

	Off Peak /	Peak
Daily.....	\$47.72 /	\$52.49
Weekly .....	\$263.68 /	\$290.05
Monthly.....	\$739.14 /	\$813.05

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

	Off Peak /	Peak
Daily.....	\$50.11 /	\$55.12
Weekly .....	\$280.39 /	\$308.43
Monthly.....	\$781.73 /	\$859.90

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

	Off Peak /	Peak
Daily.....	\$53.70 /	\$59.07
Weekly .....	\$295.89 /	\$325.48
Monthly.....	\$823.07 /	\$905.38

### Pull-Through Deluxe Hook Up

	Off Peak /	Peak
Daily.....	\$57.73 /	\$63.50
Weekly .....	\$318.08 /	\$349.89
Monthly.....	\$884.80 /	\$973.28

### Mega Deluxe Hook Up

	Off Peak /	Peak
Daily.....	\$88.52 /	\$97.37
Weekly .....	\$487.72 /	\$536.49
Monthly.....	\$1,356.75 /	\$1,492.43

### Yurts

	Off Peak /	Peak
Daily.....	\$68.02 /	\$74.82
Weekly .....	\$319.75 /	\$351.72
Lost Key .....		\$50.00

### RV Storage

Electrical hookup only, winter season only, subject to availability.

Monthly .....	\$135.00
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### RV Dump

Per Use .....	\$15.00
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### Propane

Per Gallon .....	varies on delivered price
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### Recreational Room Reservations

5 Hour Use.....	\$50.00
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### Late Check Out

Per Occurrence .....	\$30.00
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## Charleston Marina RV Park, continued

<u>Extra Vehicle Parking</u>	
Per vehicle, per day .....	\$5.00
<u>Reservation Changes or Cancellations</u>	
Per Occurrence .....	\$15.00

## Charleston Marina Administrative Services

<u>Credit Card Processing Fee</u>	
Per Transaction, Of Total Sale Amount .....	3.0%
<u>Animal Violations</u>	
Per Ordinance 143, 11A.2.B.6 .....	\$25.00
<u>Business Licenses</u>	
Charter Operations, Per Month .....	\$100.00
General Services, Per Month.....	\$100.00
Food Vendors, Self-Contained, Per Month .....	\$100.00
Fuel Delivery, Per Year .....	\$100.00
Fuel Delivery, Per Gallon.....	\$0.07
<u>Impound Fee</u>	
Storage Units .....	\$250.00
Vessels.....	\$600.00
<u>Ordinance Violation</u>	
Civil Penalty, Each Day, Not to Exceed .....	\$500.00

## Insurance Requirements

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

<u>Moored Vessels</u>	
General Liability, Must Include Wreck Removal and Pollution Liability .....	\$500,000
<u>Charter/Guide Vessels</u>	
General Liability, Must Include Wreck Removal and Pollution Liability .....	\$1,000,000
<u>Travel Lift Services and Short Term Storage of Vessels (in Shipyard)</u>	
General Liability, Must Include Wreck Removal and Pollution Liability .....	\$500,000
<u>Long Term Storage of Vessels (in Shipyard)</u>	
General Liability, Must Include Pollution Liability.....	\$250,000

## General Administrative Services

### Tenant / Lessee Credit Check Lease Administration

Individual <u>Tenant / Lessee Credit Check</u> , Per Report .....	\$25.00
Business / Commercial <u>Tenant / Lessee Credit Check</u> , Per Report .....	\$50.00
<u>County Filing</u> .....	<u>\$100.00</u>

### Labor

Port Staff Labor, Per Hour .....	<del>\$75.00</del> <u>\$82.50</u>
Attorney / Legal Counsel .....	Current Hourly Rate Charged to Port

### Public Records

Black and White Copies, Per Page .....	\$0.25
Color Copies, Per Page .....	\$0.75
Fax, per page .....	\$1.00
Scan to PDF, Per Page.....	\$0.25
Digital Files Copied to Digital Media, per CD / Flash Drive .....	\$5.00
Mailed copies, up to 2 pages (plus additional postage fee over 2 pages) .....	\$5.00
Mailed Digital File Copied to Digital Media.....	\$10.00

### Non-Commercial Firewood Gathering Permit

30 day permit, Valid November Through April .....	\$5.00
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## Railroad Property Access and Occupancy

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

### Administrative Fees

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

### Access Fees

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

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

### Grade Crossing Occupancy Fees

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

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

### Track Lease Occupancy Fees

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

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

### Wireline Crossing Occupancy Fees

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

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

### Pipeline Crossing Occupancy Fees

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

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

## Railroad Property Access and Occupancy, continued

### Wireline and Pipeline Longitudinal Crossing

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

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

### Outdoor Advertising Occupancy Fees

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

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

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

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

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

### Land Lease Occupancy Fees

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

Land Lease.....\$0.80

### Miscellaneous

Unloading Platforms, Lessee Maintained .....\$950.00

Overhead Conveyor, Lessee Maintained .....\$950.00

Weight Scales, Lessee Maintained .....\$950.00

### Crossing Removal Fee

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

Additional Labor and Equipment, Per Hour .....\$100.00

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

**DATE:** June 11, 2026

**PROJECT TITLE:** 2026Res05: Amendments to Port Policy Manual Chapter 4: Public Records, Section 4.2: Public Record Requests Appendices

**ACTION REQUESTED:** Adopt resolution 2026Res05 amending Port Policy Manual Chapter 4: Public Records, Section 4.2: Public Record Requests Appendices

**BACKGROUND:**

Port Policy Manual Chapter 4: Public Records, Section 4.2: Public Record Requests outlines the Port's compliance with public records laws and the Port's responsibility in responding to public record requests. The appendices of Section 4.2 include the public records request form, fee cost estimate form, fee schedule, fee reduction/waiver request form, and the records destruction request form.

Staff recommends updating the fee schedule in the Public Record Request appendices to reflect the labor rate as listed in the Port of Coos Bay's Rate Schedule.

Additionally, the Port's mailing address will be updated on the request form and the fee reduction/waiver request form. No other changes to the policy are recommended at this time.

The red lined tracked version of changes to the fee schedule are included within the packet as Exhibit A following the resolution.

**RECOMMENDED MOTION:**

Adopt resolution 2026Res05 amending Port Policy Manual Chapter 4: Public Records, Section 4.2: Public Record Requests Appendices to reflect the change in the Port staff labor charge consistent with the Port of Coos Bay Rate Schedule.

**RESOLUTION 2026Res05**

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

**RESOLUTION AUTHORIZING THE AMENDMENTS TO  
PORT POLICY MANUAL CHAPTER 4: PUBLIC RECORDS,  
SECTION 4.2: PUBLIC RECORD REQUESTS APPENDICES**

**WHEREAS**, the Oregon International Port of Coos Bay, a Port District organized and operated under Oregon Revised Statutes (ORS) 777, maintains a Port Policy Manual, and

**WHEREAS**, Port Policy Manual Section 4.2: Public Record Requests, outlines the Port's compliance with public records laws and the Port's responsibility in responding to public record requests, and

**WHEREAS**, the Appendices of Section 4.2: Public Record Requests include the fee schedule which has been updated to reflect the change in the Port staff labor charge consistent with the Port of Coos Bay Rate Schedule, and

**WHEREAS**, the policy will be effective July 1, 2026.

**THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Oregon International Port of Coos Bay approves and adopts the amendments to Port Policy Manual Chapter 4: Public Record Request, Section 4.2: Public Record Request Appendices, identified as Exhibit A, attached hereto and incorporated herein by reference.

**APPROVED and ADOPTED**, by the Board of Commissioners of the Oregon International Port of Coos Bay this 18th day of June 2026.

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Kyle Stevens, President

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Nick Edwards, Vice President

**Public Records Fee Schedule, ~~February 2018~~**  
**Oregon International Port of Coos Bay**  
Effective July 1, 2026

SECTION 1: COPIES

- |  |       |                      |
|--|-------|----------------------|
| A. Photo/print copies – Black and White  | \$.25 | per page             |
| B. Photo/print copies – Color            | \$.75 | per page             |
| A. Fax                                   | \$1   | per page             |
| B. Scan to PDF                           | \$.25 | per page             |
| C. Digital files copied to Digital Media | \$5   | per CD / Flash Drive |

SECTION 2: MAILED COPIES

- |   |      |                             |
|---|------|-----------------------------|
| A. Up to two pages                      | \$5  |                             |
| a) More than two pages                  | \$5  | plus additional postage fee |
| B. Digital file copied to Digital Media | \$10 |                             |

SECTION 3: LABOR

- |                               |   |
|-------------------------------|---|
| A. Port staff labor charge    | <u>\$75 Current hourly rate, as listed in the Port of Coos Bay Rate Schedule,</u> per hour/15-minute increments |
| B. Legal counsel labor charge | Current hourly rate charged to Port   |

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

**DATE:** June 11, 2026

**PROJECT TITLE:** TGM Grant Application for the South Coast Rail Trail Feasibility Study

**ACTION REQUESTED:** Adopt Resolution 2026Res06 authorizing a request for grant funding assistance through the Oregon Transportation and Growth Management (TGM) Program for preparation of the South Coast Rail Trail Feasibility Study

**BACKGROUND:**

**Introduction**

The Port of Coos Bay owns the Coos Bay Rail Line, which is approximately 134 miles of track between the cities of Coquille and Eugene, Oregon. The track south of Coos Bay to Coquille has been out of service since 2020, when Roseburg Forest Products in Coquille, the only customer south of Coos Bay, stopped shipping freight on the rail line. This section of track has not been maintained since and is in disrepair.

In an effort to pay off debt and to generate revenue, at the December 2025 Port Commission meeting, Port Chief Executive Officer Lanelle Comstock recommended to the Commission that Port Staff explore the opportunity of removing and salvaging the track for revenue and converting the corridor to a pedestrian and bike trail. The rail trail concept quickly became a popular and exciting project for many members of the community.

The proposed South Coast Rail Trail would transform 16-22 miles of the unused rail corridor into a multiuse path for walking, bicycling, running, and other non-motorized uses, connecting housing, employment centers, schools, health care facilities, parks, and commercial districts between North Bend, Coos Bay and Coquille. The rail trail would provide a safe transportation route for non vehicular users along Highways 101 and 42. In addition to being a transportation nexus, the trail would function as a community asset that promotes public health, outdoor recreation, tourism, economic development, environmental stewardship, and social connectivity, creating lasting benefits for residents and visitors throughout the South Coast region.

**Core Team**

A Core Team has been formed to lead the Rail to Trail exploration, consisting of Julie Miller, Director of Travel Southern Oregon Coast (TSOC); Marie Simonds, Executive Director of Bandon Dunes Charitable Foundation (BDCF); Matt Friesen, Port Director of External Affairs; and Lanelle Comstock, Port Chief Executive Officer. TSOC has contracted with Crosscurrent Collective, a consultant who is facilitating exploration of the process and stakeholder engagement. BDCF has contracted with Lehi Dowell, Deputy Director of CCD Business Development Corporation, to assist with grant writing for the project.

### **Preliminary Stakeholder Meeting**

A preliminary Rails to Trails stakeholder meeting took place at the end of April which consisted of:

- Amarissa Wooden, CEO/Founder, Wildcoast Running Company
- Dave Lacey, South Coast Destination Coordinator, OCVA/Mountain Bike Club
- Nichole Rutherford, City Manager, City of Coos Bay
- Joe Benetti, Mayor, City of Coos Bay; Vice-Chairman, Coos County Airport District
- Lucina DiNovo, City Council, City of Coos Bay; Director of Sales & Events, KoKwel Resort
- John Sweet, County Commissioner, Coos County
- Forrest Neuerburg, City Manager, City of Coquille (absent)
- Julie Miller, Director, Travel Southern Oregon Coast
- Marie Simonds, Executive Director, Bandon Dunes Charitable Foundation
- Lehi Dowell, Deputy Director, CCD Business Development Corporation
- Alana Albarran, Intern, Southern Oregon University
- Matt Friesen, Director of External Affairs, Oregon International Port of Coos Bay
- Lanelle Comstock, Chief Executive Officer, Oregon International Port of Coos Bay

The anticipated outcome of the stakeholder meeting was for the participants to better understand the proposed project; for everyone to become familiar with one another's interests, concerns and hopes for the project; to identify other organizations and potential stakeholders for future engagements; and to discuss the Transportation and Growth Management (TGM) Program grant application.

### **TGM Program**

The Transportation and Growth Management (TGM) Program is a partnership between Oregon Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT) whose mission is to support community efforts to expand transportation choices by linking land use and transportation planning to create vibrant, livable places in which people can walk, bike, take transit, or drive where they want to go. The program is offering a grant to help fund community efforts to accomplish this objective.

The Core Team and Preliminary Stakeholders believe the South Coast Rail Trail project fulfills the TGM mission and recommends Port Staff apply for the grant to conduct a Rail to Trail Feasibility Study.

### **South Coast Rail Trail Feasibility Study**

The Port proposes to conduct a Feasibility Study to understand the feasibility of transforming the rail corridor into a dedicated trail that supports walking, bicycling, and other non-motorized uses. The study will assess public demand, route viability, environmental considerations, infrastructure needs, and long-term maintenance and funding strategies. Key components of the Feasibility Study include:

- Public Engagement: Outreach to residents, stakeholders, and local governments to assess interest and gather input.

- Route Planning: Identification of optimal trail alignment, trailheads, and connections to communities, schools, parks, and employment centers.
- Infrastructure Assessment: Evaluation of bridges, culverts, crossings, and surface conditions needed to support safe trail use.
- Environmental & Permitting: Analysis of wetlands, wildlife habitats, and regulatory requirements, including NEPA compliance.
- Cost & Funding: Development of preliminary construction cost estimates and identification of federal, state, and local funding sources.

### **TGM Grant**

Port Staff, with the assistance of Lehi Dowell from CCD, submitted a TGM grant pre-application in April, which stated our project intent. The full grant application packet has since been released with the application deadline being August 21, 2026.

The proposed total TGM funds to be requested is \$250,000, with an 11.5% match of \$28,125 of in-kind direct costs associated with staff time spent on the project.

The grant application is currently being drafted, and letters of support for this project have also been solicited and received from the following community partners:

- City of Coos Bay
- City of North Bend
- Southern Oregon Coast Regional Housing
- North Bend City / Coos Curry Housing Authorities
- Economic Development Cluster: CCD Business Development and South Coast Development Council
- Tourism Cluster: Travel Southern Oregon Coast and Coos Bay-North Bend-Charleston Visitor & Convention Bureau
- Healthcare Cluster: Bay Area Hospital and Bay Clinic
- Letters to the Coquille Indian Tribe & CTCLUSI have been requested but not yet received.

### **Strategic Business Plan Goal & Objectives**

The South Coast Rail Trail is aligned with the following goals and objectives of the Port's Strategic Business Plan:

- Property Goal 2: Solidify involvement in tourism and recreation industries
  - Objective 2.1: Improve recreational assets on Port properties, particularly trails, boat launches, and public docks
  - Objective 2.2: Increase collaboration / partnership with the Bandon Dunes Foundation, Coos Bay-North Bend-Charleston Visitor & Convention Bureau (VCB), and Travel Southern Oregon Coast (TSOC)

### **RECOMMENDED MOTION:**

Adopt resolution 2026Res06 authorizing a request for grant funding assistance through the Oregon Transportation and Growth Management (TGM) Program for preparation of the South Coast Rail Trail Feasibility Study.

**RESOLUTION 2026Res06**

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

**RESOLUTION AUTHORIZING A REQUEST FOR GRANT FUNDING ASSISTANCE  
THROUGH THE OREGON TRANSPORTATION AND GROWTH MANAGEMENT  
(TGM) PROGRAM FOR PREPARATION OF THE SOUTH COAST RAILS TO TRAILS  
FEASIBILITY STUDY**

**WHEREAS**, the Oregon International Port of Coos Bay owns and manages transportation infrastructure critical to the economic vitality and regional connectivity of Oregon’s South Coast; and

**WHEREAS**, the Port of Coos Bay and regional partners desire to evaluate the feasibility of converting portions of the existing rail corridor between North Bend, Coos Bay, and Coquille into a multi-use transportation and recreation corridor; and

**WHEREAS**, the proposed feasibility study would evaluate technical, environmental, operational, safety, ownership, maintenance, financial, land use, and community considerations associated with the potential development of a multi-use trail corridor; and

**WHEREAS**, the proposed project has the potential to improve regional connectivity between residential areas, schools, employment centers, healthcare facilities, parks, downtown districts, waterfront areas, and outdoor recreation destinations while supporting broader goals related to transportation choice, economic development, tourism, public health, housing access, and community resiliency; and

**WHEREAS**, the Oregon Department of Transportation and the Department of Land Conservation and Development provide grant funding assistance through the Transportation and Growth Management Program; and

**WHEREAS**, the Port of Coos Bay supports the principles and objectives of the Transportation and Growth Management Program, including integrated land use and transportation planning, multimodal transportation systems, and coordinated regional development; and

**WHEREAS**, the proposed feasibility study aligns with broader regional and local planning efforts, including transportation planning, housing development strategies, economic development initiatives, tourism and recreation planning, and regional resiliency efforts occurring throughout Oregon’s South Coast; and

**WHEREAS**, the Port of Coos Bay desires to participate in the Transportation and Growth Management Program to the greatest extent possible as a means of responsibly evaluating the opportunities, constraints, and long-term viability associated with the proposed corridor concept; and

**WHEREAS**, the Port of Coos Bay has available local resources to fulfill its obligations related to this grant request should funding be awarded.

**THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Oregon International Port of Coos Bay as follows:

1. The Board of Commissioners authorizes staff to submit an application for grant funding assistance through the Oregon Transportation and Growth Management (TGM) Program for preparation of the South Coast Rails to Trails Feasibility Study.
2. The Board of Commissioners authorizes the Chief Executive Officer, or designee, to execute all documents and agreements necessary to apply for and administer the grant should funding be awarded.
3. The Port of Coos Bay acknowledges that applications are due August 21, 2026, by 11:59 p.m.

**APPROVED and ADOPTED**, by the Board of Commissioners of the Oregon International Port of Coos Bay this 18th day of June 2026.

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Kyle Stevens, President

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Nick Edwards, Vice President

# **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 / 2022-2026**

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

	2022		2023		2024		2025		2026	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	445	1,468.5	473	1,560.9	363	1,197.9	269	887.7	303	999.9
Feb	502	1,656.6	393	1,296.9	598	1,973.4	379	1,250.7	325	1,072.5
Mar	694	2,290.2	498	1,643.4	488	1,610.4	414	1,366.2	378	1,247.4
Apr	668	2,204.4	407	1,343.1	456	1,504.8	476	1,570.8	471	1,554.3
May	707	2,333.1	454	1,498.2	548	1,808.4	286	943.8	318	1,049.4
Jun	595	1,963.5	468	1,544.4	420	1,386.0	260	858.0		0.0
Jul	530	1,749.0	473	1,560.9	465	1,534.5	283	933.9		0.0
Aug	597	1,970.1	388	1,280.4	433	1,428.9	330	1,089.0		0.0
Sep	524	1,729.2	372	1,227.6	351	1,158.3	365	1,204.5		0.0
Oct	488	1,610.4	393	1,296.9	498	1,643.4	324	1,069.2		0.0
Nov	512	1,689.6	409	1,349.7	335	1,105.5	294	970.2		0.0
Dec	493	1,626.9	440	1,452.0	347	1,145.1	283	933.9		0.0
<b>Total</b>	<b>6,755</b>	<b>22,291.5</b>	<b>5,168</b>	<b>17,054.4</b>	<b>5,302</b>	<b>17,496.6</b>	<b>3,963</b>	<b>13,077.9</b>	<b>1,795</b>	<b>5,923.5</b>

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.

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 2026 are as follows:

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	5,302	rail carloads =	530,200	short tons =	17,496.6	highway truck loads
2025:	3,963	rail carloads =	396,300	short tons =	13,077.9	highway truck loads
2026:	1,795	rail carloads =	179,500	short tons =	5,923.5	highway truck loads

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

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

**SUMMARY OF  
CHARLESTON MARINA ADVISORY COMMITTEE MEETING  
10:00 a.m., Wednesday, April 22, 2026**

Six of the eight Advisory Committee members and eleven Port staff members were present. Three public guests, including one Coos County Commissioner, were present.

The Committee conducted the election of officers, resulting in John Blanchard being elected Chair and Nick Nylander elected Vice Chair. The January 28, 2026 meeting minutes were approved with a minor addition regarding lighting in the Fish Cleaning Station.

The Committee discussed the current budget and financial performance, noting a strong year-to-date net gain of \$148,000 compared to a budgeted net loss. Staff discussed the proposed budget for the upcoming fiscal year, including a recommended 3% increase to moorage rates to address rising costs in power, water, insurance, and labor. Significant discussion focused on the Ice Plant, which continues to operate at a substantial loss. Current production costs are more than \$200 per ton while ice is sold for \$100 per ton, resulting in losses of about \$100 per ton. Last year the Ice Plant's losses were \$133,215. Staff explained that high fixed electrical demand charges during the off-season dramatically increase per-ton costs, and that shutting down the plant is not feasible due to mechanical risks and the need to support year-round fishing activity. The Committee considered options including raising ice rates to \$140–\$150 per ton to reduce losses while the Port continues to subsidize this important facility for the fishing community.

Ongoing maintenance needs throughout the Charleston Marina Complex were also reviewed, including dock repairs on F Dock, electrical system upgrades, stormwater system maintenance, and Ice Plant repairs. Planning and funding items included the Connect Oregon grant application for Phase 1 of the Shipyard Improvement Project and the Oregon State Marine Board grant for the inner-basin restroom remodel. The Committee also discussed proposed changes to travel lift rates, noting that Charleston's current pricing is significantly lower than comparable ports. Staff recommended restructuring to a \$400 one-way move (including one hour of staff time) plus \$82.50 per hour per staff member thereafter to improve cost recovery while remaining competitive and more equitable for both quick and extended jobs.

Public and committee comments centered on ways to promote Charleston and increase activity at the Marina. This included a proposed crab-tagging promotional event, developed in coordination with ODFW and the Charleston Merchants Association, aimed at boosting public use of the docks, RV Park, and boat launch. Additional topics included building leasing activity, collaboration with local merchants, and appreciation for the new RV Park camp hosts.

**OREGON INTERNATIONAL PORT OF COOS BAY  
CHARLESTON MARINA ADVISORY COMMITTEE MEETING  
10:00 a.m., Wednesday, April 22, 2026  
Charleston Marina RV Park, Recreation Room**

**DRAFT MINUTES**

**ATTENDANCE**

**Advisory Members:**

Nick Nylander, Chair; John Blanchard; Kathleen Hornstuen; Lou Leberti; Katherine McUne; and Aaron Simons. Absent: Rex Leach and Knute Nemeth.

**Port Staff:**

Lanelle Comstock, Chief Executive Officer; Ray Dwire, Charleston Marina Manager; Rick Adamek, Director of Asset Management; Matt Friesen, Director of External Affairs; Heather Watson, Charleston Office Assistant; Danny Jaszay, Charleston Office Assistant; Toby Savage, RV Park Host; Christina Savage, RV Park Host; Krystal Karcher, Administrative Services Manager; Christina Sanders, Administrative Assistant; and Mickey Pulse, Maintenance Foreman.

**Guests:**

Jeremiah Winston, Global Diving and Salvage; Carol Douglas, Charleston Fishing Families; and Drew Farmer, Coos County Commissioner.

**1. CALL MEETING TO ORDER**

Chair Nick Nylander called the meeting to order at 10:00 a.m.

**2. INTRODUCTION OF GUESTS**

**3. ELECTION OF OFFICERS**

**A. Election of Chair and Vice Chair**

Ray Dwire stated that increased Committee engagement and the addition of new Committee members prompted staff to review the Charleston Advisory Committee bylaws. As a result of that review, Staff determined the Committee needed to hold elections for the Chair and Vice Chair positions. Mr. Dwire thanked Nick Nylander for his service as Committee Chair.

The Committee discussed the value of new perspectives. Aaron Simons thanked Mr. Nylander for his service, but stated change is important for new ideas. Lou Leberti nominated John Blanchard as Chair and Mr. Nylander as Vice Chair to allow for alternation. Mr. Nylander agreed and encouraged new members to join the Committee. Mr. Blanchard accepted the nomination and stated he would represent the Marina, merchants, and the Charleston community.

Upon a motion by Lou Leberti (Second by Aaron Simons), the Charleston Advisory Committee Members voted to appoint John Blanchard as Chair and Nick Nylander as Vice Chair. **Motion Passed Unanimously.**

(Ayes: Blanchard, Hornstuen, Leberti, McUne, Nylander and Simons. Nays: None. Absent: Leach, and Nemeth.)

#### 4. **REVIEW AND APPROVAL OF MEETING MINUTES**

##### **A. Approval of January 28, 2026 Meeting Minutes**

Upon a motion by Kathleen Hornstuen (Second by John Blanchard), the Charleston Advisory Committee Members voted to approve the January 28, 2026 Meeting Minutes with the addition of comments about lights in the Fish Cleaning Station. **Motion Passed Unanimously.** (Ayes: Blanchard, Hornstuen, Leberti, McUne, Nylander and Simons. Nays: None. Absent: Leach, and Nemeth.)

#### 5. **FINANCIAL DATA REVIEW**

Mr. Dwire reviewed Charleston Operations financial data and stated the operating result reflects a net gain of \$148,000. He stated Charleston's total net result is a \$64,000 net loss. Year-to-date revenues were above projections due to increased moorage and higher RV Park occupancy. Expenses were underspent by approximately 20%. Operating expenses exceeded the prior year by \$197,000. Mr. Dwire stated personnel expenses increased because the dredging project with the State Dredge was not completed.

Mr. Dwire stated Other Revenues include small grants, loan proceeds, the administration fee for lodging tax, and credit card surcharge fees. He stated Other Expenses include merchant fees, property taxes assessed on the Storage Units Building, insurance claim repairs, and debt service payments.

Lanelle Comstock stated current debt service payments include financing for the B Dock replacement, the travel lift, the stormwater system, and the Ice Plant. She stated the stormwater system debt is scheduled to be paid off in 2042, with more than \$700,000 outstanding at this time.

Mr. Dwire stated that based on current information, if Charleston performs to budget for the remainder of the fiscal year, the projected Operating Result would end the year with a net gain of \$159,000. He stated total Charleston net results are projected to be a net gain of \$258,000. He stated the budget is very thin and that little was budgeted for repairs and maintenance in the current fiscal year. Mr. Dwire and Ms. Comstock stated that although the numbers look favorable, funds are not available to order the parts needed for dock repairs, and debt service for the dredging project has not yet started.

#### 6. **DISCUSSION OF THE PROPOSED BUDGET FOR FISCAL YEAR 2026/27**

Mr. Dwire opened the discussion of the proposed budget by stating Port Staff is proposing a 3% increase to all moorage rates. He stated a 3% moorage increase was estimated to generate approximately \$25,000 annually. Mr. Blanchard suggested exploring a higher increase with a portion earmarked for dock maintenance. The Committee discussed several ideas, and Mr. Dwire stated Staff would explore them. Mr. Dwire stated RV Park seasonal rates were implemented in January, with a summer rate increase of approximately 10% over winter rates which will become effective May 1, 2026. Mr. Leberti asked if the RV Park will get another rate increase in January. Ms. Comstock confirmed another RV Park rate increase is planned for January 2027.

Mr. Dwire stated the cost to produce ice is approximately \$200 per ton compared to the selling price of \$100 per ton, resulting in losses of approximately \$100 per ton. He stated power to run the Ice Plant is approximately \$2,500 per month. He stated shutting down the Ice Plant during the offseason is not feasible due to potential mechanical issues that could occur and the need to supply ice to the fleet year-round. The Committee discussed raising rates to \$140-\$150 per ton. Mr. Simons asked what Port Staff are recommending. Mr. Dwire stated the Port is considering \$140 per ton. The Committee discussed ideas to lessen the financial impact for the fleet including discount options like a club or pre-paying for a certain tonnage amount at a lower cost. Ms. Comstock stated the Port lost \$133,215 on the Ice Plant last year.

Mr. Dwire stated the Port currently charges \$569 for a one-way move in the Shipyard, which typically takes approximately 3 hours of staff time. Boats that are larger may need up to five hours. Ms. Comstock stated the annual debt service on the Travel Lift is \$38,746. Mr. Dwire stated the Port currently charges \$797 for a two-way move. He stated Staff propose restructuring travel lift rates to \$400 per move, which would include one hour of staff time. Each additional hour would then be billed at \$82.50 per staff member. The Committee discussed the proposed rates and how they compare to other ports in the region. Mr. Dwire stated the pricing adjustment moves the Port closer to breaking even, while remaining competitive with other ports and making the pricing more equitable for both quick and extended jobs.

## **7. CURRENT PROJECTS UPDATE**

Mr. Dwire stated the Connect Oregon Grant application was submitted for \$2.3 million for Phase 1 of the Shipyard Improvement Project. He stated Phase 1 consists of the in-water portion of the marine ways. He stated the total project cost is approximately \$3.3 million. Mr. Dwire stated the grant cycle is highly competitive, with approximately \$30 million available statewide compared to \$81 million in requests. He stated award decisions are expected in September or October. If awarded, work would occur during the in-water work window, likely between October 2027 and February 2028. Kathy Hornstuen asked whether the Port had received public input for the grant. Mr. Dwire stated the Port received 16 to 18 public letters of support, in addition to letters from local businesses.

Mr. Dwire stated the \$30,000 Oregon State Marine Board grant for the Inner Basin Restroom Remodel is advancing. He stated improvements will include new doors, a new ceiling, interior and exterior paint, upgraded fixtures, improved ventilation, and new access controls with keycard or code access for authorized users, including transient vessels. He stated showers have been restricted to Marina users, which has significantly reduced vandalism and maintenance costs.

Mr. Dwire stated Port staff have been working on F Dock to address alignment and structural issues. He stated electrical issues continue on F Dock and D Dock, where exposed wiring in the pedestals has shorted out. He stated these issues likely stem from vessels drawing more power than the existing 30-amp systems were designed to handle. He stated upgrading to 50-amp service would require a major investment, and grant funding is being pursued. He stated in-house repairs continue to generate significant cost savings, as an example Mr. Dwire stated a hydraulic cylinder on the crane was recently repaired by the Maintenance crew.

## **8. ROUNDTABLE DISCUSSION ON FACILITIES MAINTENANCE NEEDS**

Mr. Dwire announced the launch of a new Ice Plant text notification system. He stated users can text "ICE" to 205-751-0770 to subscribe. He stated messages will be sent only when the Ice Plant is down or

experiencing issues and that the system is intended to improve communication with the fleet. He stated the service is similar to notification systems used by the Oregon Dungeness Crab Commission.

Ms. Hornstuen asked about Port owned buildings and current leasing activity. Mr. Dwire and Ms. Comstock stated the only buildings not currently rented are Point Adams and the Power Squadron. They stated the Power Squadron is waiting on final power installation and inspection and will then become available for rent. Mr. Dwire noted the former Sea Basket is leased and will be used as a pool hall with beer and wine service. He stated there is a new interested party for the former Basin Tackle building, which could become another tackle store. Ms. Hornstuen asked about the fenced property near Sea Basket. Mr. Dwire stated that area is planned for a food court for food trucks. He stated the Port is investigating the cost of adding power, sewer, and water. Ms. Hornstuen asked about the status of storm-related damage from last year. Mr. Dwire stated Port staff will complete the needed repairs before the upcoming season.

Mr. Dwire announced the new RV Park camp hosts, Christina and Toby Savage, and stated they have been doing well and have brought increased visibility and support to the RV Park. He expressed appreciation for their efforts and noted positive activities and engagement planned for the summer.

## **9. PUBLIC COMMENT**

Ms. Savage inquired about dock conditions and grant funding for maintenance and replacement. Mr. Dwire stated the Port continues to pursue Oregon State Marine Board grants and plans to apply in the next cycle. Ms. Comstock stated Marine Board grants focus on recreational uses. Ms. Hornstuen asked whether public comment is required as part of the Marine Board grant process. Mr. Dwire responded that public comment is generally required and stated Port Staff will reach out to the public when preparing grant applications. He stated smaller Marine Board grants are easier to pursue than larger grants due to larger grants requiring a larger financial match, which can be difficult to fund, while smaller projects require a smaller match.

Matt Friesen discussed funding opportunities for Phase 2 of the Shipyard Improvement Project. He stated the Port was awarded \$1 million in Congressional funding last year to support revitalization of the Shipyard marine ways. He stated Congresswoman Hoyle has requested funding for Phase 2 of the project and that the Port is on the initial list of projects she may support. Mr. Dwire stated the Port must move forward in phases as funding becomes available.

## **10. COMMITTEE COMMENT**

Ms. Hornstuen stated she recently attended a meeting with Senator Brock Smith and members of the fishing industry. She stated the discussion focused on land-use issues and challenges facing shipyards operating on Port-owned land. She stated shipyard operators raised concerns about being unable to obtain loans or grants for improvements because they do not own the land.

Mr. Blanchard stated he has been working with the Charleston Merchants Association and serves on its Board. He stated this has provided opportunities to work more closely with Charleston merchants and the Port. He referenced prior discussion of projects such as murals, including earlier conversations related to the Tyree oil tanks, and whether tourism dollars could be used to fund artwork or other improvements. He stated he followed up with Oregon's Adventure Coast but noted uncertainty regarding how tourism dollars can be applied.

Mr. Blanchard stated he had an idea involving coordination with the Charleston Merchants Association and the Oregon Department of Fish and Wildlife (ODFW) for a project to promote Charleston and local merchants. He stated the project would involve tagging crabs. He stated similar programs have been completed at other ports and that Charleston is well positioned for this type of project due to the number of public docks and the amount of public access available. He stated the docks function like a park and people routinely spend time on them.

Mr. Blanchard stated he asked ODFW about the possibility of tagging 20 crabs and conducting a promotion similar to other Oregon's Adventure Coast efforts, including prior promotional campaigns. He stated the intent would be to increase use of the public docks, activity at the RV Park, and use of the boat launch. He stated the concept would help create a theme around the early summer period, especially when school is out in June. He stated ODFW approved the concept and that the approval was a major milestone. He stated he believed the primary hurdle was working through the legal requirements and that ODFW's approval addressed those concerns. Mr. Blanchard stated his excitement about the project and intends to continue working on it.

Mr. Blanchard stated he wants Charleston to compete with other ports in attracting visitors. He stated the concept could be used to bring additional visitors to the area. He stated fishermen would likely not be enthusiastic about the tagging itself but may benefit from the additional activity, including opportunities to sell seafood such as tuna, if they have a retail license. He acknowledged there are restrictions on where crabbing can occur, including areas where crabbing is not allowed, and stated those areas are already posted.

The Committee discussed the idea, logistics of the planning and directing crabbers to appropriate locations. Mr. Dwire suggested it may be helpful to create a map showing approved crabbing locations on the docks, along with applicable hours.

Mr. Blanchard stated he intends to ask the Charleston Merchants Association to fund the project using tourism dollars and stated there would be no cost to the Port. He stated he would also like to incorporate social media and other marketing. He stated a website could be used to collect participant information and that the project could potentially become an annual event. He stated the project could coordinate with other activities, such as food trucks, to make the experience more attractive.

Ms. Hornstuen thanked Mr. Friesen and staff for working on preparations for the Fishermen's Memorial and stated advertising for the event is underway. Ms. Hornstuen stated Charleston Fishing Families will hold a plant sale over the weekend, and plants may be available by donation and proceeds will support the Fishing Families disaster fund.

Mr. Leberti stated he wanted to thank Ms. McUne for opening a Monkey Business restaurant in the airport as it promotes Charleston.

**11. NEXT MEETING DATE**

The next meeting is scheduled for Wednesday, July 22, 2026 at 10:00 a.m.

**12. ADJOURN**

Vice Chair Nick Nylander adjourned the meeting at 11:33 a.m.