



M E M O R A N D U M

TO: Interested Parties
FROM: Eric Farm, President
DATE: March 21, 2023
SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **10:00 a.m., Tuesday, March 21, 2023.**

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

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 Tuesday, March 21, 2023. Written comment will be accepted until 8:30 a.m. on Tuesday, March 21, 2023 by sending an email to portcoos@portofcoosbay.com with the subject line 'Public Comment'.

An **Executive Session** has also been scheduled on **Tuesday, March 21, 2023**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments; and
- (n) discuss information about review or approval of programs relating to the security of a number of specified structures, activities and materials relevant to the operation of the state's infrastructure.

EF/lf

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
10:00 a.m., Tuesday, March 21, 2023**

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

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

1. CALL MEETING TO ORDER

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3. PUBLIC COMMENT

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- A. Regular Commission Meeting: Tuesday, April 18, 2023, 10:00 a.m.

11. RECESS TO EXECUTIVE SESSION

12. ADJOURN

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
10:00 a.m., Tuesday, January 17, 2023

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

ATTENDANCE

Commission:

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

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Margaret Barber, Director of External Affairs and Business Development; Rick Adamek, Director of Asset Management; Steve Bawn, Charleston Marina Manager; Ray Dwire, Security Lead; Laura Fortin, Administrative Assistant; and Mike Stebbins, Port Legal Counsel.

Media & Guests:

Amanda McCleary-Moore, Moss Adams; Kari Silva, F/V Jeanette Marrie Inc.

1. CALL MEETING TO ORDER

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

2. INTRODUCTION OF GUESTS AND PORT STAFF

A. Presentation of 2021/22 Annual Financial Report, Amanda McCleary-Moore, Moss Adams

Amada McCleary-Moore introduced herself on behalf of Moss Adams to present the 2021/22 financial audit report.

Ms. McCleary-Moore spoke of the extended engagement team and the roles of each person involved. The nature of services provided include auditing the Port's financial statements in accordance with Generally Accepted Accounting Standards. The Port's federal expenditures exceed \$750K in the fiscal year so an additional audit was required under Uniform Guidance. Compliance testing/reporting under Oregon Minimum Audit Standards included testing for budgetary compliance of processes and controls, as well as procurement. Moss Adams' services include an overall audit plan, audit results, communication, internal controls, findings, and notification of noncompliance.

Critical Audit Areas focus on internal controls and the IT environment, investments, revenues and receivables, capital assets, long term debt, accrued liabilities such as PERS and OPEB, financial close and reporting, Oregon Minimum Standards, and federal grants compliance.

Ms. McCleary-Moore stated Moss Adams issued a clean unmodified opinion of the Port's financial statements, finding all financial statements to be materially correct. The Port's Finance department staff were required to implement new accounting standard GASB No. 87 this year related to lease recording.

Under the Oregon Minimum Standards report, there was one instance of noncompliance identified related to a budgetary over-expenditure. This finding is the same as last year, however, it was reported as showing improvement. There were no other items to report within the Oregon Minimum Standards report.

The Governmental Auditing Standards internal control and compliance report showed no instances of noncompliance or other matters. There were no significant deficiencies or material weaknesses reported.

The Uniform Guidance internal control and compliance report, the testing of two Federal Grants (Build 2018 and ARCA Fund), received a clean unmodified opinion for each, both with no instances of noncompliance.

There are two new standards effective June 30, 2023, that could have an impact on the Port: GASB No. 94, Public-Private and Public-Public Partnerships and Availability Payment Arrangements, and GASB No. 96, Subscription-Based Information Technology Arrangements. It is recommended that the Port's Management take a closer look at these new reporting standards.

Ms. McCleary-Moore ended her presentation stating the Port's Finance team was great to work with as they were very forthcoming with assistance and information, and that it was another successful audit. President Farm thanked Ms. McCleary-Moore for the presentation.

Commissioner ViksneHill said he was curious about the one finding regarding exceeding appropriations as it was not shown in the financial report's comment section. Ms. McCleary-Moore stated that it could be found on the Oregon Minimum Standards page 81 of the report or page 95 in the pdf. She further explained this finding is due to adjustments made after the year end closing of the books. She explained there is only one on the report and it is related to loan pay off and budgeting for debt expenditures. Ms. Richardson added that it was related to debt refunding, paying off a loan and opening a new loan.

3. PUBLIC COMMENT

Kari Silva, F/V Jeanette Marrie Inc.

Ms. Silva stated she had two items to bring before the Commissioners, the first regarding piling. She said the F/V Jeanette Marrie is in slip 27, and the piling at the end of the floating dock needs to be replaced before it breaks and damages the vessel.

Ms. Silva thanked the Commissioners for continued opportunity to make public comment seeking the support from the Port to sign the resolution presented on October 18, 2022, by Yelena Nowak. Ms. Silva reported on whales off the Oregon coast being entangled in fishing nets during the migration period. She said fishermen have been working with the State agencies to avoid entanglements under the Marine Mammal Protection Act but questioned whether the offshore wind developers will do the same. She questioned how many entanglements will be allowed in the cables of the wind turbines and how many whale lives might be lost. In her final comment she stated there needs to be an environmental impact

study to understand the possible dangers for the whales. Ms. Silva asked the Port to help the Charleston fishing fleet protect the ocean and the fishing industry by signing the resolution.

4. CONSENT ITEMS

- A. Approval of December 20, 2022 Regular Commission Meeting Minutes
- B. Approval of December 2022 Invoices

Upon a motion by Commissioner Stevens (second by Commissioner Edwards), the Board of Commissioners voted to approve the December 20, 2022 Regular Commission Meeting Minutes, and December 2022 Invoices. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, Edwards and ViksneHill. Nays: None).

5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

6. ACTION ITEMS/REPORTS

A. **2021/22 Annual Financial Report**

Moss Adams has completed the annual financial report on behalf of the Oregon International Port of Coos Bay for fiscal year ending June 30, 2022.

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

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

Ms. Amanda McCleary-Moore of Moss Adams attended this Commission meeting to present the audit. A copy of the audit was provided to Commissioners for review.

Upon a motion by Commissioner Edwards (second by Commissioner Hanson), the Board of Commissioners motioned to approve the annual financial report for Fiscal Year 2021/2022. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, Edwards and ViksneHill. Nays: None).

President Farm congratulated Staff on another successful audit.

B. **ITB Solicitation for PIDP Project**

On May 18, 2020, the Port submitted an application to the US Department of Transportation for the Port Infrastructure Development Program (PIDP) grant program. In October of 2020, the Port was awarded a grant in the amount of \$9.88 million for the CBRL Phase II Tie and Surfacing Project. The final grant agreement was executed with the US Maritime Administration on October 17, 2022. The Port will provide a \$120,000.00 match from Port funds. The total project cost is \$10 million.

The Phase II Tie and Surfacing Project consists of replacing approximately 48,000 ties, surfacing of approximately 85 miles of track, and placing approximately 48,000 tons of ballast.

Port procurement rule 2.8.1(E) requires the Port Commission, acting in its capacity as the Local Contract Review Board, authorize solicitations and awards of contracts in excess of \$150,000. Port staff intends to open the ITB period following the completion of bid documents and legal review. Upon closing the ITB period, Port staff will review the bids and make a recommendation for award to the Commission at the next regularly scheduled Board of Commissioners meeting.

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners motioned to authorize Port Staff to solicit an Invitation to Bid for the CBRL Tie Replacement and Surfacing Project. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, Edwards and ViksneHill. Nays: None).

Commissioner Stevens asked how long the project will take and if there is a timeline on the funding. Mr. Adamek said the funding is good until 2024, however, the project is expected to take about six months after the contract is awarded. The rail line will be able to continue running during the project.

Commissioner Hanson asked if this project was just maintenance or if it is meant to increase speed. Mr. Adamek explained the intent of the project is to make the tracks safer and faster. Mr. Burns said it is anticipated that the project will double the speed between Coos Bay and Eugene.

Commissioner Stevens asked what percentage of the rail ties are being replaced. Mr. Adamek said it was 22 – 25%.

C. Appointment of FY 2023/24 Budget Officer

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

Port staff recommends Megan Richardson, the Port's Director of Finance & Accounting, to be appointed as the Budget Officer for the fiscal year 2023/24 budget process.

Upon a motion by Commissioner Hanson (second by Commissioner Stevens), the Board of Commissioners motioned to approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the FY 2023/24 budget process. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, Edwards and ViksneHill. Nays: None).

7. OTHER

8. COMMISSION COMMENTS

Commissioner Edwards said, in addition to Ms. Silva's comments, due to different sonar testing on the East Coast, there are currently ten whale deaths of multiple species, which has never happened before.

9. NEXT MEETING DATE

- A. Commission Workshop: Tuesday, February 7, 2023, 10:00 a.m.
- B. Regular Commission Meeting: Tuesday, February 21, 2023, 10:00 a.m.

10. ADJOURN

President Farm adjourned the meeting at 10:48 a.m. and entered into Executive Session to:

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

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
COMMISSION WORK SESSION
10:00 a.m., Tuesday, February 7, 2023

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

ATTENDANCE

Commission:

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

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Steve Bawn, Charleston Marina Manager; and Laura Fortin, Administrative Assistant.

Media & Guests:

Anne Bellomy, Christine Moffett, and Kyle Cox.

1. CALL WORK SESSION TO ORDER

President Farm called the meeting to order at 10:00 a.m.

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. COMMISSION OPENING COMMENTS

President Farm provided an overview for the purpose of the work session. He said the Commissioners would be discussing strategic vision and Board duties and responsibilities and there wouldn't be any decision making or public comment during the work session, as the work session is for information gathering and conversation.

4. DISCUSSION

Commissioners were presented a ten-page packet regarding roles and responsibilities to study and follow along.

President Farm said Commissioners are the legislative body of the Port who formulate and interpret Port policies, establish goals and objectives, and operate as the legal fiscal responsibility for the Port. The Board of Commissioners are not operations, as a Chief Executive Officer is hired by the Commissioners to be responsible for the operational duties. President Farm said the Commissioners provide policy and direction for the staff specifically to the CEO who then implements the policy. Commissioners also adopt resolutions and ordinances, specify contracting, and ensure the Port stays in compliance with Federal, State, Local and ethic laws.

President Farm commented on the financial roles saying the audit review was just completed, and now budget planning has begun, both of which are Commissioners responsibilities along with monthly monitoring of finances and financial information.

President Farm said the Board of Commissioners hire and evaluate the Chief Executive Officer and approve major changes to the Port's organization and structure. The Commission Board delegates authority to the CEO through resolution, selects legal counsel and consultants, provides advice to the CEO, approves collective bargaining, and ensures personnel complaints go through the proper chain of command.

The Commissioner's public accountability roles, President Farm stated, are representing the Board, different committees, and assignments; keeping the public informed on important matters of the Port; and making decisions based on public information.

President Farm said no Commissioner has any power individually. Only resolution or decision of the Board as a group has any authority to dictate what the Port will do.

President Farm read a few key points for an effective Board. He said to him the "No Surprises" is important, as questions need to go to Mr. Burns as soon as possible so staff has a chance to research information prior to being put on the spot during a meeting.

President Farm reviewed the Port's mission and vision statements. He asked the Commissioners to be thinking of any suggested edits to be made to the statements.

President Farm said when the Port Commission was reconstituted from an elected Board to a Board appointed by the Governor, Governor Ted Kulongoski presented a "Charge" to the Board of Commissioners. President Farm said the Charge states the Board can develop a solid business plan for the Port, work with partners in other public agencies, as well as private sector partners to develop community consensus on the future of the Port, and work on implementing the findings. President Farm said the Charge states the major goal of the Board is to develop a long-term plan for the Port as part of the economic revival in the South Coast, and that no other group or agency in the region is responsible for the Port. The Charge also asks the Board to develop a solid business plan that resolves key issues of the Port, including the role of Maritime Commerce in the region, transportation improvements, development of the North Spit, the future of commercial fishing and processing industry, and improving the upper waterfront in the bay.

Mr. Burns said he believed all the Commissioners have copies of the Port's Strategic Business Plan which was created about ten years ago as a directive from the State that the Port produce the Business Plan on a periodic basis. The Plan is used to help access funding through the State when it is necessary. It is a good starting point for Commissioners to look at, comparing where the Port said it was headed in conjunction with the Charge from 20 years ago.

President Farm began discussion of the offshore wind project, stating the Board has had a number of requests both from Commissioners and the public on where the Port stands on the proposed resolution from the Trolling Commission relevant to offshore wind. President Farm said the Government is selling offshore leases to generate funds. President Farm said it is his understanding that selling of the leases does not generate approval for an offshore wind project, and he sees it as two separate things 1) the Federal Government wants to create revenue and they are going to lease out whatever they can, and 2)

the approval of action for an offshore wind project. He stated that now may not be the time for the Port to make a decision to oppose or support a project. President Farm shared that there is an Offshore Wind Conference being held later in February, and he invited any of the Commissioners wanting to attend. President Farm said John Burns and himself are planning to attend, as there are still many questions regarding the wind projects and the agenda looks like the conference will address many of these same questions.

Mr. Burns stated he was charged by the Commission to put together a program to bring some insight to the Commission, however he has not had much luck in organizing enough presenters to join in a room at the same time. Mr. Burns said he feels the conference looks to check most of the boxes covering what he was trying to put together.

Commissioner Edwards said the resolution letters that were signed by the other 18 municipalities and ports up and down the coast was more about how the leasing was constructed. The other part of the resolution letters is that the fishing industry would like to see it beyond 1300 meters. Having two meetings in the past week with BOEM, he stated that they are planning to move forward with leasing inside the 1300-meter mark. He said if there were an EIS done before rather than after, BOEM would find that they cannot put the turbines there per the Department of Defense maps.

Commissioner Hanson asked if the DOD and Coast Guard red area is inside 1300 feet or outside. Commissioner Edwards answered, it is 1300 meters, adding that this information was recently shared with some of the local fishing groups, and local Tribes just last week. Commissioner Edwards claimed this is all a waste of time, because these maps show that the wind turbines cannot be placed in this area.

President Farm said he completely agreed; however, his assessment is that the Federal Government is going to lease it, and they are going to generate funds, and then they will come back and say, “you can’t do it”. He said, the Port making a stand at this point, would have no impact. His suggestion is the Port wait for the answers after the EIS is done. Commissioner Hanson commented, hypothetically they would lease it and then eventually they would do an EIS, so it would eventually just go away. Commissioner Edwards explained he sees the problem being we are two years lag behind East Coast to West Coast. He said billions of dollars were spent and then the EIS said can’t do it; BOEM moved forward anyway. He said the letters from Senators and other groups are all trying to get ahead, pushing for the EIS to be completed sooner than later.

Mr. Burns asked the Commissioners if there is interest in going to the conference to let him know so that the arrangements can be made for everyone. President Farm added the agenda looks like this conference will cover a lot of the questions being asked both by the community and the Port Commissioners. The dates for this conference were noted as being February 28 and March 1, 2023.

Commissioner ViksneHill said his concerns are having recently heard stories and read articles about what’s happening with the Colorado River; there are more people in the Southwestern part of the States than there are resources to support them. He said he is not sure if the Federal Government is looking at projects like these, or they are just trying to get the money up front. He said he thinks they are trying to plan for all the people in that part of the country that are going to need resources like electricity. He said a concern is that there is going to be a push from the top to make sure those people have those resources. Commissioner ViksneHill said this is why he feels it is important to make sure that the processes are respected up front, the nature of these projects is some people will benefit and some people will pay the cost. He said he thinks with the electricity needed to be generated for the people in that part of the county and the cost bore by the people on the Oregon Coast, he feels it is important the process is respected.

President Farm asked Commissioners if they think the leasing point is the point for effective engagement. Maybe requesting to move the EIS to the beginning of the process is a legitimate request however, in his understanding President Farm explained without an actual project the EIS will be elusive. Commissioner Hanson added, from the development perspective, the funding is connected because the EIS process is expensive and has to have a site location. Commissioner Hanson asked Commissioner Edwards who would be doing the EIS process. He answered it would be BOEM, then it would go out to BSEE to do the problematic EIS. Commissioner Edwards said if BOEM were to agree to do the EIS first it would set them back two years however, now the DOD has set the transit lines, showing the project cannot be in the designated area. Commissioner ViksneHill commented that he doesn't know if it would hurt the Port or cost too much to engage in all points of the process. He said he thinks the request for the Port to sign a letter that other Ports have signed does not seem to be a big request.

Commissioner Edwards said he agreed to signing on and supporting the resolution letters, however he does not think it will change BOEM's footprint in doing so. He said BOEM is doing the same on the East coast, Oregon is just two years behind. Oregon has made a big impact however, in how it is moving forward, Commissioner Edwards said. Commissioner Hanson asked if there is a unified front or any allegiances of ports or towns or groups on the East coast. Commissioner Edwards said there are in Maine, however, no one has gotten as involved as Oregon has. He said he doesn't feel it would hurt anything by the Port signing on the resolution letter.

President Farm said he doesn't see that signing would hurt anything but when he signs something he feels it should be effective. The other ports who signed the resolution, aren't as impacted because the calling area isn't in their districts. President Farm said he would like to discuss the topic further after gathering more information, and possibly some answers from the conference.

President Farm said his next topic of discussion is why the Port owns land and why it is preferred to lease the land. The Port owns multiple properties for many different reasons or circumstances. There is reluctance to sell property for if the Port were to sell, there would be a stipulation for the property to return to the Port if the purchaser could not uphold the purchasing agreement. The added risk is that there is no guarantee what state the property would be in at the time of it reverting back to the Port. President Farm said the Port has been entrusted with public funds and donated properties, thus, has an expectation for the Port to hold onto and maintain these assets.

Commissioner Hanson said regarding properties in general, the benefits received through tax dollars are for development and enhancement to the local economy. She said to accept the property and then flip it for a profit would be objectively wrong. Mr. Burns offered one of the issues the Port may encounter is that the purchaser's lending institution may place a lien on the property, which would put the Port in competition with the funding entity for control of the property.

President Farm said regarding Roles and Responsibilities, one of the focus points is to provide strategic focus and planning for the staff as there is a long list of items across all operating entities that need repairs. The current goal is for the upcoming major projects to generate enough revenue to fund all other projects quickly. The Terminal One project, for example, is a medium level project and could perhaps help to cover other projects. He said there is currently some revenue coming from the Railroad that is being reinvested into other areas of operation. If the Port were to turn focus away from the Railroad, there would not be anything to replace that revenue.

Mr. Burns said while staff does try to focus on large projects they are still attending to the "nuts & bolts"

of the daily duties and infrastructure needs. He said generally the work that is done to try and attract the new business is done in addition to their daily jobs. Mr. Burns expressed it is not easy to sustain what the Port has without coming up with new sources of revenue. The Port has been very fortunate to receive great financing from both State and Federal governments, but it is hard to say how much will be there in the future.

Commissioner Hanson said she thought historically it makes good sense to have private partnership so if there is not funding to sustain, there might be some other arrangements available as opportunity arises. President Farm said the Port is doing everything possible with the funds that are available.

5. PRESENTATION

B. Review of Infrastructure Projects, Charleston Marina Complex

President Farm said the Charleston Marina Complex infrastructure projects is an extensive list. This presentation will give an example of Charleston's needs.

Mr. Burns said Commissioner Stevens asked in the last regular meeting if there was a work plan for Charleston. This presentation is in response to the question. Charleston has a very extensive work list as do most of the Port's assets. Steve Bawn's presentation will share the most current information and provide insight to the project needs in the Charleston Marina Complex. Prioritizing a project list of this magnitude is a balancing act.

Steve Bawn, Charleston Marina Manager, shared a Power Point presentation. Mr. Bawn stated the Port currently has 16 full time employees at the Marina, with help from the Management and Administrative staff in Coos Bay. The FY 2022/23 budget chart shows operating revenues at \$2,673,152.08, operating expenses at \$2,332,376.84, debt service at \$390,288.16 and personnel expense budgeted in other departments at \$597,299.00. The net result is -\$646,741.92. In regards to the personnel budgeted in other departments, Mr. Burns said a calculated decision was made three years ago to put Administrative and Security positions under the Administration and Port Operations budget rather than the Charleston budget.

Mr. Bawn shared a list of staff resource allocations as they fall under routine custodial tasks, customer service, maintenance, and capital projects. The next slide showed \$11,895,127 total dollar investments made since 2015 on Charleston Marina infrastructure projects. Mr. Burns said there are three types of paths to fund these kinds of projects: 1) Revenue from Charleston and the Port's General fund (for example, taking funds generated from the Railroad and putting them into other areas), 2) Grants (these are few and far between, usually come from the Marine Board, and are specifically targeted to the recreational fleet and not the commercial industry), and 3) Borrow funds to quickly complete these projects but then there is the obligation to re-pay.

Mr. Bawn continued to the next slide to discuss the Charleston Maintenance Plan. A Maintenance Plan was developed after walking the entire property and identifying all maintenance needs. A spreadsheet was created, prioritizing project needs, identifying whether permits are needed, estimating man hours, and totaling estimated costs.

Mr. Bawn reviewed summary slides of the Maintenance Plan that outlined infrastructure projects and costs. The estimated total for all repairs is \$7,101,088.

When reviewing dock needs, Mr. Burns said, the cost for dock pods for each T is about \$270,000 and given the current moorage rates it would take 10 to 15 years of moorage from one boat to recoup that amount of money. Mr. Dunning said the Marina is at 48% occupancy on a month-to-month basis so it may be worth considering moving vessels and reducing the number of docks to maintain.

When reviewing the Shipyard projects, Mr. Dunning said the Travel Lift was purchased about six years ago with a 10-foot extension, so it is possible to widen it. He said when talking about capital projects, one proposal would be to lengthen the slip land side so there would not be as many permitting issues and widen it by the 10 feet.

Commissioner Edwards asked about the occupancy level of the storage units. Mr. Bawn reported they are fully occupied, and they are a steady source of revenue. He said one of the considerations being looked into would be to expand the number of storage units. Mr. Burns added there is a waiting list of six to eight persons for these units at all times.

Commissioner Hanson asked if the Capital Improvement Projects listed on the slide are planned to be done. Mr. Bawn answered no, these are projects that have been identified and a cost analysis is needed as to how they could be funded. Mr. Burns added some of these projects would not have to be completed all at once. For example, the vessel disposal can be done a few vessels at a time and the piling replacement could be done over a period of time.

Commissioner Edwards asked about the capital improvement projects and by whom or how they would be prioritized. Mr. Burns said it was preferred that the Commissioners would all review the list and provide feedback with thoughts and prospective. The staff would then provide “boots on the ground” prioritizing ideas.

Commissioner Edwards said reflecting back to the 2013 Charleston Master Plan, the number one priority in the Shipyard was to fix the “travel rail”. He said to his knowledge, the last time it was worked on was in 2010. He said boats won’t go to the Shipyard, even if the docks are fixed, if they cannot be hauled out of the water. Mr. Dunning replied it will take a lot of investment to replace the rail, but the Port receives no revenue from it. The numbers don’t jive to spend four million dollars to fix the ways, and only haul out 15 boats a year. Giddings is getting the revenue and the Port is expensing the maintenance and repairs. Commissioner Edwards also commented on the reduction of FTEs in the Shipyard due to the ways not being fixed. Mr. Burns asked Commissioner Edwards if the extension of the travel lift slip would accommodate his boat. Commissioner Edwards answered no, his boat is too heavy. Mr. Edwards asked Mr. Dunning if spending the \$750,000 to widen the slip will bring more work to Giddings. Mr. Dunning said yes, research shows a 65-foot aluminum boat could be hauled out of there and he said he thinks it could help Giddings. Commissioner Edwards said if the rail doesn’t get fixed, boats will stop coming and Charleston as a whole will lose revenue and labor forces.

Commissioner Edwards brought up selling of the Shipyard to somebody who wants to invest in the infrastructure and questioned why the Port would invest in the infrastructure if the rental revenue doesn’t cover the costs. President Farm said the 4 million dollars it would cost to fix the ways, is enough to fix all the other needs in the Marina, so a decision has to be made as to where to spend the money. If the Port invests all this money, rates will have to increase, but will the rate increase be enough to cover the costs, or will the rates become so high that customers go somewhere else anyway. Grants are great he said, if loans are used then they need to be paid back. Commissioner Hanson added, we may have to realize some of these projects can’t be accomplished and look at other options. President Farm said selling of the Shipyard, which has a public value, would be an open bid process and not a private sale.

Mr. Bawn continued with the presentation showing RV Park revenue vs. expense data. The 2022 revenue for RV Park space rents was \$476,320.74 and the estimated priority repair cost is \$71,600 dollars. Commissioner ViksneHill asked what the occupancy rate is in the park. Mr. Bawn reported that during peak season the RV Park is at about 98% occupancy. During the winter season it is at about 20%. He then reported revenue vs. expense for vessel moorage. The 2022 revenue was \$823,745.00 and the estimated priority repair cost is at \$1,913,950 dollars. John Burns commented that the content of these last two slides show how the RV Park revenue can be used in other areas of need in the Marina.

Commissioner ViksneHill asked that when looking at these project lists to look at what projects could create new revenue. To list projects showing the estimated revenue might be helpful in the overall decision-making process. He added some of the projects might take precedence due to safety, or just protecting or extending the useful life of what the Port does have. He asked that staff look at presenting these types of information to the Commissioners.

Commissioner Edwards thanked Mr. Bawn and acknowledged the difficult position of the Marina Manager. Mr. Dunning added that inflation has created additional difficulties, for example two years ago it cost \$90,000 to replace 20 piling but this year is costs \$50,000 to replace only three piling. He said willingness to invest is not the issue, it's the funding.

President Farm added he thought an interesting exercise might be to take the capital list and add another 8 million dollars for a marine ways, and determine what the impact would be if the Port were to borrow that money and where the Port would charge the extra money. Would increasing moorage by 15% or 20% create enough revenue to cover the expense of other deferred projects. Mr. Burns said staff could do those calculations easily. Mr. Burns commented that in the past the Port has always purchased used "stuff", generally it is broken or wouldn't work for someone else, but the Port should look at building and buying new.

Mr. Dunning said recreational cannot be overlooked as it does bring in revenue. He mentioned putting a dock head gate in the inner basin to provide more security to recreational boat moorage. Mr. Dunning said if the Marina was privatized the rates would quadruple.

President Farm said he appreciated everyone's time. He gave a brief review over the topics of the meeting that were discussed and reminded the Commissioners of the homework and documents to review before the next meeting. President Farm said there are no action items for the February Commission regular meeting and asked whether or not to skip the regular meeting. Commissioner Hanson said she could not attend any meetings in March. Commissioner ViksneHill said he thought it would be better to have more than two weeks to prepare for the next discussions. Mr. Burns said he agreed with Commissioner ViksneHill; President Farm concurred as well. President Farm made the decision to cancel the February regular meeting and wait for the March work session.

6. NEXT REGULAR MEETING DATE – The Tuesday, February 21, 2023, meeting at 10:00 a.m. was cancelled. The next meeting will be the Commissioners Work Session on March 7, 2023.

7. ADJOURN

President Farm adjourned the Work Session at 11:58 a.m.



M E M O R A N D U M

To: John Burns, Chief Executive Officer
From: Mary Green, Accounting Clerk
Date: March 15, 2023
Subject: Invoices Paid for Commission Approval - January and February 2023

A/P checks issued per NetSuite financial system	834,087.21
Payroll disbursement per Umpqua Bank statement	154,056.98
Misc electronic disbursements per Umpqua Bank statement	237,903.61

January Total Disbursements **\$ 1,226,047.80**

A/P checks issued per NetSuite financial system	553,855.03
Payroll disbursement per Umpqua Bank statement	148,585.88
Misc electronic disbursements per Umpqua Bank statement	662,026.02

February Total Disbursements **\$ 1,364,466.93**

January and February Total Disbursements **\$ 2,590,514.73**



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Director of Finance and Accounting

DATE: March 15, 2023

SUBJECT: January and February 2023 Contracts Awarded

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

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

Contract	Description	Cost
Swiftwall Solutions Inc	Temporary Walls in Unit 147 Broadway (Hub Building)	\$32,363.33
Daryl Rodgers Construction	Emergency Repairs to Sea Basket	\$10,700.00
Total Contracts Awarded for January:		\$43,063.33

Contract	Description	Cost
West Coast Contractors	Vaughn Viaduct Rehabilitation	\$6,584,005.00
Stantec	Task Order #45 - Change Order #1: On-Call General Engineering Amendment	\$12,500.00
Total Contracts Awarded for February:		\$6,596,505.00



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Community Giving Committee
DATE: March 15, 2023
SUBJECT: Community Giving Recommendation

In January 2019, the Board of Commissioners approved Resolution 2019Res02, adopting the Port Policy Manual Section 12.5: Community Giving. Each year, the Port of Coos Bay budgets funds for Community Giving in the form of scholarships, community events, and donations to support the Port’s mission of promoting sustainable development that enhances the economy of Southwest Oregon and the State.

The Community Giving Committee meets quarterly to discuss and evaluate requests made to the Port to support various charitable causes and community events. The committee met on January 19, 2023 to discuss community donation requests received.

Three requests are not recommended for funding at this time, as the requestors did not submit the required introduction form.

Community giving donation requests and event sponsorships are reviewed on a quarterly basis and awarded as budget funds allow. The Community Giving Committee makes the following recommendations, to be included in the appropriate fiscal year budget:

Community Giving Donations	Amount
Central Coos Fire & Rescue “Firepup” Program	\$300
Total:	\$300

Management Reports

M E M O R A N D U M

TO: John Burns, Chief Executive Officer
 FROM: Lanelle Comstock, Chief Administrative Officer
 DATE: March 15, 2023
 SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- March Regular Commission Meeting: Tuesday, March 21, 10:00 am
- April Commission Workshop: CANCELLED
- April Regular Commission Meeting: Tuesday, April 18, 10:00 am

ADMINISTRATION



Mike Stebbins: It is with extremely heavy hearts to report that Port’s General Legal Counsel, Mike Stebbins, passed away Saturday, March 11. Mike and his legal partner, Jim Coffey (Stebbins & Coffey), had been representing the Port since 2008. Mike and Jim retired from Stebbins & Coffey in 2022, but Mike continued to provide legal counsel for the Port until his passing. We will dearly miss Mike.

Legal Counsel RFP: A Request for Proposals has been solicited for General Legal Counsel. Proposals are due Tuesday, March 21. As of the date of this memo, no proposals have yet to be received. The General Counsel provides legal advice, guidance and counsel to the Port Commission and Chief Executive Officer and attends all Port Commission Meetings and Executive Sessions. In addition, the General Counsel will assist in the legal review and responses to Oregon Public Records Law inquiries; assist in the preparation and review of contracts, professional service agreements, intergovernmental agreements, lease agreements, opinions, resolutions, deeds, bonds, and other documents as requested; and ensure Port policies reflect current and changing laws. More complex or specialized legal matters will be assigned to other outside Legal Counsel (Special Counsel). The legal services will be provided through a three-year Professional Services Agreement, subject to renewal. The proposals will be reviewed by an evaluation team of select Port Commissioners and Staff. The evaluation team will make a recommendation to the entire Board of Commissioners, who will make the final decision to award a contract.

Statement of Economic Interest Reminder: The Port of Coos Bay Commissioners are required to file an Annual Verified Statement of Economic Interest with the Oregon Government Ethics Commission by April 15 of each year. Please be prepared to receive a notice from the Oregon Government Ethics Commission and to complete the form by April 15, 2023.

Budget Planning: The 2023/24 fiscal year budget planning process continues for the Administration department. A lot of time is spent on the thoughtful and thorough planning of the budget, with great consideration in planning of personnel, projects, and everyday operational expenses.

Hub Building:

- **125 Central Avenue, Suite 290 (Previous Coastal Center):** It has been decided to utilize Suite 290 in the Hub building as Port offices. The Finance and Accounting Staff, who currently occupy Suite 250, and the Staff currently in Suite 380 (Rail Administrative Staff and 2 members of Port Operations) will relocate to the offices in Suite 290. Suite 250 and 380 will then be available for lease. The six offices and receptionist area in Suite 290 will ultimately be occupied by 10 employees, some who will be sharing office space.
- **125 Central Avenue, Suite 400 (Penthouse Offices):** Agreement negotiations are underway with a party interested in renting the 4th floor of the Hub Building. It is anticipated that an agreement will be in place and the tenant will begin leasing the space April 1, 2023.

HUMAN RESOURCES

Promotions: Please join me in congratulating two employees on their recent promotions. In February, Richard Poetzl was promoted to Maintenance Apprentice II from Maintenance Apprentice I, and Kris Muse was promoted to Security II from Security I. Charleston Maintenance and Security Staff follow a Skills Matrix which outlines the skills, knowledge, certifications, and qualifications necessary to be considered for an advance in pay classification. Both employees have completed the requirements for progression to the next level. Congratulations Richard and Kris!

Procurement, Purchasing, and Inventory Specialist: Port Staff interviewed multiple great candidates for the Procurement position and extended an offer to existing Port employee Thomas Morton. Thomas Morton was hired in March 2022 as a Security Officer in the Charleston Marina. Thomas has previous experience in purchasing and inventory control and extensive experience with public agencies. We are excited to welcome Thomas to the Administration office and are eager to develop this new position.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Megan Richardson, Director of Finance & Accounting
DATE: March 15, 2023
SUBJECT: Accounting & Finance Management Report

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

Operating Revenue:

Total operating revenues were \$243K which was \$113K less than budget. All departments, with the exception of External Affairs, reported revenues that fell short of budget. Administration has budgeted for full tenancy, but they are currently down one lessee. External Affairs has increased revenues due to the original projection end date of the lobbying agreement. The department will still see expenses for lobbying that match the received revenue. Port Ops has lower revenue due to timing of when property agreements are effective. Rail Ops fell short this month due to lower rail car movements. They had 473 total car movements for January compared to a budget projection of 1,400 cars. Charleston Ops had decreased revenue across all business lines except for Travel Lift operations.

Operating Expense:

Operating expenses totaled \$636K, which was \$26K less than budget. All departments underspent their budgets this month except for Rail Ops and Charleston Ops. Charleston's overspending is due to the timing of the remaining Dredging expenses billed in January. Rail Ops overspent this month due to engineering expenses for rail bridge inspections.

Operating Result:

The Port ended January with net loss of \$393K against a planned deficit of \$306K, which is less than plan by \$87K. All departments, except for Rail Ops and Charleston Ops, performed better than plan this month. Unfavorable operating results for Rail Ops is a result of lower than projected revenues, and for Charleston Ops it is a result of the timing of Dredging expenses.

Other Income & Expense:

Total other revenues totaled \$55K, which is greater than budget by \$85. While the timing of grant revenues would have presented a shortfall this month, the Port sold surplus equipment from Terminal One that made up the difference. Other expenses are underspent this period by \$109K. This underspending is due to the timing of capital projects.

Net Result & Year to Date:

January had a net loss of \$343K compared to a budgeted net loss of \$366K resulting in a \$23K positive variance. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

Other Comments:

Total Cash	Restricted			
February Cash Balance	Total Restricted	Project Crafty	State Dredge Funds	IFA Channel Mod
10,124,697.27	5,866,906.49	33,315.38	765,318.61	5,068,272.50

The total cash balances in all bank accounts for February month end were \$10,124,697.27 which is an increase of \$55K from January. Restricted funds are detailed in the table above. Total interest earnings totaled \$26,207.31 with \$9,533.03 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate increased to 3.75% from 3.37% pa. This is an increase of the pool interest rate by 2.50% since the start of the fiscal year.

The Finance Department is focused on putting the budget together for the upcoming fiscal year. Department managers have put the first draft of their department budgets together. The next step in the process is to assemble them into the first draft of the budget document. Once complete, staff will begin meeting to refine the budget until we have the proposed budget for the Budget Committee's review. The proposed timeline for presenting the proposed budget to the Budget Committee is scheduled to be the second week of May.

Financial Report - Actual vs. Budget - General Fund

For Period Ending Jan 2023



		Current Period				Same Month Last Year			Year to Date				Year End					
		Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration	15,529	17,712	(2,182)	(12%)	14,332	1,198	8%	96,068	123,981	(27,913)	(23%)	63,201	32,867	52%	184,626	212,539	(13%)
3	External Affairs	15,025	25	15,000	60000%	15,004	21	0%	105,149	90,175	14,974	17%	15,099	90,050	596%	105,274	90,300	17%
5	Port Operations	17,324	27,290	(9,965)	(37%)	36,686	(19,362)	(53%)	163,814	191,027	(27,214)	(14%)	136,660	27,153	20%	300,262	327,475	(8%)
6	Railroad Operations	47,796	142,516	(94,720)	(66%)	90,673	(42,877)	(47%)	605,319	1,042,877	(437,558)	(42%)	594,755	10,564	2%	3,803,762	4,241,320	(10%)
8	Charleston Operations																	
9	Building & Dock Leases	25,538	28,502	(2,964)	(10%)	24,055	1,484	6%	184,051	199,513	(15,463)	(8%)	172,089	11,962	7%	326,560	342,023	(5%)
11	Marina	66,456	74,478	(8,021)	(11%)	68,029	(1,573)	(2%)	605,198	618,962	(13,764)	(2%)	623,995	(18,797)	(3%)	1,097,496	1,111,260	(1%)
12	Shipyards	25,082	26,431	(1,349)	(5%)	21,872	3,209	15%	167,796	185,016	(17,220)	(9%)	160,086	7,710	5%	299,950	317,170	(5%)
13	RV Park	21,789	24,377	(2,589)	(11%)	29,400	(7,611)	(26%)	298,009	274,247	23,762	9%	307,683	(9,674)	(3%)	466,462	442,700	5%
14	Ice Plant	1,867	7,102	(5,236)	(74%)	5,264	(3,397)	(65%)	152,945	194,405	(41,460)	(21%)	144,079	8,866	6%	258,540	300,000	(14%)
16	Travel Lift	3,839	2,715	1,124	41%	1,811	2,028	112%	29,104	39,635	(10,531)	(27%)	29,579	(475)	(2%)	49,469	60,000	(18%)
17	Other	2,277	4,167	(1,890)	(45%)	(785)	3,062	(390%)	(1,602)	14,167	(15,768)	(111%)	9,307	(10,908)	(117%)	4,232	20,000	(79%)
18	Total Charleston Operations	146,848	167,772	(20,924)	(12%)	149,645	(2,798)	(2%)	1,435,500	1,525,944	(90,444)	(6%)	1,446,817	(11,317)	(1%)	2,502,708	2,593,152	(3%)
19	Total Operating Income	242,522	355,314	(112,792)	(32%)	306,340	(63,818)	(21%)	2,405,849	2,974,004	(568,155)	(19%)	2,256,532	149,317	7%	6,896,632	7,464,786	(8%)
21	Operating Expenses																	
22	Administration	202,332	213,214	10,883	5%	163,270	(39,062)	(24%)	991,274	1,167,556	176,282	15%	865,112	(126,163)	(15%)	2,376,566	2,552,848	7%
23	External Affairs	39,480	53,521	14,041	26%	40,053	572	1%	244,529	324,518	79,990	25%	166,985	(77,543)	(46%)	463,404	543,394	(15%)
25	Port Operations	99,589	144,476	44,887	31%	61,033	(38,556)	(63%)	520,206	799,403	279,197	35%	389,707	(130,499)	(33%)	1,023,657	1,302,854	(21%)
26	Railroad Operations	69,115	53,872	(15,243)	(28%)	24,430	(44,685)	(183%)	910,644	377,104	(533,541)	(141%)	92,469	(818,176)	(885%)	1,180,004	646,463	83%
28	Charleston Operations	225,361	196,485	(28,876)	(15%)	130,858	(94,502)	(72%)	1,152,900	1,396,079	243,179	17%	941,435	(211,465)	(22%)	1,998,698	2,241,877	(11%)
29	Total Expenses	635,876	661,568	25,692	4%	419,643	(216,233)	(52%)	3,819,554	4,064,661	245,107	6%	2,455,709	(1,363,845)	(56%)	7,042,329	7,287,436	3%
31	Operating Results																	
32	Administration	(186,802)	(195,503)	8,700	(4%)	(148,938)	(37,864)	25%	(895,206)	(1,043,576)	148,369	(14%)	(801,911)	(93,296)	12%	(2,191,940)	(2,340,309)	(6%)
33	External Affairs	(24,455)	(53,496)	29,041	(54%)	(25,049)	593	(2%)	(139,380)	(234,343)	94,964	(41%)	(151,886)	12,507	(8%)	(358,130)	(453,094)	(21%)
35	Port Operations	(82,264)	(117,186)	34,922	(30%)	(24,346)	(57,918)	238%	(356,392)	(608,376)	251,983	(41%)	(253,047)	(103,345)	41%	(723,395)	(975,379)	(26%)
36	Railroad Operations	(21,319)	88,644	(109,963)	(124%)	66,244	(87,562)	(132%)	(305,326)	665,773	(971,099)	(146%)	502,286	(807,612)	(161%)	2,623,757	3,594,857	(27%)
38	Charleston Operations	(78,513)	(28,713)	(49,800)	173%	18,787	(97,300)	(518%)	282,600	129,865	152,735	118%	505,382	(222,783)	(44%)	504,010	351,275	43%
39	Totals Operating Results	(393,354)	(306,255)	(87,099)	28%	(113,303)	(280,051)	247%	(1,413,705)	(1,090,657)	(323,048)	30%	(199,176)	(1,214,528)	610%	(145,697)	177,350	(182%)
41	Tax Collected	22,486	33,711	(11,225)	(33%)	34,116	(11,630)	(34%)	2,577,028	2,649,383	(72,355)	(3%)	2,305,988	271,040	12%	2,705,646	2,778,001	(3%)
42	Financial Income	17,184	8,374	8,810	105%	8,461	8,724	103%	89,100	58,618	30,483	52%	60,718	28,382	47%	130,970	100,487	30%
43	Grant Income	0	12,500	(12,500)	(100%)	0	0	-	9,726	85,000	(75,274)	(89%)	3,000	6,726	224%	9,726	85,000	(89%)
45	Other Income	15,000	0	15,000	-	83,734	(68,734)	(82%)	107,610	0	107,610	-	308,246	(200,637)	(65%)	107,610	0	-
46	Total Other Income	54,670	54,585	85	0%	126,310	(71,640)	(57%)	2,783,463	2,793,000	(9,537)	(0%)	2,677,953	105,511	4%	2,953,951	2,963,488	(0%)
48	Financial Expenses & Taxes	2,567	2,542	(25)	1%	62,608	60,041	(96%)	50,836	33,292	(17,544)	(53%)	151,339	100,503	(66%)	68,544	51,000	(34%)
49	Debt Service	1,248	13,745	12,496	(91%)	2,487	1,239	(50%)	933,846	1,033,592	99,746	(10%)	879,505	(54,341)	6%	1,189,362	1,289,108	8%
50	Capital Outlays	764	97,811	97,047	(99%)	2,622	1,858	(71%)	74,387	711,676	637,289	(90%)	875,056	800,669	(91%)	563,441	1,200,730	53%
51	Interfund Transfers	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,000,000	1,000,000	0%
52	Total Other Expenses	4,579	114,097	109,518	(96%)	67,718	63,138	(93%)	1,059,068	1,778,559	719,492	(40%)	1,905,899	846,831	(44%)	2,821,347	3,540,838	(20%)
54	Net Result	(343,263)	(365,767)	22,504	6%	(54,710)	(288,553)	527%	310,691	(76,216)	386,907	508%	572,877	(262,186)	46%	(13,093)	(400,000)	97%

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date						Year End			
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	14,529	16,712	(2,182)	-13%	13,327	1,203	9%	88,353	116,981	(28,628)	-24%	56,181	32,172	57%	171,911	200,539	-14%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	7,000	7,000	0	0%	7,000	0	0%	12,000	12,000	0%
4290 Other	0	0	0	-	5	(5)	-100%	715	0	715	-	20	695	3475%	715	0	-
Total Operating Income	15,529	17,712	(2,182)	-12%	14,332	1,198	8%	96,068	123,981	(27,913)	-23%	63,201	32,867	52%	184,626	212,539	-13%
Expenses																	
Personnel Services																	
5005 Salaries	89,957	92,978	3,021	3%	51,982	(37,974)	-73%	457,116	495,479	38,363	8%	368,575	(88,541)	-24%	766,639	805,002	5%
5010 Other compensation	0	2,459	2,459	100%	0	0	-	0	13,104	13,104	100%	0	0	-	8,187	21,291	62%
5015 Overtime	0	0	0	-	0	0	-	13	0	(13)	-	0	(13)	-	13	0	-
5050 Merit Pool	0	2,657	2,657	100%	0	0	-	0	14,157	14,157	100%	0	0	-	8,844	23,000	62%
Total Compensation	89,957	98,093	8,137	8%	51,982	(37,974)	-73%	457,129	522,740	65,611	13%	368,575	(88,554)	-24%	783,682	849,293	8%
5100 Federal Payroll taxes	6,719	6,759	40	1%	3,892	(2,826)	-73%	28,311	36,016	7,706	21%	22,712	(5,598)	-25%	50,810	58,516	13%
5105 State Payroll taxes	364	0	(364)	-	11	(354)	-3262%	448	0	(448)	-	85	(364)	-430%	448	0	-
5110 Unemployment Insurance	2,371	1,794	(577)	-32%	1,476	(896)	-61%	5,787	9,563	3,776	39%	3,971	(1,815)	-46%	11,761	15,537	24%
5115 Workers compensation	225	386	161	42%	256	31	12%	1,045	2,057	1,012	49%	1,789	744	42%	2,329	3,341	30%
Total Payroll Taxes	9,680	8,939	(741)	-8%	5,634	(4,045)	-72%	35,590	47,636	12,045	25%	28,557	(7,033)	-25%	65,349	77,394	16%
5200 Medical insurance	8,105	14,240	6,135	43%	6,834	(1,270)	-19%	59,242	75,885	16,643	22%	47,840	(11,402)	-24%	106,646	123,289	13%
5205 Dental insurance	2,171	1,628	(543)	-33%	882	(1,289)	-146%	7,337	8,676	1,340	15%	6,175	(1,161)	-19%	12,756	14,096	10%
5215 Term life insurance	108	156	48	31%	135	27	20%	745	831	86	10%	717	(28)	-4%	1,264	1,350	6%
5220 Long Term Disability insurance	353	557	204	37%	310	(44)	-14%	2,459	2,969	510	17%	2,123	(336)	-16%	4,314	4,824	11%
5225 PERS Employer Contributions	10,320	19,270	8,950	46%	9,454	(866)	-9%	80,906	102,689	21,783	21%	68,510	(12,395)	-18%	145,055	166,838	13%
5230 PERS Employee Contributions	2,869	5,384	2,515	47%	2,567	(302)	-12%	22,546	28,689	6,143	21%	18,847	(3,699)	-20%	40,468	46,611	13%
5295 Allocations	0	(212)	(212)	100%	0	0	-	0	(1,129)	(1,129)	100%	0	0	-	(706)	(1,835)	62%
Total Insured Benefits	23,925	41,023	17,097	42%	20,181	(3,744)	-19%	173,235	218,609	45,375	21%	144,213	(29,022)	-20%	309,798	355,173	13%
Total Personnel Services	123,561	148,055	24,493	17%	77,798	(45,764)	-59%	665,954	788,985	123,031	16%	541,345	(124,609)	-23%	1,158,829	1,281,860	10%
Goods & Services																	
6005 Seminars & training	1,372	196	(1,176)	-601%	65	(1,307)	-2011%	1,971	1,371	(600)	-44%	1,124	(847)	-75%	2,950	2,350	-26%
6010 Educational reimbursement	0	83	83	100%	0	0	-	0	583	583	100%	0	0	-	417	1,000	58%
Total Staff Training	1,372	279	(1,093)	-391%	65	(1,307)	-2011%	1,971	1,954	(17)	-1%	1,124	(847)	-75%	3,367	3,350	-1%
6020 Travel - airfare	0	167	167	100%	0	0	-	2,648	1,167	(1,481)	-127%	0	(2,648)	-	3,481	2,000	-74%
6025 Travel - lodging & transportation	0	333	333	100%	0	0	-	816	2,333	1,517	65%	0	(816)	-	2,483	4,000	38%
6030 Travel - Per Diem & mileage reimbursement	0	333	333	100%	0	0	-	586	2,333	1,747	75%	0	(586)	-	2,253	4,000	44%
6035 Meals & Entertainment	(34)	208	242	116%	35	69	198%	1,273	1,458	185	13%	995	(278)	-28%	2,315	2,500	7%
Total Travel & Entertainment	(34)	1,042	1,076	103%	35	69	198%	5,323	7,292	1,968	27%	995	(4,328)	-435%	10,532	12,500	16%
6050 Office supplies	154	779	625	80%	438	284	65%	5,450	5,454	4	0%	3,467	(1,983)	-57%	9,346	9,350	0%
6055 Kitchen supplies	179	284	105	37%	172	(7)	-4%	1,060	1,988	928	47%	1,178	118	10%	2,480	3,408	27%

**Financial Report - Actual vs. Budget
For Period Ending Jan 2023**

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6060 IT supplies	3,122	1,433	(1,689)	-118%	0	(3,122)	-	8,714	10,033	1,319	13%	1,866	(6,849)	-367%	15,881	17,200	8%
6070 Postage & courier services	400	333	(67)	-20%	394	(6)	-1%	2,400	2,333	(67)	-3%	2,116	(284)	-13%	4,067	4,000	-2%
6080 Office lease	0	0	0	-	0	0	-	0	0	0	-	24,139	24,139	100%	0	0	-
6085 Office equipment lease	0	189	189	100%	0	0	-	1,070	1,323	254	19%	1,070	0	0%	2,014	2,268	11%
6087 Office equipment repairs & maintenance	203	375	172	46%	206	3	2%	1,635	2,625	990	38%	1,324	(311)	-24%	3,510	4,500	22%
6090 IT SW subscriptions & licenses	10,509	12,235	1,726	14%	14,352	3,842	27%	86,504	85,646	(859)	-1%	72,678	(13,827)	-19%	147,680	146,821	-1%
6095 Commission expenses	327	292	(36)	-12%	0	(327)	-	989	2,042	1,053	52%	38	(951)	-2517%	2,447	3,500	30%
Total Office Expense	14,894	15,921	1,027	6%	15,562	668	4%	107,823	111,444	3,621	3%	107,875	52	0%	187,426	191,047	2%
6100 Telephone - landline	440	503	63	13%	418	(22)	-5%	3,342	3,522	181	5%	3,164	(178)	-6%	5,857	6,038	3%
6105 Telephone - mobile	466	572	105	18%	364	(103)	-28%	3,232	4,002	769	19%	2,779	(453)	-16%	6,091	6,860	11%
6110 Internet services	619	625	6	1%	604	(15)	-3%	4,301	4,375	74	2%	4,225	(76)	-2%	7,426	7,500	1%
6130 Electricity	1,514	900	(614)	-68%	1,106	(408)	-37%	6,576	6,300	(276)	-4%	4,443	(2,133)	-48%	11,076	10,800	-3%
6135 Water/Sewer	201	250	49	20%	240	39	16%	1,402	1,750	348	20%	731	(671)	-92%	2,652	3,000	12%
6140 Garbage/Sanitation Collection	287	300	13	4%	272	(15)	-5%	1,947	2,100	153	7%	1,091	(856)	-78%	3,447	3,600	4%
6155 Environmental Remediation/Mitigation/Monitoring	0	0	0	-	0	0	-	0	0	0	-	5,400	5,400	100%	0	0	-
Total Utilities	3,526	3,150	(376)	-12%	3,003	(523)	-17%	20,800	22,049	1,249	6%	21,833	1,033	5%	36,549	37,798	3%
6205 Janitorial services	2,234	1,417	(817)	-58%	1,284	(950)	-74%	9,935	9,917	(18)	0%	6,785	(3,150)	-46%	17,018	17,000	0%
6215 Payroll services	1,910	1,074	(835)	-78%	1,046	(864)	-83%	5,825	5,724	(101)	-2%	4,509	(1,316)	-29%	9,401	9,300	-1%
6245 Legal advertising	0	167	167	100%	13	13	100%	0	1,167	1,167	100%	13	13	100%	833	2,000	58%
6250 Legal services	389	12,500	12,112	97%	51,185	50,796	99%	26,011	87,500	61,489	70%	110,951	84,941	77%	88,511	150,000	41%
6255 Auditing	15,600	20,000	4,400	22%	7,000	(8,600)	-123%	66,950	60,000	(6,950)	-12%	48,950	(18,000)	-37%	66,950	60,000	-12%
6260 Consulting services	82	1,258	1,176	93%	88	5	6%	10,770	8,808	(1,962)	-22%	3,745	(7,025)	-188%	17,062	15,100	-13%
6265 Recruiting services	818	625	(193)	-31%	0	(818)	-	1,330	4,375	3,045	70%	0	(1,330)	-	4,455	7,500	41%
6290 Commercial insurance	2,484	2,537	53	2%	2,366	(118)	-5%	17,880	17,762	(118)	-1%	6,163	(11,717)	-190%	30,567	30,449	0%
Total Professional Services	23,515	39,578	16,063	41%	62,980	39,465	63%	138,700	195,253	56,553	29%	181,116	42,416	23%	234,796	291,349	19%
6351 Awards & Recognitions	0	0	0	-	0	0	-	3,985	4,250	265	6%	2,199	(1,786)	-81%	4,085	4,350	6%
Total Marketing Expense	0	0	0	-	0	0	-	3,985	4,250	265	6%	2,199	(1,786)	-81%	4,085	4,350	6%
6400 Small equipment & tools	37	417	380	91%	271	234	86%	121	2,917	2,796	96%	271	151	56%	2,204	5,000	56%
6420 Janitorial supplies	237	208	(29)	-14%	210	(27)	-13%	588	1,458	870	60%	474	(114)	-24%	1,630	2,500	35%
6425 Operational supplies	0	0	0	-	0	0	-	9	0	(9)	-	0	(9)	-	9	0	-
6430 Equipment Rental	59	0	(59)	-	0	(59)	-	94	0	(94)	-	0	(94)	-	94	0	-
6450 Fuel - Gas	250	83	(166)	-200%	241	(9)	-4%	2,585	583	(2,002)	-343%	378	(2,207)	-584%	3,002	1,000	-200%
Total Operational Expense	583	708	125	18%	723	140	19%	3,397	4,958	1,561	31%	1,123	(2,274)	-202%	6,939	8,500	18%
6505 Repairs & maintenance vehicles	119	33	(86)	-258%	17	(102)	-583%	516	233	(283)	-121%	351	(165)	-47%	683	400	-71%
6510 Repairs & maintenance buildings	34,791	4,407	(30,384)	-690%	3,074	(31,716)	-1032%	42,473	30,847	(11,627)	-38%	7,138	(35,335)	-495%	64,507	52,880	-22%
6580 Permits	0	0	0	-	0	0	-	328	0	(328)	-	0	(328)	-	328	0	-
Total Repair and Maintenance	34,914	4,482	(30,432)	-679%	3,104	(31,809)	-1025%	43,321	31,372	(11,949)	-38%	7,502	(35,819)	-477%	65,729	53,780	-22%

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

amounts in \$US dollars

Fund: General Fund

Department: Administration

Location: All

Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date						Year End			
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6599 Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	668,314	668,314	0%
Total Goods & Services	78,770	65,160	(13,611)	-21%	85,472	6,702	8%	325,321	378,572	53,251	14%	323,767	(1,554)	0%	1,217,737	1,270,988	4%
Total Expenses	202,332	213,214	10,883	5%	163,270	(39,062)	-24%	991,274	1,167,556	176,282	15%	865,112	(126,163)	-15%	2,376,566	2,552,848	7%
Operating Results	(186,802)	(195,503)	8,700	-4%	(148,938)	(37,864)	25%	(895,206)	(1,043,576)	148,369	-14%	(801,911)	(93,296)	12%	(2,191,940)	(2,340,309.00)	-6%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	18,253	31,354	(13,101)	-42%	31,073	(12,820)	-41%	1,855,992	1,814,150	41,841	2%	1,797,857	58,134	3%	1,957,977	1,916,136	2%
4410 Property Taxes - Prior Years	4,176	2,356	1,820	77%	3,022	1,154	38%	39,663	53,368	(13,704)	-26%	68,450	(28,786)	-42%	66,296	80,000	-17%
4505 Interest - Bank	9,810	1,000	8,810	881%	1,087	8,724	803%	37,483	7,000	30,483	435%	9,101	28,382	312%	42,483	12,000	254%
4506 Interest - Southport Note	1,644	1,644	0	0%	1,813	(169)	-9%	11,804	11,804	0	0%	12,980	(1,175)	-9%	19,807	19,807	0%
4515 Principal Repayment - Southport Note	5,730	5,730	0	0%	5,561	169	3%	39,813	39,813	0	0%	38,638	1,175	3%	68,680	68,680	0%
4905 Other	0	0	0	-	24,998	(24,998)	-100%	15,603	0	15,603	-	102,233	(86,630)	-85%	15,603	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	1,250	0	1,250	-	139,060	(137,810)	-99%	1,250	0	-
Total Other Income	39,614	42,085	(2,471)	-6%	67,554	(27,940)	-41%	2,001,608	1,926,135	75,473	4%	2,168,318	(166,710)	-8%	2,172,096	2,096,623	4%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	2,856	0	(2,856)	-	18,291	15,435	84%	2,856	0	-
6740 Merchant fees	1,868	2,500	632	25%	2,036	168	8%	21,848	17,500	(4,348)	-25%	20,658	(1,190)	-6%	34,348	30,000	-14%
6745 Banking fees	199	42	(157)	-377%	225	26	12%	811	292	(519)	-178%	1,201	390	32%	1,019	500	-104%
6755 Insurance Claims	0	0	0	-	0	0	-	1,250	0	(1,250)	-	0	(1,250)	-	1,250	0	-
Total Taxes & Misc Expenses	2,067	2,542	475	19%	2,261	194	9%	26,765	17,792	(8,973)	-50%	40,150	13,385	33%	39,473	30,500	-29%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	115,000	115,000	0%
7010 Interest payment	0	0	0	-	0	0	-	35,897	0	(35,897)	-	0	(35,897)	-	107,690	71,794	-50%
7020 Principal repayment - Vehicles	4	550	546	99%	540	536	99%	3,831	3,849	18	0%	2,461	(1,371)	-56%	6,581	6,599	0%
7025 Interest payment - Vehicles	(4)	116	120	103%	84	88	105%	803	811	7	1%	390	(414)	-106%	1,383	1,390	1%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	10,225	27,000	16,775	62%	0	(10,225)	-	10,225	27,000	62%
9005 Transfers out	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,000,000	1,000,000	0%
Total Debt Services	0	666	666	100%	624	624	100%	50,756	31,660	(19,096)	-60%	2,850	(47,906)	-1681%	1,240,879	1,221,783	-2%
Total Other Expenses	2,067	3,207	1,140	36%	2,885	818	28%	77,521	49,452	(28,070)	-57%	43,000	(34,521)	-80%	1,280,352	1,252,283	-2%
Net Other Income	37,547	38,877	(1,331)	-3%	64,669	(27,122)	-42%	1,924,087	1,876,684	47,403	3%	2,125,318	(201,231)	-9%	891,744	844,341	6%
Net Result	(149,256)	(156,625)	7,370	-5%	(84,270)	(64,986)	77%	1,028,881	833,108	195,773	23%	1,323,407	(294,527)	-22%	(1,300,196)	(1,495,969)	-13%

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

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	25,538	28,502	(2,964)	-10%	24,055	1,484	6%	184,051	199,513	(15,463)	-8%	172,089	11,962	7%	326,560	342,023	-5%
4100 Annual Moorage	15,769	26,172	(10,403)	-40%	24,022	(8,253)	-34%	211,771	242,318	(30,547)	-13%	222,414	(10,643)	-5%	423,995	454,542	-7%
4105 Semi-Annual Moorage	6,663	2,161	4,501	208%	2,221	4,442	200%	55,987	55,426	561	1%	56,954	(967)	-2%	115,561	115,000	0%
4110 Monthly Moorage	15,386	15,420	(34)	0%	14,912	474	3%	106,884	121,300	(14,416)	-12%	117,304	(10,420)	-9%	190,584	205,000	-7%
4115 Transient Moorage	6,711	8,127	(1,416)	-17%	2,992	3,719	124%	62,770	56,887	5,883	10%	67,579	(4,809)	-7%	103,403	97,520	6%
4118 Work Dock	5,592	6,250	(658)	-11%	6,359	(767)	-12%	25,502	43,750	(18,248)	-42%	37,065	(11,563)	-31%	56,752	75,000	-24%
4120 Metered Utilities	30	63	(33)	-52%	30	0	0%	210	438	(228)	-52%	210	0	0%	523	750	-30%
4125 Launch Ramp	3,590	6,415	(2,825)	-44%	6,180	(2,590)	-42%	25,965	29,749	(3,784)	-13%	28,662	(2,697)	-9%	41,216	45,000	-8%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	117	(117)	-100%	0	0	-	83	200	-58%
4135 Storage Yard	3,489	3,533	(45)	-1%	3,375	114	3%	22,301	24,733	(2,432)	-10%	21,109	1,192	6%	39,968	42,400	-6%
4140 Storage Unit	15,423	16,104	(681)	-4%	15,246	177	1%	116,444	112,728	3,716	3%	108,400	8,044	7%	196,964	193,248	2%
4145 Long Term Boat Storage	10,506	10,236	270	3%	8,797	1,709	19%	66,606	71,649	(5,044)	-7%	62,843	3,763	6%	117,784	122,828	-4%
4150 Short Term Boat Storage	3,428	3,412	16	0%	2,161	1,267	59%	36,831	23,883	12,949	54%	22,608	14,223	63%	53,891	40,942	32%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	0	583	(583)	-100%	665	(665)	-100%	417	1,000	-58%
4165 Space Rents	16,184	23,403	(7,219)	-31%	26,228	(10,044)	-38%	277,381	263,282	14,098	5%	295,065	(17,684)	-6%	439,098	425,000	3%
4173 Laundry	316	303	13	4%	381	(65)	-17%	4,141	3,407	734	22%	3,856	285	7%	6,234	5,500	13%
4175 Propane	2,077	727	1,350	186%	1,668	409	24%	8,870	8,177	692	8%	7,902	967	12%	13,892	13,200	5%
4180 Merchandise	12	28	(16)	-56%	17	(5)	-27%	330	310	21	7%	273	57	21%	521	500	4%
4185 Visitor Convention Bureau Fee	0	193	(193)	-100%	74	(74)	-100%	2,151	2,168	(18)	-1%	2,667	(516)	-19%	3,482	3,500	-1%
4190 Ice	1,867	7,102	(5,236)	-74%	5,264	(3,397)	-65%	152,945	194,405	(41,460)	-21%	144,079	8,866	6%	258,540	300,000	-14%
4200 Boat Lifts	3,839	2,715	1,124	41%	2,242	1,598	71%	30,473	39,635	(9,161)	-23%	32,723	(2,250)	-7%	50,839	60,000	-15%
4230 Environmental Fee	3,713	2,917	796	27%	2,175	1,538	71%	25,041	20,417	4,624	23%	17,051	7,990	47%	39,624	35,000	13%
4235 Customer Discounts	0	(275)	275	-100%	(68)	68	-100%	(2,963)	(3,097)	135	-4%	(4,280)	1,317	-31%	(4,866)	(5,000)	-3%
4290 Other	6,715	4,167	2,549	61%	4,605	2,110	46%	33,578	29,167	4,411	15%	32,048	1,530	5%	54,411	50,000	9%
4295 Bad Debt Expense	0	0	0	-	(3,290)	3,290	-100%	(11,766)	(15,000)	3,234	-22%	(2,470)	(9,297)	376%	(26,766)	(30,000)	-11%
Total Operating Income	146,848	167,772	(20,924)	-12%	149,645	(2,798)	-2%	1,435,500	1,525,944	(90,444)	-6%	1,446,817	(11,317)	-1%	2,502,708	2,593,152	-3%
Expenses																	
Personnel Services																	
5005 Salaries	43,702	53,030	9,328	18%	36,505	(7,197)	-20%	210,143	282,595	72,452	26%	236,140	25,997	11%	386,679	459,130	16%
5010 Other compensation	0	1,428	1,428	100%	0	0	-	5,746	7,608	1,862	24%	3,216	(2,531)	-79%	10,499	12,361	15%
5015 Overtime	452	2,526	2,074	82%	262	(190)	-72%	9,552	13,461	3,908	29%	2,770	(6,782)	-245%	17,961	21,870	18%
Total Compensation	44,154	56,983	12,829	23%	36,767	(7,387)	-20%	225,442	303,664	78,222	26%	242,126	16,684	7%	415,139	493,361	16%
5100 Federal Payroll taxes	3,351	4,359	1,008	23%	2,719	(632)	-23%	17,052	23,230	6,178	27%	17,906	853	5%	31,564	37,742	16%
5105 State Payroll taxes	187	0	(187)	-	12	(175)	-1503%	253	0	(253)	-	86	(167)	-194%	253	0	-
5110 Unemployment Insurance	1,183	1,550	367	24%	1,031	(152)	-15%	6,109	8,258	2,149	26%	4,147	(1,961)	-47%	11,267	13,417	16%
5115 Workers compensation	4,437	4,013	(424)	-11%	3,323	(1,114)	-34%	24,593	21,387	(3,206)	-15%	23,261	(1,331)	-6%	37,953	34,747	-9%
Total Payroll Taxes	9,158	9,922	764	8%	7,085	(2,073)	-29%	48,007	52,875	4,868	9%	45,400	(2,607)	-6%	81,038	85,906	6%
5200 Medical insurance	11,869	16,982	5,112	30%	10,379	(1,490)	-14%	62,121	90,495	28,374	31%	72,639	10,518	14%	118,653	147,026	19%
5205 Dental insurance	1,576	1,241	(335)	-27%	814	(762)	-94%	4,764	6,611	1,847	28%	5,697	933	16%	8,894	10,740	17%
5215 Term life insurance	121	156	34	22%	113	(9)	-8%	734	831	97	12%	780	46	6%	1,253	1,350	7%
5220 Long Term Disability insurance	227	339	112	33%	229	2	1%	1,405	1,806	401	22%	1,585	180	11%	2,533	2,934	14%
5225 PERS Employer Contributions	4,272	12,471	8,199	66%	7,783	3,512	45%	29,846	66,456	36,610	55%	52,852	23,006	44%	71,360	107,971	34%
5230 PERS Employee Contributions	1,181	3,333	2,153	65%	2,051	870	42%	8,217	17,763	9,546	54%	14,022	5,805	41%	19,314	28,860	33%

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

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
5295 Allocations	0	(4,745)	(4,745)	100%	0	0	-	0	(25,288)	(25,288)	100%	0	0	-	(15,798)	(41,086)	62%
Total Insured Benefits	19,246	29,775	10,529	35%	21,369	2,123	10%	107,087	158,673	51,586	33%	147,575	40,488	27%	206,209	257,795	20%
Total Personnel Services	72,558	96,681	24,123	25%	65,221	(7,337)	-11%	380,536	515,212	134,676	26%	435,102	54,566	13%	702,386	837,063	16%
Goods & Services																	
6005 Seminars & training	0	0	0	-	0	0	-	0	0	0	-	250	250	100%	0	0	-
Total Staff Training	0	0	0	-	0	0	-	0	0	0	-	250	250	100%	0	0	-
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	634	292	(342)	-117%	0	(634)	-	842	500	-68%
6030 Travel - Per Diem & mileage reimbursement	0	21	21	100%	0	0	-	0	146	146	100%	407	407	100%	104	250	58%
6035 Meals & Entertainment	0	25	25	100%	0	0	-	88	175	87	50%	0	(88)	-	213	300	29%
Total Travel & Entertainment	0	88	88	100%	0	0	-	722	613	(109)	-18%	407	(315)	-77%	1,159	1,050	-10%
6050 Office supplies	0	0	0	-	0	0	-	151	0	(151)	-	0	(151)	-	151	0	-
6055 Kitchen supplies	137	250	113	45%	111	(27)	-24%	1,117	1,750	633	36%	968	(149)	-15%	2,367	3,000	21%
6070 Postage & courier services	0	0	0	-	116	116	100%	60	126	66	52%	182	122	67%	185	250	26%
Total Office Expense	137	250	113	45%	227	89	39%	1,328	1,876	547	29%	1,150	(179)	-16%	2,703	3,250	17%
6100 Telephone - landline	191	208	17	8%	177	(14)	-8%	1,320	1,458	138	9%	1,263	(57)	-4%	2,362	2,500	6%
6105 Telephone - mobile	495	530	36	7%	444	(51)	-11%	3,717	3,710	(7)	0%	3,103	(615)	-20%	6,367	6,360	0%
6110 Internet services	1,922	1,850	(72)	-4%	1,250	(672)	-54%	13,489	12,950	(539)	-4%	8,699	(4,791)	-55%	22,739	22,200	-2%
6115 Cable TV	919	1,066	147	14%	892	(27)	-3%	6,446	7,462	1,017	14%	6,250	(195)	-3%	11,776	12,792	8%
6130 Electricity	23,556	18,577	(4,979)	-27%	21,072	(2,484)	-12%	131,858	155,371	23,513	15%	133,559	1,701	1%	231,747	255,260	9%
6131 Propane - Operations	215	167	(49)	-29%	227	11	5%	1,362	1,167	(196)	-17%	1,109	(253)	-23%	2,196	2,000	-10%
6135 Water/Sewer	8,339	6,343	(1,996)	-31%	6,225	(2,113)	-34%	64,346	50,685	(13,661)	-27%	57,559	(6,788)	-12%	98,661	85,000	-16%
6140 Garbage/Sanitation Collection	6,982	8,333	1,352	16%	5,029	(1,952)	-39%	46,743	58,333	11,590	20%	44,222	(2,521)	-6%	88,410	100,000	12%
6145 Hazardous material disposal	210	583	373	64%	1,567	1,357	87%	5,695	4,083	(1,612)	-39%	5,537	(158)	-3%	8,612	7,000	-23%
6150 Derelict boat disposal	0	0	0	-	0	0	-	114,693	90,000	(24,693)	-27%	2,616	(112,077)	-4284%	114,693	90,000	-27%
6155 Environmental Remediation/Mitigation/Monitoring	0	500	500	100%	3,020	3,020	100%	934	3,500	2,566	73%	4,150	3,217	78%	3,434	6,000	43%
Total Utilities	42,829	38,158	(4,671)	-12%	39,903	(2,925)	-7%	390,604	388,720	(1,884)	0%	268,067	(122,537)	-46%	590,996	589,112	0%
6200 Temporary/Contract help	0	4,133	4,133	100%	0	0	-	0	28,933	28,933	100%	16,709	16,709	100%	20,667	49,600	58%
6205 Janitorial services	64	30	(34)	-112%	28	(36)	-128%	242	210	(32)	-15%	210	(32)	-15%	392	360	-9%
6210 Vending machine services	0	417	417	100%	0	0	-	1,712	2,917	1,205	41%	1,156	(556)	-48%	3,795	5,000	24%
6245 Legal advertising	0	250	250	100%	218	218	100%	584	1,750	1,166	67%	1,054	470	45%	1,834	3,000	39%
6250 Legal services	0	0	0	-	0	0	-	0	0	0	-	713	713	100%	0	0	-
6260 Consulting services	18,501	6,667	(11,834)	-178%	460	(18,041)	-3922%	57,779	46,667	(11,112)	-24%	3,784	(53,994)	-1427%	91,112	80,000	-14%
6290 Commercial insurance	9,134	8,674	(459)	-5%	7,972	(1,162)	-15%	56,776	60,720	3,944	6%	54,476	(2,300)	-4%	100,148	104,092	4%
Total Professional Services	27,698	20,171	(7,527)	-37%	8,678	(19,020)	-219%	117,092	141,197	24,105	17%	78,101	(38,992)	-50%	217,947	242,052	10%
6350 Employee sponsorships	0	0	0	-	0	0	-	0	0	0	-	786	786	100%	0	0	-
Total Marketing Expense	0	0	0	-	0	0	-	0	0	0	-	786	786	100%	0	0	-
6400 Small equipment & tools	1,720	500	(1,220)	-244%	5	(1,714)	-31510%	4,668	3,500	(1,168)	-33%	2,254	(2,414)	-107%	7,168	6,000	-19%
6405 Safety/hazardous materials	0	0	0	-	222	222	100%	0	0	0	-	222	222	100%	0	0	-
6410 Signage	0	63	63	100%	0	0	-	0	438	438	100%	132	132	100%	313	750	58%
6415 Clothing	0	283	283	100%	44	44	100%	871	1,983	1,112	56%	637	(234)	-37%	2,288	3,400	33%
6420 Janitorial supplies	810	1,417	606	43%	46	(764)	-1662%	6,821	9,917	3,096	31%	9,784	2,963	30%	13,904	17,000	18%
6425 Operational supplies	7,188	2,542	(4,647)	-183%	994	(6,194)	-623%	16,039	17,792	1,753	10%	68,483	52,444	77%	28,747	30,500	6%
6430 Equipment Rental	106	625	519	83%	0	(106)	-	2,861	4,375	1,514	35%	101	(2,760)	-2742%	5,986	7,500	20%

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

amounts in \$US dollars

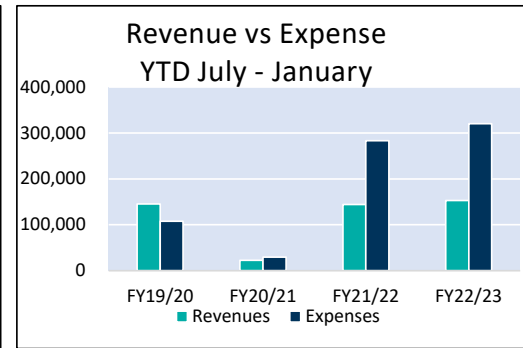
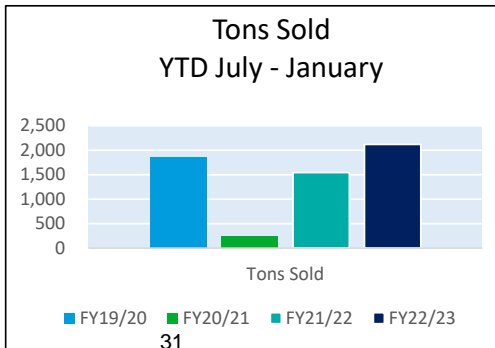
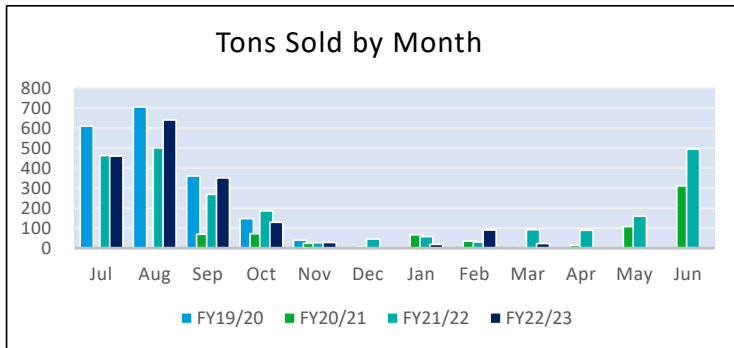
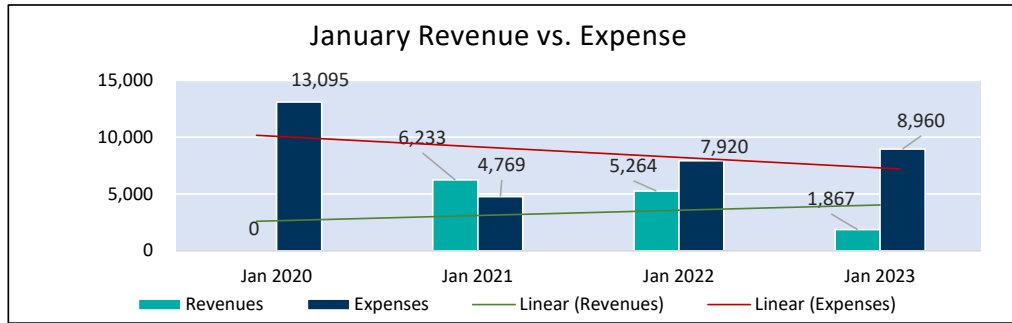
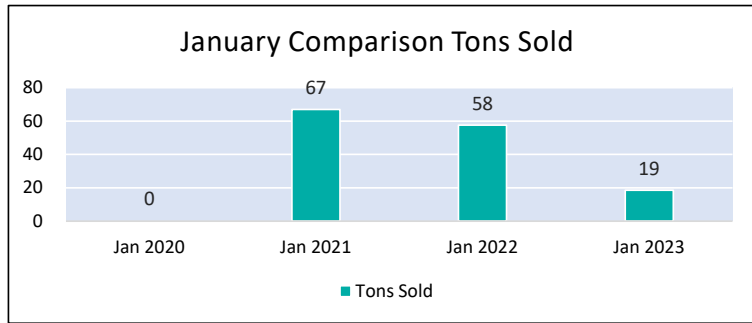
Fund: General Fund Department: Charleston Ops Location: All Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6450 Fuel - Gas	(602)	833	1,435	172%	1,295	1,896	146%	6,754	5,833	(920)	-16%	5,336	(1,417)	-27%	10,920	10,000	-9%
6455 Fuel - Diesel	205	333	128	38%	80	(125)	-157%	5,345	2,333	(3,012)	-129%	1,598	(3,747)	-234%	7,012	4,000	-75%
6481 Propane - Retail	1,787	625	(1,162)	-186%	1,647	(140)	-9%	7,324	4,375	(2,949)	-67%	6,841	(482)	-7%	10,449	7,500	-39%
Total Operational Expense	11,215	7,221	(3,994)	-55%	4,333	(6,882)	-159%	50,683	50,546	(137)	0%	95,389	44,706	47%	86,787	86,650	0%
6500 Repairs & maintenance equipment	6,599	5,000	(1,599)	-32%	7,741	1,141	15%	39,356	35,000	(4,356)	-12%	23,007	(16,349)	-71%	64,356	60,000	-7%
6505 Repairs & maintenance vehicles	612	1,542	930	60%	1,275	664	52%	31,582	10,792	(20,790)	-193%	3,655	(27,927)	-764%	39,290	18,500	-112%
6510 Repairs & maintenance buildings	907	3,125	2,218	71%	600	(307)	-51%	9,990	21,875	11,885	54%	17,163	7,174	42%	25,615	37,500	32%
6515 Repairs & maintenance land improvements	851	250	(601)	-240%	849	(2)	0%	1,118	1,750	632	36%	1,038	(80)	-8%	2,368	3,000	21%
6520 Repairs & maintenance docks	3,492	5,000	1,508	30%	982	(2,509)	-255%	12,392	35,000	22,608	65%	7,998	(4,394)	-55%	37,392	60,000	38%
6540 Marina dredging	59,798	17,000	(42,798)	-252%	0	(59,798)	-	111,980	183,000	71,020	39%	0	(111,980)	-	188,980	260,000	27%
6575 Waterway Leases	0	2,000	2,000	100%	1,049	1,049	100%	4,108	6,000	1,892	32%	5,038	930	18%	36,108	38,000	5%
6580 Permits	0	0	0	-	0	0	-	2,743	4,500	1,757	39%	4,285	1,542	36%	3,943	5,700	31%
Total Repair and Maintenance	72,257	33,917	(38,341)	-113%	12,496	(59,761)	-478%	213,268	297,917	84,648	28%	62,183	(151,085)	-243%	398,052	482,700	18%
Total Goods & Services	154,136	99,804	(54,332)	-54%	65,637	(88,499)	-135%	773,698	880,867	107,169	12%	506,333	(267,365)	-53%	1,297,645	1,404,814	8%
Total Expenses	226,694	196,485	(30,210)	-15%	130,858	(95,836)	-73%	1,154,234	1,396,079	241,845	17%	941,435	(212,799)	-23%	2,000,031	2,241,877	11%
Operating Results	(79,847)	(28,713)	(51,134)	178%	18,787	(98,634)	-525%	281,266	129,865	151,401	117%	505,382	(224,116)	-44%	502,677	351,275	43%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	56	0	56	-	20	36	177%	118	0	118	-	99	19	19%	118	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
4695 Grants Received - Other	0	12,500	(12,500)	-100%	0	0	-	9,726	75,000	(65,274)	-87%	0	9,726	-	9,726	75,000	-87%
4905 Other	0	0	0	-	58,736	(58,736)	-100%	12,237	0	12,237	-	59,186	(46,950)	-79%	12,237	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	41,694	0	41,694	-	7,000	34,694	496%	41,694	0	-
Total Other Income	56	12,500	(12,444)	-100%	58,756	(58,700)	-100%	63,774	80,000	(16,226)	-20%	66,285	(2,511)	-4%	63,774	80,000	-20%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	-	-	-	10,754	10,500	(254)	-2%	10,112	(642)	-6%	10,754	10,500.00	-2%
6745 Banking fees	-	-	-	-	0	0	-	5	-	(5)	-	0	(5)	-	5	-	-
6755 Insurance Claims	500	0	(500)	-	59,525	59,025	99%	9,412	0	(9,412)	-	65,150	55,738	86%	9,412	0	-
Total Taxes & Misc Expenses	500.00	-	(500.00)	-	59,525	59,025	99%	20,171	10,500.00	(9,671)	-92%	75,262	55,092	73%	20,171	10,500.00	-92%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	223,162	223,162	0	0%	218,878	(4,283)	-2%	223,162	223,162	0%
7010 Interest payment	0	0	0	-	0	0	-	131,238	149,490	18,252	12%	129,488	(1,749)	-1%	131,238	149,490	12%
7020 Vehicle Principal repayment	772	1,305	534	41%	756	(16)	-2%	7,757	9,138	1,381	15%	6,543	(1,215)	-19%	14,284	15,665	9%
7025 Vehicle Interest payment	32	164	132	80%	48	16	32%	833	1,150	317	28%	605	(228)	-38%	1,654	1,971	16%
8010 CIP Buildings	0	2,500	2,500	100%	0	0	-	0	17,500	17,500	100%	0	0	-	12,500	30,000	58%
8011 CIP Docks	0	4,167	4,167	100%	0	0	-	50,000	29,167	(20,833)	-71%	0	(50,000)	-	70,833	50,000	-42%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	9,100	0	(9,100)	-	0	(9,100)	-	9,100	0	-
Total Debt Services	804	8,136	7,332	90%	804	0	0%	422,090	429,607	7,517	2%	355,515	(66,575)	-19%	462,771	470,288	2%
Total Other Expenses	1,304	8,136	6,832	84%	60,329	59,025	98%	442,261	440,107	(2,154)	0%	430,777	(11,484)	-3%	482,942	480,788	0%
Net Other Income	(1,248)	4,364	(5,611)	-129%	(1,572)	325	-21%	(378,487)	(360,107)	(18,380)	5%	(364,492)	(13,995)	4%	(419,169)	(400,788)	5%
Net Result	(81,094)	(24,349)	(56,745)	233%	17,215	(98,309)	-571%	(97,221)	(230,242)	133,021	-58%	140,890	(238,111)	-169%	83,508	(49,513)	-269%

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Jan 2023		Jan 2022	Jan 2021	Jan 2020	Jul 2022 - Jan 2023		Prior FYTD vs Current FYTD			Jul 2022 - Jul 2021		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	19	78	58	67	0	1,628	2,136	1,545	83	5.37%	2,788	3,296	-15.42%
Revenues													
Ice Sales	1,867	7,102	5,264	6,233	0	152,945	194,405	144,079	8,866	6.15%	258,540	300,000	-13.82%
Insurance Reimbursement	0	0	0	0	46,473	18,500	0	0	18,500	-	18,500	0	-
Total Revenues	1,867	7,102	5,264	6,233	46,473	171,445	194,405	144,079	27,366	18.99%	277,040	300,000	-7.65%
Expenses													
Personnel Services	1,666	3,935	0	0	0	13,115	20,969	18,353	(5,238)	-28.54%	26,214	34,068	-23.05%
Utilities	4,258	3,649	2,647	4,281	2,833	39,641	57,154	40,812	(1,171)	-2.87%	67,487	85,000	-20.60%
Repairs & Maintenance	636	1,667	3,334	488	429	29,173	11,667	7,436	21,737	292.31%	37,507	20,000	87.53%
Operational Supplies & Service	2,400	1,301	1,939	0	477	18,135	9,108	16,044	2,091	13.03%	24,841	15,814	57.08%
Debt Services	0	0	0	0	0	220,000	220,000	200,000	20,000	10.00%	220,000	220,000	0.00%
Total Expenses	8,960	10,551	7,920	4,769	13,095	320,065	318,898	283,333	36,732	12.96%	376,048	374,881	0.31%
Net Result	(7,094)	(3,449)	(2,657)	1,464	(13,095)	(148,620)	(124,493)	(139,255)	(9,366)	6.73%	(99,009)	(74,881)	32.22%

Fisheries	Current Period		Same Month Prior Years			Year to Date			Prior FYTD vs Current FYTD		
	Jan 2023		Jan 2022	Jan 2021	Jan 2020	FY22/23			Last FY	Ton Diff	% Diff
Albacore Tuna (Oregon) MT		0.0	0.0	0.0	0.0			2,821.5	1,460.5	1,361	93.19%
Pink Shrimp (Oregon) MT		0.0	0.0	0.0	0.0			12,977.3	14,433.1	(1,456)	-10.09%
Dungeness Crab (Coos Bay) MT		994.8	313.7	1,110.8	1,051.3			1,010.0	1,558.0	(548)	-35.17%



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

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4180 Merchandise	0	0	0	-	4	(4)	-100%	4	0	4	-	74	(70)	-95%	4	0	-
4290 Other	15,025	25	15,000	60000%	15,000	25	0%	105,145	90,175	14,970	17%	15,025	90,120	600%	105,270	90,300	17%
Total Operating Income	15,025	25	15,000	60000%	15,004	21	0%	105,149	90,175	14,974	17%	15,099	90,050	596%	105,274	90,300	17%
Expenses																	
Personnel Services																	
5005 Salaries	11,487	18,775	7,288	39%	7,084	(4,403)	-62%	57,997	100,053	42,057	42%	50,338	(7,659)	-15%	120,500	162,556	26%
5010 Other compensation	0	505	505	100%	0	0	-	0	2,694	2,694	100%	0	0	-	1,683	4,377	62%
Total Compensation	11,487	19,281	7,793	40%	7,084	(4,403)	-62%	57,997	102,747	44,751	44%	50,338	(7,659)	-15%	122,182	166,933	27%
5100 Federal Payroll taxes	873	1,475	602	41%	538	(335)	-62%	4,410	7,860	3,450	44%	3,826	(584)	-15%	9,320	12,770	27%
5105 State Payroll taxes	47	0	(47)	-	1	(46)	-4314%	56	0	(56)	-	10	(46)	-461%	56	0	-
5110 Unemployment Insurance	308	397	89	22%	204	(104)	-51%	316	2,114	1,798	85%	204	(112)	-55%	1,637	3,434	52%
5115 Workers compensation	79	98	19	19%	37	(43)	-117%	478	520	42	8%	256	(222)	-87%	803	845	5%
Total Payroll Taxes	1,307	1,969	662	34%	780	(528)	-68%	5,260	10,494	5,234	50%	4,295	(965)	-22%	11,815	17,050	31%
5200 Medical insurance	1,163	4,686	3,524	75%	1,090	(73)	-7%	8,141	24,974	16,834	67%	7,628	(512)	-7%	23,742	40,576	41%
5205 Dental insurance	215	395	179	45%	108	(108)	-100%	753	2,103	1,350	64%	753	0	0%	2,067	3,417	40%
5215 Term life insurance	13	35	22	64%	13	0	0%	88	185	97	53%	87	(1)	-1%	203	300	32%
5220 Long Term Disability insurance	51	115	64	56%	47	(4)	-8%	354	610	256	42%	322	(32)	-10%	736	992	26%
5225 PERS Employer Contributions	1,611	3,950	2,339	59%	1,491	(121)	-8%	11,397	21,051	9,654	46%	10,644	(752)	-7%	24,547	34,202	28%
5230 PERS Employee Contributions	460	1,127	667	59%	425	(34)	-8%	3,250	6,003	2,753	46%	3,020	(230)	-8%	7,000	9,753	28%
Total Insured Benefits	3,512	10,307	6,795	66%	3,172	(340)	-11%	23,983	54,927	30,944	56%	22,455	(1,527)	-7%	58,295	89,239	35%
Total Personnel Services	16,307	31,557	15,250	48%	11,036	(5,270)	-48%	87,239	168,168	80,929	48%	77,088	(10,151)	-13%	192,293	273,222	30%
Goods & Services																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	583	583	100%	0	0	-	417	1,000	58%
6025 Travel - lodging & transportation	139	83	(56)	-67%	0	(139)	-	467	583	116	20%	0	(467)	-	884	1,000	12%
6030 Travel - Per Diem & mileage reimbursement	0	83	83	100%	0	0	-	0	583	583	100%	0	0	-	417	1,000	58%
6035 Meals & Entertainment	0	92	92	100%	0	0	-	4,029	642	(3,388)	-528%	103	(3,927)	-3828%	4,488	1,100	-308%
Total Travel & Entertainment	139	342	203	59%	0	(139)	-	4,497	2,392	(2,105)	-88%	103	(4,394)	-4284%	6,205	4,100	-51%
6050 Office supplies	0	0	0	-	0	0	-	0	0	0	-	101	101	100%	0	0	-
6075 Memberships & dues	3,494	3,194	(299)	-9%	2,516	(977)	-39%	22,750	22,360	(389)	-2%	16,918	(5,832)	-34%	38,721	38,332	-1%
Total Office Expense	3,494	3,194	(299)	-9%	2,516	(977)	-39%	22,750	22,360	(389)	-2%	17,019	(5,731)	-34%	38,721	38,332	-1%
6260 Consulting services	16	1,120	1,104	99%	0	(16)	-	113	7,840	7,727	99%	481	368	77%	5,713	13,440	57%
Total Professional Services	16	1,120	1,104	99%	0	(16)	-	113	7,840	7,727	99%	481	368	77%	5,713	13,440	57%
6310 Marketing supplies	0	425	425	100%	0	0	-	20	2,975	2,955	99%	215	195	91%	2,145	5,100	58%

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

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6315 Advertising	0	1,383	1,383	100%	0	0	-	219	9,683	9,464	98%	3,159	2,940	93%	7,136	16,600	57%
6320 Cargo recruitment & development	0	0	0	-	0	0	-	0	0	0	-	185	185	100%	0	0	-
6340 Legislative support	20,500	15,500	(5,000)	-32%	26,000	5,500	21%	129,108	108,500	(20,608)	-19%	67,236	(61,871)	-92%	206,608	186,000	-11%
6345 Community affairs	(1,000)	0	1,000	-	500	1,500	300%	558	2,600	2,042	79%	1,500	942	63%	4,558	6,600	31%
Total Marketing Expense	19,500	17,308	(2,192)	-13%	26,500	7,000	26%	129,905	123,758	(6,147)	-5%	72,295	(57,610)	-80%	220,447	214,300	-3%
Total Goods & Services	23,174	21,964	(1,209)	-6%	29,016	5,843	20%	157,290	156,350	(939)	-1%	89,897	(67,392)	-75%	271,111	270,172	0%
Total Expenses	39,480	53,521	14,041	26%	40,053	572	1%	244,529	324,518	79,990	25%	166,985	(77,543)	-46%	463,404	543,394	15%
Operating Results	(24,455)	(53,496)	29,041	-54%	(25,049)	593	-2%	(139,380)	(234,343)	94,964	-41%	(151,886)	12,507	-8%	(358,130)	(453,094)	-21%
Net Result	(24,455)	(53,496)	29,041	-54%	(25,049)	593	-2%	(139,380)	(234,343)	94,964	-41%	(151,886)	12,507	-8%	(358,130)	(453,094)	-21%

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Jul 2022 - Jun 2023					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	10,579	17,350	(6,771)	-39%	13,628	(3,049)	-22%	102,490	121,451	(18,961)	-16%	75,805	26,685	35%	189,241	208,203	-9%
4010 Property Agreements	6,745	8,439	(1,694)	-20%	18,059	(11,314)	-63%	61,324	59,076	2,248	4%	55,855	5,469	10%	103,521	101,273	2%
4290 Other	0	1,500	(1,500)	-100%	5,000	(5,000)	-100%	0	10,500	(10,500)	-100%	5,000	(5,000)	-100%	7,500	18,000	-58%
Total Operating Income	17,324	27,290	(9,965)	-37%	36,686	(19,362)	-53%	163,814	191,027	(27,214)	-14%	136,660	27,153	20%	300,262	327,475	-8%
Expenses																	
Personnel Services																	
5005 Salaries	64,087	73,088	9,001	12%	33,338	(30,750)	-92%	284,089	389,486	105,397	27%	231,782	(52,307)	-23%	527,399	632,796	17%
5010 Other compensation	0	1,772	1,772	100%	0	0	-	0	9,444	9,444	100%	0	0	-	5,900	15,344	62%
5015 Overtime	0	254	254	100%	23	23	100%	0	1,353	1,353	100%	108	108	100%	845	2,198	62%
5050 Merit Pool	0	936	936	100%	0	0	-	0	4,986	4,986	100%	0	0	-	3,114	8,100	62%
Total Compensation	64,087	76,050	11,962	16%	33,361	(30,726)	-92%	284,089	405,269	121,179	30%	231,890	(52,199)	-23%	537,259	658,438	18%
5100 Federal Payroll taxes	4,775	5,818	1,043	18%	2,497	(2,278)	-91%	21,128	31,003	9,875	32%	17,359	(3,770)	-22%	40,496	50,371	20%
5105 State Payroll taxes	266	0	(266)	-	10	(256)	-2543%	333	0	(333)	-	77	(255)	-331%	333	0	-
5110 Unemployment Insurance	1,685	1,907	222	12%	947	(739)	-78%	4,518	10,164	5,645	56%	3,481	(1,037)	-30%	10,867	16,513	34%
5115 Workers compensation	163	3,321	3,158	95%	37	(126)	-346%	1,032	17,699	16,667	94%	256	(776)	-304%	12,088	28,755	58%
Total Payroll Taxes	6,889	11,046	4,157	38%	3,490	(3,398)	-97%	27,011	58,865	31,854	54%	21,172	(5,839)	-28%	63,784	95,638	33%
5200 Medical insurance	7,560	21,466	13,906	65%	5,511	(2,049)	-37%	49,476	114,392	64,916	57%	40,946	(8,530)	-21%	120,936	185,852	35%
5205 Dental insurance	1,274	1,727	453	26%	468	(806)	-172%	4,137	9,204	5,067	55%	3,463	(674)	-19%	9,886	14,953	34%
5215 Term life insurance	100	191	91	48%	88	(13)	-14%	663	1,016	353	35%	657	(6)	-1%	1,297	1,650	21%
5220 Long Term Disability insurance	243	453	210	46%	203	(40)	-20%	1,665	2,415	750	31%	1,462	(203)	-14%	3,173	3,923	19%
5225 PERS Employer Contributions	6,661	15,628	8,967	57%	6,666	5	0%	47,092	83,281	36,190	43%	46,457	(635)	-1%	99,117	135,307	27%
5230 PERS Employee Contributions	1,900	4,457	2,557	57%	1,901	1	0%	13,429	23,749	10,320	43%	13,182	(247)	-2%	28,265	38,586	27%
Total Insured Benefits	17,738	43,921	26,183	60%	14,837	(2,901)	-20%	116,460	234,056	117,596	50%	106,166	(10,294)	-10%	262,674	380,271	31%
Total Personnel Services	88,714	131,017	42,303	32%	51,688	(37,026)	-72%	427,561	698,190	270,630	39%	359,229	(68,332)	-19%	863,717	1,134,347	24%
Goods & Services																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	583	583	100%	0	0	-	417	1,000	58%
6025 Travel - lodging & transportation	0	125	125	100%	0	0	-	0	875	875	100%	0	0	-	625	1,500	58%
6030 Travel - Per Diem & mileage reimbursement	0	125	125	100%	0	0	-	214	875	662	76%	0	(214)	-	839	1,500	44%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	146	146	100%	59	59	100%	104	250	58%
Total Travel & Entertainment	0	354	354	100%	0	0	-	214	2,479	2,266	91%	59	(155)	-263%	1,984	4,250	53%
6105 Telephone - mobile	0	0	0	-	0	0	-	30	0	(30)	-	0	(30)	-	30	0	-
6130 Electricity	1,272	1,508	237	16%	148	(1,124)	-762%	6,490	10,558	4,068	39%	928	(5,562)	-599%	14,032	18,100	22%
6131 Propane - Operations	0	0	0	-	0	0	-	162	0	(162)	-	0	(162)	-	162	0	-
6135 Water/Sewer	521	350	(171)	-49%	0	(521)	-	3,186	2,450	(736)	-30%	0	(3,186)	-	4,936	4,200	-18%
6155 Environmental Remediation/Mitigation/Monitoring	95	708	613	87%	380	285	75%	1,164	4,958	3,795	77%	380	(784)	-207%	4,705	8,500	45%

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Utilities	2,552	2,567	14	1%	527	(2,025)	-384%	11,697	17,967	6,269	35%	1,308	(10,389)	-794%	24,531	30,800	20%
6200 Temporary/Contract help	0	3,750	3,750	100%	3,240	3,240	100%	9,372	26,250	16,878	64%	10,968	1,596	15%	28,122	45,000	38%
6245 Legal advertising	250	125	(125)	-100%	206	(43)	-21%	468	875	407	47%	308	(160)	-52%	1,093	1,500	27%
6250 Legal services	0	0	0	-	0	0	-	0	0	0	-	288	288	100%	0	0	-
6260 Consulting services	116	1,025	909	89%	2,800	2,684	96%	33,979	7,175	(26,804)	-374%	4,683	(29,296)	-626%	39,104	12,300	-218%
6290 Commercial insurance	4,266	2,477	(1,789)	-72%	2,240	(2,027)	-90%	17,704	17,338	(366)	-2%	7,648	(10,056)	-131%	30,088	29,723	-1%
Total Professional Services	4,632	7,377	2,745	37%	8,486	3,854	45%	61,523	51,638	(9,885)	-19%	23,895	(37,628)	-157%	98,407	88,523	-11%
6400 Small equipment & tools	300	83	(217)	-260%	0	(300)	-	575	583	8	1%	135	(440)	-326%	992	1,000	1%
6405 Safety/hazardous materials	1,202	1,417	214	15%	210	(992)	-472%	4,778	9,917	5,139	52%	4,479	(299)	-7%	11,861	17,000	30%
6410 Signage	0	125	125	100%	0	0	-	95	875	780	89%	0	(95)	-	720	1,500	52%
6415 Clothing	356	411	55	13%	0	(356)	-	585	2,879	2,293	80%	0	(585)	-	2,642	4,935	46%
6420 Janitorial supplies	0	42	42	100%	0	0	-	0	292	292	100%	0	0	-	208	500	58%
6425 Operational supplies	89	42	(48)	-114%	0	(89)	-	137	292	154	53%	0	(137)	-	346	500	31%
6450 Fuel - Gas	0	0	0	-	0	0	-	129	0	(129)	-	0	(129)	-	129	0	-
Total Operational Expense	1,948	2,120	172	8%	210	(1,737)	-826%	6,299	14,837	8,538	58%	4,614	(1,686)	-37%	16,897	25,435	34%
6510 Repairs & maintenance buildings	1,620	417	(1,204)	-289%	121	(1,499)	-1239%	9,155	2,917	(6,238)	-214%	121	(9,034)	-7466%	11,238	5,000	-125%
6515 Repairs & maintenance land improvements	0	208	208	100%	0	0	-	(500)	1,458	1,958	134%	0	500	-	542	2,500	78%
6520 Repairs & maintenance docks	0	417	417	100%	0	0	-	51	2,917	2,865	98%	0	(51)	-	2,135	5,000	57%
6575 Waterway Leases	0	0	0	-	0	0	-	2,256	0	(2,256)	-	0	(2,256)	-	2,256	0	-
6580 Permits	0	0	0	-	0	0	-	1,827	7,000	5,173	74%	482	(1,345)	-279%	1,827	7,000	74%
Total Repair and Maintenance	1,629	1,042	(587)	-56%	121	(1,508)	-1246%	12,798	14,292	1,493	10%	603	(12,195)	-2022%	18,007	19,500	8%
Total Goods & Services	10,874	13,459	2,585	19%	9,344	(1,530)	-16%	92,645	101,213	8,567	8%	30,479	(62,167)	-204%	159,940	168,508	5%
Total Expenses	99,589	144,476	44,887	31%	61,033	(38,556)	-63%	520,206	799,403	279,197	35%	389,707	(130,499)	-33%	1,023,657	1,302,854	21%
Operating Results	(82,264)	(117,186)	34,922	-30%	(24,346)	(57,918)	238%	(356,392)	(608,376)	251,983	-41%	(253,047)	(103,345)	41%	(723,395)	(975,379)	-26%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	3,000	(3,000)	-100%	0	5,000	-100%
Total Other Income	15,000	0	15,000	-	0	15,000	-	15,000	5,000	10,000	200%	3,000	12,000	400%	15,000	5,000	200%
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	73	0	(73)	-	0	(73)	-	73	0	-
6745 Banking fees	0	0	0	-	0	0	-	3,827	5,000	1,173	23%	18,430	14,603	79%	8,827	10,000	12%
Total Taxes & Misc Expenses	0	0	0	-	0	0	-	3,900	5,000	1,100	22%	18,430	14,530	79%	8,900	10,000	11%
7010 Interest payment	0	9,583	9,583	100%	0	0	-	28,385	67,083	38,699	58%	7,962	(20,422)	-256%	76,301	115,000	34%
Total Debt Services	0	9,583	9,583	100%	0	0	-	28,385	67,083	38,699	58%	7,962	(20,422)	-256%	76,301	115,000	34%
Total Other Expenses	0	9,583	9,583	100%	0	0	-	32,284	72,083	39,799	55%	26,393	(5,892)	-22%	85,201	125,000	32%
Net Other Income	15,000	(9,583)	24,583	-257%	0	15,000	-	(17,284)	(67,083)	49,799	-74%	(23,393)	6,108	-26%	(70,201)	(120,000)	-41%
Net Result	(67,264)	(126,770)	59,505	-47%	(24,346)	(42,918)	176%	(373,677)	(675,459)	301,782	-45%	(276,440)	(97,237)	35%	(793,596)	(1,095,379)	-28%

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

amounts in \$US dollars

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2023		\$ Diff	% Diff	Jan 2022		Jul 2022 - Jan 2023		Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023						
	Actual	Budget			Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	17,754	17,931	(178)	-1%	34,515	(16,761)	-49%	185,228	170,783	14,445	8%	170,138	15,090	9%	314,445	300,000	5%
4260 Rail Operations Revenue	0	75,309	(75,309)	-100%	25,782	(25,782)	-100%	188,265	527,164	(338,899)	-64%	195,124	(6,858)	-4%	564,811	903,710	-38%
4265 Rail Surcharges	30,043	49,276	(19,233)	-39%	30,377	(334)	-1%	231,825	344,929	(113,104)	-33%	229,493	2,332	1%	478,203	591,308	-19%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	2,446,302	2,446,302	0%
Total Operating Income	47,796	142,516	(94,720)	-66%	90,673	(42,877)	-47%	605,319	1,042,877	(437,558)	-42%	594,755	10,564	2%	3,803,762	4,241,320	-10%
Expenses																	
Goods & Services																	
6260 Consulting services	63,170	11,250	(51,920)	-462%	20,838	(42,332)	-203%	149,776	78,750	(71,026)	-90%	64,696	(85,080)	-132%	206,026	135,000	-53%
6290 Commercial insurance	4,834	4,114	(720)	-18%	3,528	(1,306)	-37%	20,663	28,795	8,132	28%	23,195	2,531	11%	41,231	49,363	16%
Total Professional Services	68,004	15,364	(52,640)	-343%	24,366	(43,638)	-179%	170,439	107,545	(62,894)	-58%	87,891	(82,548)	-94%	247,257	184,363	-34%
6410 Signage	0	667	667	100%	0	0	-	0	4,667	4,667	100%	0	0	-	3,333	8,000	58%
Total Operational Expense	0	667	667	100%	0	0	-	0	4,667	4,667	100%	0	0	-	3,333	8,000	58%
6505 Repairs & maintenance vehicles	0	0	0	-	64	64	100%	0	0	0	-	894	894	100%	0	0	-
6510 Repairs & maintenance buildings	1,111	37,500	36,389	97%	0	(1,111)	-	740,136	262,500	(477,636)	-182%	3,684	(736,451)	-19989%	927,636	450,000	-106%
6515 Repairs & maintenance land improve	0	0	0	-	0	0	-	70	0	(70)	-	0	(70)	-	70	0	-
Total Repair and Maintenance	1,111	37,842	36,731	97%	64	(1,047)	-1636%	740,206	264,892	(475,314)	-179%	4,578	(735,627)	-16068%	929,414	454,100	-105%
Total Goods & Services	69,115	53,872	(15,243)	-28%	24,430	(44,685)	-183%	910,644	377,104	(533,541)	-141%	92,469	(818,176)	-885%	1,180,004	646,463	-83%
Total Expenses	69,115	53,872	(15,243)	-28%	24,430	(44,685)	-183%	910,644	377,104	(533,541)	-141%	92,469	(818,176)	-885%	1,180,004	646,463	-83%
Operating Results	(21,319)	88,644	(109,963)	-124%	66,244	(87,562)	-132%	(305,326)	665,773	(971,099)	-146%	502,286	(807,612)	-161%	2,623,757	3,594,857	-27%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	0	0	-	0	0	-	681,255	781,865	(100,610)	-13%	439,582	241,673	55%	681,255	781,865	-13%
4905 Other	0	0	0	-	0	0	-	21,826	0	21,826	-	0	21,826	-	21,826	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	767	(767)	-100%	0	0	-
Total Other Income	0	0	0	-	0	0	-	703,081	781,865	(78,784)	-10%	440,349	262,732	60%	703,081	781,865	-10%
Other Expenses																	
6755 Insurance Claims	0	0	0	-	823	823	100%	0	0	0	-	17,496	17,496	100%	0	0	-
Total Taxes & Misc Expenses	0	0	0	-	823	823	100%	0	0	0	-	17,496	17,496	100%	0	0	-
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	421,916	421,916	0	0%	479,402	57,486	12%	421,916	421,916	0%
7010 Interest payment	0	0	0	-	0	0	-	76,913	142,812	65,899	46%	26,362	(50,551)	-192%	76,913	142,812	46%
7020 Principal repayment - Vehicles	436	1,699	1,262	74%	1,047	611	58%	3,047	11,891	8,843	74%	7,323	4,276	58%	11,541	20,384	43%
7025 Interest payment - Vehicles	8	327	319	98%	12	4	33%	63	2,290	2,227	97%	91	28	31%	1,699	3,926	57%
8013 CIP Construction Bridges	764	53,750	52,986	99%	2,622	1,858	71%	5,062	376,250	371,189	99%	853,192	848,130	99%	273,812	645,000	58%
8016 CIP Construction Track	0	37,394	37,394	100%	0	0	-	0	261,759	261,759	100%	0	0	-	186,971	448,730	58%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	21,864	21,864	100%	0	0	-
Total Debt Services	1,208	93,170	91,962	99%	3,681	2,472	67%	507,001	1,216,918	709,917	58%	1,388,233	881,232	63%	972,851	1,682,768	42%
Total Other Expenses	1,208	93,170	91,962	99%	4,503	3,295	73%	507,001	1,216,918	709,917	58%	1,405,729	898,728	64%	972,851	1,682,768	42%
Net Other Income	(1,208)	(93,170)	91,962	-99%	(4,503)	3,295	-73%	196,080	(435,053)	631,133	-145%	(965,380)	1,161,460	-120%	(269,770)	(900,903)	-70%
Net Result	(22,527)	(4,526)	(18,001)	398%	61,740	(84,267)	-136%	(109,246)	230,720	(339,966)	-147%	(463,094)	353,848	-76%	2,353,988	2,693,954	-13%

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

amounts in \$US dollars

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



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2023		\$ Diff	% Diff	Jan 2022		% Diff	Jul 2022 - Jan 2023		% Diff	Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023				
	Actual	Budget			Actual	\$ Diff		Actual	Budget		\$ Diff	Last FY	\$ Diff	Projected	Budget	% Diff	
Operating Income																	
4287 Dredging Services	87,010	0	87,010	-	0	87,010	-	190,194	0	190,194	-	0	190,194	-	190,194	0	-
4290 Other	0	22,759	(22,759)	-100%	0	0	-	76,073	159,310	(83,236)	-52%	82,015	(5,941)	-7%	189,866	273,102	-30%
Total Operating Income	87,010	22,759	64,252	282%	0	87,010	-	266,268	159,310	106,958	67%	82,015	184,253	225%	380,060	273,102	39%
Expenses																	
Personnel Services																	
5005 Salaries	4,470	2,576	(1,895)	-74%	0	(4,470)	-	56,746	13,727	(43,019)	-313%	55	(56,691)	-103508%	65,321	22,303	-193%
5015 Overtime	0	0	0	-	0	0	-	10,041	0	(10,041)	-	0	(10,041)	-	10,041	0	-
Total Compensation	4,470	2,576	(1,895)	-74%	0	(4,470)	-	66,787	13,727	(53,060)	-387%	55	(66,732)	-121841%	75,362	22,303	-238%
5100 Federal Payroll taxes	336	344	8	2%	0	(336)	-	5,025	1,832	(3,194)	-174%	4	(5,021)	-130423%	6,169	2,976	-107%
5105 State Payroll taxes	27	0	(27)	-	0	(27)	-	52	0	(52)	-	0	(52)	-262000%	52	0	-
5110 Unemployment Insurance	119	75	(44)	-59%	0	(119)	-	1,745	398	(1,347)	-338%	1	(1,744)	-123662%	1,994	647	-208%
5115 Workers compensation	1	200	199	100%	0	(1)	-	1	1,066	1,065	100%	0	(1)	-	667	1,732	62%
Total Payroll Taxes	483	619	136	22%	0	(483)	-	6,823	3,296	(3,527)	-107%	5	(6,818)	-129131%	8,882	5,355	-66%
5200 Medical insurance	307	1,060	753	71%	0	(307)	-	4,216	5,648	1,432	25%	14	(4,202)	-30122%	7,744	9,176	16%
5205 Dental insurance	29	87	58	67%	0	(29)	-	299	464	166	36%	0	(299)	-	589	755	22%
5215 Term life insurance	4	6	2	37%	0	(4)	-	54	33	(21)	-66%	0	(54)	-38436%	74	53	-41%
5220 Long Term Disability insurance	7	16	9	55%	0	(7)	-	94	84	(11)	-13%	0	(94)	-29347%	147	136	-8%
5225 PERS Employer Contributions	488	586	98	17%	0	(488)	-	9,184	3,124	(6,060)	-194%	12	(9,173)	-79556%	11,136	5,076	-119%
5230 PERS Employee Contributions	137	155	17	11%	0	(137)	-	2,613	824	(1,789)	-217%	3	(2,610)	-79326%	3,128	1,338	-134%
Total Insured Benefits	972	1,910	937	49%	0	(972)	-	16,460	10,176	(6,284)	-62%	29	(16,431)	-56213%	22,817	16,533	-38%
Total Personnel Services	5,925	5,104	(821)	-16%	0	(5,925)	-	90,071	27,199	(62,871)	-231%	89	(89,981)	-100785%	107,062	44,191	-142%
Goods & Services																	
6105 Telephone - mobile	52	60	8	14%	52	0	0%	363	420	57	14%	248	(115)	-46%	663	720	8%
Total Utilities	52	60	8	14%	52	0	0%	363	420	57	14%	248	(115)	-46%	663	720	8%
6260 Consulting services	0	0	0	-	0	0	-	400	0	(400)	-	0	(400)	-	400	0	-
6290 Commercial insurance	5,300	5,266	(34)	-1%	4,875	(425)	-9%	34,751	36,862	2,110	6%	31,739	(3,012)	-9%	61,081	63,191	3%
Total Professional Services	5,300	5,266	(34)	-1%	4,875	(425)	-9%	35,151	36,862	1,710	5%	31,739	(3,412)	-11%	61,481	63,191	3%
6400 Small equipment & tools	0	0	0	-	0	0	-	19,316	0	(19,316)	-	214	(19,103)	-8939%	19,316	0	-
6425 Operational supplies	93	0	(93)	-	0	(93)	-	101,715	0	(101,715)	-	0	(101,715)	-	101,715	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	1,054	0	(1,054)	-	0	(1,054)	-	1,054	0	-
6450 Fuel - Gas	0	0	0	-	0	0	-	2,065	0	(2,065)	-	0	(2,065)	-	2,065	0	-
6455 Fuel - Diesel	1,528	0	(1,528)	-	0	(1,528)	-	7,405	0	(7,405)	-	0	(7,405)	-	7,405	0	-
Total Operational Expense	1,622	0	(1,622)	-	0	(1,622)	-	131,555	0	(131,555)	-	214	(131,342)	-61461%	131,555	0	-

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jan 2023				Jan 2022			Jul 2022 - Jan 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	30	1,250	1,220	98%	0	(30)	-	9,793	8,750	(1,043)	-12%	0	(9,793)	-	16,043	15,000	-7%
6505 Repairs & maintenance vehicles	0	4,167	4,167	100%	0	0	-	16,261	29,167	12,906	44%	81,681	65,420	80%	37,094	50,000	26%
6580 Permits	0	0	0	-	0	0	-	7	0	(7)	-	0	(7)	-	7	0	-
Total Repair and Maintenance	30	5,417	5,387	99%	0	(30)	-	26,061	37,917	11,856	31%	81,681	55,620	68%	53,144	65,000	18%
Total Goods & Services	7,004	10,743	3,739	35%	4,927	(2,076)	-42%	193,131	75,198	(117,932)	-157%	113,882	(79,249)	-70%	246,844	128,911	-91%
Total Expenses	12,929	15,847	2,918	18%	4,927	(8,001)	-162%	283,201	102,398	(180,803)	-177%	113,971	(169,230)	-148%	353,905	173,102	-104%
Operating Results	74,082	6,912	67,170	972%	(4,927)	79,009	-1603%	(16,933)	56,912	(73,845)	-130%	(31,956)	15,023	-47%	26,155	100,000	-74%
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	1,817	0	1,817	-	204	1,613	789%	7,893	0	7,893	-	1,670	6,223	373%	7,893	0	-
Total Other Income	1,817	0	1,817	-	204	1,613	789%	7,893	0	7,893	-	1,670	6,223	373%	7,893	0	-
8020 CIP Machinery & Equipment	0	100,000	100,000	100%	0	0	-	0	100,000	100,000	100%	0	0	-	0	100,000	100%
Total Debt Services	0	100,000	100,000	100%	0	0	-	0	100,000	100,000	100%	0	0	-	0	100,000	100%
Total Other Expenses	0	100,000	100,000	100%	0	0	-	0	100,000	100,000	100%	0	0	-	0	100,000	100%
Net Other Income	1,817	(100,000)	101,817	-102%	204	1,613	789%	7,893	(100,000)	107,893	-108%	1,670	6,223	373%	7,893	(100,000)	-108%
Net Result	75,899	(93,088)	168,987	-182%	(4,723)	80,621	-1707%	(9,040)	(43,088)	34,048	-79%	(30,286)	21,246	-70%	34,048	0	-



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Margaret Barber, Director of External Affairs and Business Development

DATE: March 15, 2023

SUBJECT: Commercial/External Affairs/Marketing Management Report

Commercial:

Staff continue to work with inquiries interested in establishing operations at Terminal One in Coos Bay. Staff participated in meetings and site tours with prospective customers across business lines looking to either establish a footprint on Port property or expand existing operations. Staff conducted meetings with two existing Port tenants regarding their facilities.

Staff organized an internal strategic planning meeting regarding the Terminal One facility to discuss overall site plan, desirable commodity segments, and next steps in securing business interests for the property.

Staff met with a representative from NorthPoint Development to coordinate and organize outreach efforts to secure letters of support for the next competitive round of Mega Grant funding.

Staff are working to update a rate quote for an existing rail customer whose previous rate has now expired.

Staff are working internally to evaluate and determine highest and best use for facilities in the Charleston Marina Complex that are currently vacant. This includes cataloging all leases, as well as creation of a SWOT analysis on currently vacant facilities.

Property:

Monthly Commercial lease revenue for the month of February 2023 was down 2% from February 2022 year over year. This is due to the loss of two lease tenants, Crow Clay Architecture and Stacie Tessman of the Cape Café.

Vacant Port owned properties include the Fishermen's Wharf, and the two small office spaces adjacent to the Charleston Post Office and individual offices in the shared space of the Hub Building. The Power Squadron have vacated their space in Charleston. Suite 400 in the Hub Building is now also vacant, as is the Cape Café in Charleston. The Port has two active inquiries for the Cape Café space and are confident that the space will be under lease again within the next two months. Staff are also working with a party interested in Suite 400 in the Hub building. A credit check has been run on another inquiry interested in leasing one of the office spaces adjacent to the Post Office in Charleston.

Staff continue to work in partnership with the West Coast Seafood Processors Association to explore the potential of creating a multi-user wastewater treatment facility on Port owned property, attending three meetings this past month.

Marketing, Media, and Outreach:

Staff presented to the Coos Bay North Bend Garden Club and at the Bay Area Chamber of Commerce Wednesday Business Connection on the Pacific Coast Intermodal Port project.

Staff have been working with members of the NorthPoint Development team on communications and outreach planning for the Pacific Coast Intermodal Port project.

The consultant with AMPM Communications has begun conducting internal interviews with Port leadership and key community stakeholders as a starting point for development of the comprehensive communications plan.

Staff met with ODOT and some property owners along the Coos Bay Rail Line to discuss alternative access points to their property. Staff and Port CEO also met with representatives from the Pacific Northwest Carpenters Union to discuss the PCIP project.

Staff participated in a telephone interview with a reporter from KLCC, Lane County's NPR station.

The Port issued one press release this month:

IPOCB Press Release: [Annual Charleston "Blessing of the Fleet"](#)

The Port was featured in the following news outlets:

News Pub: [One-on-One with Congresswoman Val Hoyle](#)

The Port's Instagram account followership gained one follower over the last month and reached 456 accounts and engaged a total of 81 accounts. The top post of the past month was: "Part of the Pacific Coast Intermodal Port project will include a \$700MM overhaul of the Coos Bay Rail Line, including increased tunnel clearance to accommodate double stack container traffic, adding and lengthening sidings, and overall improvement of the track infrastructure." This post received 48 reactions and 375 impressions.

The Port's LinkedIn page gained 19 new followers, had 62 page views and 30 unique visitors. The top post for the month was: "The Port is continuing to work with its partners, NorthPoint Development on a project to develop a rail served container facility on the North Spit. Once constructed, it is estimated that 1.2 million containers will move through the Port of Coos Bay and Coos Bay Rail Line annually!" This post received 54 reactions and received 1,010 impressions.

The Port's Facebook page had a reach of 6,853 accounts in the last 28 days, an increase of 72.1% over the previous month. The post with the greatest reach of 722 accounts was: "Part of the Pacific Coast Intermodal Port project will include a \$700MM overhaul of the Coos Bay Rail Line, including increased tunnel clearance to accommodate double stack container traffic, adding and lengthening sidings, and overall improvement of the track infrastructure. This post received 37 reactions, 14 comments, and 6 shares.

Legislative/Advocacy Work:

Staff participated in the monthly OPPA Legislative Committee meeting to discuss the status of previously identified bills as well as newly introduced bills relevant to Port operations.

Staff participated in a training session hosted by BizOregon and FBB Federal Relations on the Appropriations process.

Senator Lieber and Representatives Boshart Davis and Scharf were in Coos Bay for the 3A Basketball tournament and requested a tour of Port facilities to learn more about major Port projects. Staff escorted them through Charleston, Terminal One, and a viewpoint of the North Spit due to time constraints.



Pictured from left to right: Rep. Scharf, Sen. Lieber, Rep. Boshart Davis

Industry Articles/Information Items:

FreightWaves: [‘Colossal’ tidal wave of new container ships about to strike](#)

FreightWaves: [Buttigieg Expect more federal regulation on rail safety](#)

FreightWaves: [China in crosshairs of new ocean shipping reforms](#)

FreightWaves: [Concern rising over US West Coast labor pact.](#)

Hellenic Shipping News: [MSI: Sluggish Demand and Capacity Growth to Hamper Shipping Market in 2023](#)



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: March 15, 2023

SUBJECT: Port Operations/Asset Management Report

Channel Modification Project:

The project team continues to work on the new economics study and ship simulations. We are scheduled to conduct full mission simulations at MITAGS in Baltimore, Maryland next month. The Port and consultants, USACE Portland District, USACE Deep Draft Navigation Center, and Coos Bay Pilots will be in attendance. The full mission simulations are a culmination of phase I and II and are conducted to validate final channel design for the selected vessel class.

Rail Bridge Rehabilitation Project:

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

Vaughn Viaduct: Port staff and engineers are working with the contractor to complete final engineering and design of the new towers. We expect that materials will be ordered in the near future and construction will start this summer.

Wildcat Creek Bridges: Partney Construction has completed approximately 90% of the scheduled work for this project. All work should be completed by the end of April 2023.

Steel Swing Bridges: The contractor began mobilization to the North Bend bridge and Siuslaw bridge. The North Bend bridge work will start with lacing bar replacement and three post replacements. Siuslaw bridge work will begin with floor beam replacements on the north end.

PIDP Grant (Tie and Resurfacing Project):

Bids for this project were due and opened on March 9, 2023. Despite multiple contractors participating in the pre-bid walk thru, the Port only received one bid. The bid received was \$15,440,000 and budget for the project is \$10,000,000. Port staff will evaluate the bid for responsibility and responsiveness, in accordance with public contracting rules. Once this is complete, staff will engage with the contractor to conduct value engineering (VE) in an effort to reduce costs. This can include a reduction in scope, means and methods, or other cost saving measures.

Dredging:

Staff is working with Biz Oregon to update/renew the State dredging equipment IGA. We do not expect any major changes to the existing agreement.

Work on the Unified dredging permit continues to move forward. The USACE public notice was issued in February 2023.

Terminal One:

Staff will be working on the Wharf Certification renewal with the Oregon Department of State Lands. The Wharf Certification authorizes the use of the docks at the terminal. It specifies what commodities or operations are allowed at the dock. For now, the Port will maintain the existing uses, which is wood products. Once we have a tenant, we can modify the certification.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Stephen Bawn, Charleston Marina Complex Manager

DATE: March 15, 2023

SUBJECT: Charleston Operations Management Report

Of the 550 moorage slips, there were 146 annuals (26.47%), 41 semi-annuals (7.52%), 40 monthlies (7.39%) and 85 transient nights, for a total occupancy of 41.93% for the month. All categories are down previous month. Note: Bandon Marina will be shutting down for a complete overhaul this year, Charleston has only had a few inquiries so far.

The RV Park had an average capacity of 24% in February 2023 in comparison to February 2022 with an average occupancy of 46.85%. Out of 104 RV Park spaces, we had 11 new check-ins with total sales of \$13,025.86.

Ice Plant had a volume of 92.15 tons of ice sold for total sales of \$8386.00. Charleston saw 24 individual sales in February, in contrast, January had 13 sales for \$1866.50.

Maintenance Projects:

Charleston Maintenance Projects and Budget Plan: Charleston staff continues to work on the Maintenance Plan and budgeting for FY 23/24 by prioritizing the most important maintenance issues. Staff will also be working to complete any current maintenance items of a high priority.

Shipyard Stormwater System: The stormwater system maintenance project has been delayed due to contractor scheduling. Staff expects completion of the repairs by mid-March. This will be about a \$25,000 repair expense. There will also be some future expenses for the system media disposal.

Section 107 Feasibility Study: The Portland district continues to develop the feasibility study for this project. We are waiting for the final feasibility letter from the USACE.

Infrastructure Repairs: The Charleston Maintenance staff is continuing to address the most pressing issues within the Marina. Electrical repairs, dock repairs and routine maintenance are in full swing.

Staffing:

Charleston has filled the opening for a Maintenance Operator I position. Due to personnel changes within the Port, Charleston is now looking to fill a Maintenance Apprentice I position.

Insurance Compliance:

Port staff is now moving into the final phase for the first round of non-compliant customers. Port staff has delivered the final 14-Day letter to give customers one last opportunity to meet insurance compliance or remove their vessels from Port property. Port staff has also started round two by issuing 72-hour removal notices to vessels without insurance. Step two will be sending out 30-Day notices.

Miscellaneous:

Sea Basket Restaurant: Contractors have finished all repairs of the damage due to the leaking roof.

Security Fencing: The Port is continuing talks with Bandon Pacific Seafood on a partnership with the security fencing project.

Port Security staff continues to deal with night-time vandalism, people loitering and abusing Port facilities.

Action Items

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

DATE: March 15, 2023

PROJECT TITLE: Port Budget Committee Appointment

ACTION REQUESTED: Appoint Elise Hamner to the Port of Coos Bay Budget Committee

BACKGROUND:

The Port of Coos Bay’s Budget Committee is made up of the five Port Commissioners and five citizen members who serve for a term of three years. The current citizen members include Maeora Mosier, Lou Leberti, Steve Scheer, and George Wales.

Nick Edwards, who was also a citizen member, has been appointed to the Port’s Board of Commissioners, leaving a vacancy on the Budget Committee.

In an effort to fill the vacancy, Elise Hamner, who is on the Budget Committee for Coos Bay Rail Line, Inc., was invited to also participate on the Port’s Budget Committee. Ms. Hamner accepted the invitation.

RECOMMENDED MOTION:

Appoint Elise Hamner to the Port’s Budget Committee with a term expiring June 30, 2026.

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

DATE: March 15, 2023

PROJECT TITLE: 2023Res01: Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan

ACTION REQUESTED: Adopt Resolution 2023Res01 Adopting the Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan

BACKGROUND:

In November of 2020, an update to the Coos County Natural Hazard Mitigation Plan was initiated with assistance of the Oregon Department of Land Conservation, with funding for the update provided by the Federal Emergency Management Agency.

The county-wide multi-jurisdictional Natural Hazard Mitigation Plan is updated every five years to ensure that jurisdictions maintain access to FEMA mitigation grant funds. Having a natural hazards mitigation plan developed in accordance with the Disaster Mitigation Act of 2000 and approved by FEMA is a prerequisite for local government eligibility for certain federal hazard mitigation funds, particularly Hazard Mitigation Assistance (HMA) programs, such as Building Resilient Infrastructure and Communities (BRIC), Hazard Mitigation Grant Program (HMGP), and Flood Mitigation Assistance (FMA). Port staff served on the steering committee for this update and provided feedback and information concerning Port operations, infrastructure and natural hazard vulnerabilities.

On February 13, 2023, The Federal Emergency Management Agency, Region 10, sent a letter to the Oregon Military Department, committing to approve the updated plan upon receiving documentation of its adoption by participating districts.

RECOMMENDED MOTION:

Adopt Resolution 2023Res01 adopting the Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan.

RESOLUTION 2023Res01

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

**ADOPTING THE 2023 COOS COUNTY MULTI-JURISDICTIONAL
NATURAL HAZARDS MITIGATION PLAN**

WHEREAS, natural hazards threaten life, businesses, property, and environmental systems throughout Coos County.

WHEREAS, an understanding of the nature, extent, and potential impacts of natural hazards is the foundation for developing strategies to reduce or eliminate those impacts.

WHEREAS, natural hazards mitigation planning is the process through which such understanding and strategies are developed and a process for implementation is established.

WHEREAS, it is in the interest of Coos County and the cities and special districts located therein to undertake natural hazards mitigation planning and implementation together as coordinated planning strengthens communities and better serves all.

WHEREAS, Coos County and the Cities of Bandon, Coos Bay, Coquille, Lakeside, Myrtle Point, North Bend, and Powers previously prepared, implemented, and updated a multi-jurisdictional natural hazards mitigation plan in accordance with the Disaster Mitigation Act of 2000. These plans were each approved by the Federal Emergency Management Agency (FEMA) for a period of five years.

WHEREAS, the Port of Coos Bay, the Port of Bandon, the Southern Coos Hospital, Bay Area Hospital, and Haynes Drainage District, each participated updating the 2023 Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan, in accordance with the Disaster Mitigation Act of 2000, thereby developing their first natural hazards mitigation plans.

WHEREAS, the 2016 Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan is the most recent and expired on September 12, 2021.

WHEREAS, having a natural hazards mitigation plan developed in accordance with the Disaster Mitigation Act of 2000 and approved by FEMA is a prerequisite for local government eligibility for certain federal hazard mitigation funds, particularly Hazard Mitigation Assistance (HMA) programs, such as Building Resilient Infrastructure and Communities (BRIC), Hazard Mitigation Grant Program (HMGP), and Flood Mitigation Assistance (FMA).

WHEREAS, adoption of the updated 2023 Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan is required for FEMA approval of the 2023 Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan.

WHEREAS, adoption of the updated 2023 Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan demonstrates the Port of Coos Bay’s commitment to reducing or eliminating the potential impacts of natural hazards and to achieving the Plan’s goals.

NOW, THEREFORE, BE IT RESOLVED:

Section 1. The Port of Coos Bay Commission hereby adopts the recitals above in support of this resolution.

Section 2. The Port of Coos Bay Commission hereby adopts the Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan.

DATED this 21st day of March, 2023.

Eric Farm, President
Port of Coos Bay Board of Commissioners

Kyle Stevens, Secretary
Port of Coos Bay Board of Commissioners

Coos County Multi-Jurisdictional Natural Hazard Mitigation Plan

EXCERPTED VERSION

Sections pertaining to:

Port of Coos Bay

THE FOLLOWING PAGES ARE NOT THE FULL PLAN.

PLEASE REVIEW THIS DRAFT EXCERPT ALONGSIDE THE FULL PLAN DRAFT
AVAILABLE AT:

2023 Coos County Multi-Jurisdictional Natural Hazard Mitigation Plan (MJ-NHMP)

full plan + appendices

<https://dlcd.box.com/s/gdxtn49htck0cecwqiff99sv5ouyxc2h>

Coos County Natural Hazard Mitigation Plan Update Website:

<https://www.co.coos.or.us/sheriff/page/emergency-management>

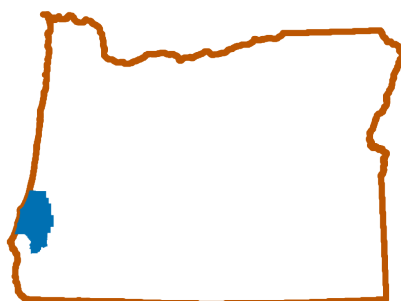
01-05-2023 Draft



Coos County

MULTI-JURISDICTIONAL NATURAL HAZARDS MITIGATION PLAN

- Coos County
- City of Bandon
- City of Coos Bay
- City of Coquille
- City of Lakeside
- City of Myrtle Point
- City of North Bend



- City of Powers
- Port of Coos Bay
- Port of Bandon
- Bay Area Hospital
- Southern Coos Hospital
- Haynes Drainage District



FEMA

Effective Month XX, 2023 through Month XX, 2028

The 2023 Coos County Multi-Jurisdictional Hazards Mitigation Plan is a living document that will be reviewed and updated periodically to address the requirements contained in 44 CFR 201. It will be integrated with existing plans, policies, and programs. The Disaster Mitigation Act of 2000 (DMA2K) and the regulations contained in 44 CFR 201 require that jurisdictions maintain an approved mitigation plan in order to receive federal funds for hazard mitigation grants. This plan meets those requirements as evidenced by FEMA approval which is effective per the cover date range of this plan.

Cover photos: (clockwise): Allegany landslide (CCEM, 4/4/22), Dec. 2015 Hwy 42 landslide (ODOT, 12/26/15), Jan. 2021 King tide wave at Shore Acres State Park (D. Mueller, 1/13/21), 2022 Coquille R. floodwaters off Hwy 42 (D. Mueller, 1/11/22), Jan. 20, 2022 windstorm impacts, Bandon (Joanne Simon, 1/8/22).

Coos County Multi-Jurisdictional Natural Hazard Mitigation Plan Mission:

To create a disaster-resilient Coos County.

Comments, suggestions, corrections, and additions are encouraged to be submitted from all interested parties.

For further information and to provide comments, contact:

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D. Community Risk Profiles

The risk summaries for each plan holder jurisdiction can be found in this section. Each summary includes the local risk assessment based upon the hazard analysis process described below, a hazard profile (if applicable) from Open-File Report O-21-04, Natural Hazard Risk Report for Coos County (described on page 15), and details of risk analysis specific to that jurisdiction.

2023 Hazard Analysis Process

Coos County Emergency Management and the participating jurisdictions conducted a local risk assessment as a part of the 2023 Coos County MJ-NHMP update using the Oregon Department of Emergency Management's Hazard Vulnerability Analysis (HVA) methodology. The table of hazard risk ratings and the priorities that resulted from the conversations with each jurisdiction helped to inform the mitigation strategy and actions.

Methodology

A short description of the Oregon Military Department Office of Emergency Management (OEM) Hazard Analysis Methodology used is below, but the full description can be found at:

https://www.oregon.gov/lcd/NH/Documents/Apx_9.1.19_OEM_Hazard_Analysis_Methodology_OPT.pdf

In this analysis, severity ratings are applied to the four categories of:

- History
- Vulnerability
- Maximum threat (worst-case scenario)
- Probability

These numbers are aggregated from a severity rating for each of the four categories above that is each pre-assigned a specific weight factor. The assessment identifies three levels of risk: High, Moderate and Low based on total score.

- Low: 1-3 points
- Medium: 4-7 points
- High: 8-10 points

High – 168 to 240 points

High probability of occurrence; at least 50 percent or more of population at risk from hazard; significant to catastrophic physical impacts to buildings and infrastructure; major loss or potential loss of functionality to all essential facilities (hospital, police, fire, EOC and shelters).

Moderate – 96-167 points

Less than 50 percent of population at risk from hazard; moderate physical impacts to buildings and infrastructure; moderate potential for loss of functionality to essential facilities.

Low – 24 to 95 points

Low probability of occurrence or low threat to population; minor physical impacts

Process

Each community ranked hazards as a part of this process. This effort was led and coordinated by the Coos County Emergency Management staff. To complete the HVA (hazard vulnerability analysis) or local risk assessment, jurisdiction representatives first discussed recent events and reviewed updated hazard information to ensure they hold a common understanding of the description, type, location, and extent of each hazard. Next, they identified hazards by choosing a pre-populated template to use and in some cases modified the template, so it fit the best set of hazards for their community or service territory. As ranking hazards often involves thinking through a specific scenario of how a specific hazard might unfold, if a hazard can happen in more than one manner, a jurisdiction may choose to either rank the hazard for each of the likely scenarios or provide one aggregated score. An example would be the question of how to rank both a Cascadia Subduction Zone earthquake event (likely magnitude 7-9) and a crustal fault earthquake event (likely magnitude 5-7). The methodology allows for either a lump (one score) or split approach (two scores).

Next the Hazard Vulnerability Analysis was updated by systematically ranking each hazard through a series of discussions, usually in a meeting with the DLCDC Project Manager. As a result, each participating jurisdiction considered each hazard and its potential impact on their community. A short summary of the rationale used is also captured in an effort to explain the logic of the ranking and to make future rankings simpler by having a baseline. Two templates were offered representing two approaches to Natural Hazard Identification. One template ranked nine hazards: coastal erosion, drought, earthquake, flood, landslide, tsunami, wildfire, wind storm, and winter storm. The second, longer set ranked fifteen hazards: coastal erosion, drought, earthquake (crustal), earthquake (Cascadia subduction zone event), flood (riverine), flood (dam failure), flood (tidal), landslide, tsunami (distant), tsunami (Cascadia subduction zone event), wildfire smoke, wildfire urban interface, wildfire (conflagration), wind storm, and winter storm. Jurisdictions were given the discretion to rank the hazards that they perceived affect their community.

Table I-44. HVA Template #1

Hazard Vulnerability Analysis Score Sheet: TEMPLATE															
Hazard	History			Probability			Vulnerability			Maximum Threat			Total	H-M-L	Rank
	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal			
Coastal Erosion		2	0		7	0		5	0		10	0	0		
Drought		2	0		7	0		5	0		10	0	0		
Earthquake		2	0		7	0		5	0		10	0	0		
Flood		2	0		7	0		5	0		10	0	0		
Landslide		2	0		7	0		5	0		10	0	0		
Tsunami		2	0		7	0		5	0		10	0	0		
Wildfire		2	0		7	0		5	0		10	0	0		
Wind Storm		2	0		7	0		5	0		10	0	0		
Winter Storm		2	0		7	0		5	0		10	0	0		

Unincorporated Coos County

Local Risk Assessment—THIRA

On April 27, 2021 Coos County Emergency Management staff reviewed and ranked the plan hazards in an internal meeting with support of DLCDC. On June 13, 2022, Coos County provided additional information to DLCDC that ranked the “non-natural” hazards in the county such as those events caused solely by humans or human activity.

Table I-45. Unincorporated Coos County HVA Notes

Hazard	Ranking Logic
Wind Storm	Coos County has severe winds that can reach an excess of 100 mph, causing major damage to property, closing roadways, as well as drying vegetation and creating fire hazards.
Winter Storm	Winter storms bring heavy rainfall which cause yearly flooding, landslides, as well as snow and ice.
Earthquake	Although we have not suffered any recent earthquakes, the potential loss could be 11,999 lives and property damage in excess of \$3 Billion.
Tsunami	A Tsunami would displace approximately 20% of the County Population, with complete loss in the inundation zone.
Flood	Floods occur annually when rivers exceed 21 ft. This causes road washout, large amounts of debris, and contamination of the rivers.
Landslide	Landslides occur annually on both rural and main roads, important lifelines for Coos County. Roadways are routes for supplies and life sustaining assistance and landslides major delays annually.
Coastal Erosion	With approximately 50 miles of coastline scattered with homes and industry, as well as wildlife refuges, Coastal Erosion is an ongoing concern with king tides increasing.
Wildfire	A 350-acre fire in 2020 reminds us of how quickly private property and industry can be destroyed. Enhanced dryness from wind and drought and many acres of uncontrolled Gorse keep wildfire as a growing concern.
Drought	Coos County continues to be in abnormally dry conditions due to lack of adequate rainfall. Emergency drought declarations for 2019 and 2020 necessitate drought planning.

Table I-46. Unincorporated Coos County HVA Notes – Other Hazards

Hazard	Ranking Logic
Domestic Terrorism	There have been several incidents of pipe bombs as recently as 2021. In 2021, a device exploded at a cross in a park in Coos Bay. Includes school shootings, ecoterrorism, etc.
Pandemics/ Biological Emergencies	Another event similar to the SARS-COVID-19 event
Hazardous Materials: Transportation & Fixed Sites	County has two major routes for the transport of hazardous materials (Hwy 101 and 42); an airport and port in North Bend have fuel and cargo stored.
Radiological (Non-WMD)	Local hospitals have low-level radioactive materials on site that could be accidentally released. These materials are shipped via commercial servicers like FedEx and are labeled. Sinking boats and vehicles on sand.

Table I-47. Unincorporated Coos County Hazard Vulnerability Analysis – Natural Hazards

Hazard Vulnerability Analysis Score Sheet: Coos County															
Hazard	History			Probability			Vulnerability			Maximum Threat			Total	H-M-L	Rank
	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal			
Wind Storm	10	2	20	9	7	63	8	5	40	9	10	90	213	H	1
Winter Storm	10	2	20	9	7	63	8	5	40	9	10	90	213	H	2
Earthquake	7	2	14	6	7	42	10	5	50	9	10	90	196	H	3
Tsunami	7	2	14	8	7	56	8	5	40	7	10	70	180	H	4
Flood	9	2	18	9	7	63	8	5	40	4	10	40	161	M	5
Landslide	10	2	20	8	7	56	10	5	50	3	10	30	156	M	6
Wildfire	8	2	16	7	7	49	6	5	30	5	10	50	145	M	7
Coastal Erosion	5	2	10	10	7	70	1	5	5	5	10	50	135	M	8
Drought	8	2	16	8	7	56	4	5	20	3	10	30	122	M	9

Table I-48. Unincorporated Coos County Hazard Vulnerability Analysis – Other Hazards

Hazard Vulnerability Analysis Score Sheet: Coos County - Other Hazards															
Hazard	History			Probability			Vulnerability			Maximum Threat			Total		
	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal			
Domestic Terrorism	10	2	20	10	7	70	10	5	50	10	10	100	240	H	
Pandemics/ Biological Emerg.	1	2	2	7	7	49	10	5	50	7	10	70	171	H	
Hazardous Materials: Transportation & Fixed Sites	1	2	2	7	7	49	1	5	5	1	10	10	66	L	
Radiological (Non- WMD)	1	2	2	1	7	7	1	5	5	1	10	10	24	L	

Hazard Profile

Table I-49. Unincorporated Coos County Hazard Profile

Community Overview							
Community Name	Population	Number of Buildings	Critical Facilities ¹	Total Building Value (\$)			
Unincorporated Coos County	18,664	18,957	21	4,476,885,000			
Hazus-MH Analysis Summary							
Hazard	Scenario	Potentially Displaced Residents	% Potentially Displaced Residents	Damaged Buildings	Damaged Critical Facilities	Loss Estimate (\$)	Loss Ratio
Flood ²	1% Annual Chance	763	4.1%	890	0	58,390,000	1.3%
<i>Earthquake*</i>	<i>CSZ M9.0 Deterministic</i>	3,149	17%	5,862	16	1,310,768,000	29%
Earthquake (within Tsunami Zone)		136	0.7%	196	3	44,178,000	1.0%
Exposure Analysis Summary							
Hazard	Scenario	Potentially Displaced Residents	% Potentially Displaced Residents	Exposed Buildings	Exposed Critical Facilities	Building Value (\$)	Percent of Exposure
<i>Tsunami</i>	<i>CSZ M9.0 – Medium</i>	365	2.0%	418	3	94,049,000	2.1%
Tsunami	Senate Bill 379 Regulatory Line	230	1.2%	264	3	62,355,000	1.4%
Landslide	High and Very High Susceptibility	3,411	18%	3,749	3	782,675,000	18%
Wildfire	High Hazard	457	2.4%	402	1	86,157,000	1.9%

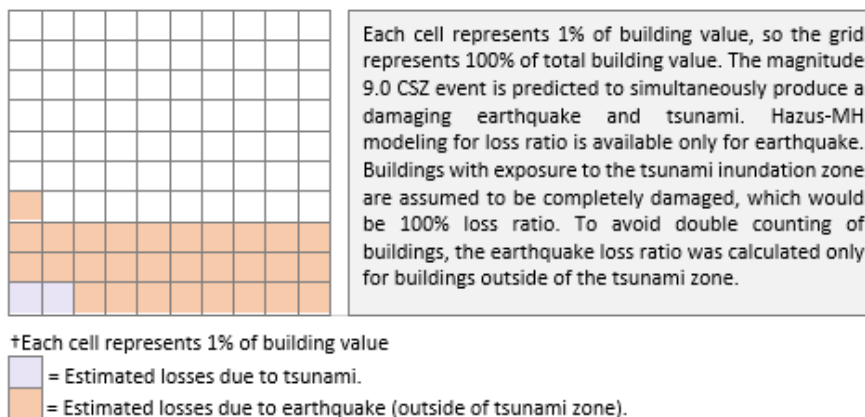
*Earthquake losses were calculated for buildings outside of Medium tsunami zone.

Rows with italicized text and shaded background indicate results should be considered in tandem as they are expected to occur within minutes of one another. Colors correspond to colors in Figure A-1.

¹Facilities with multiple buildings were consolidated into one building complex.

²No damage is estimated for exposed structures with “First floor height” above the level of flooding (base flood elevation).

Figure A-1. Unincorporated Coos County loss ratio from Cascadia subduction zone event.



Source: Williams et al, 2021.

Port of Coos Bay

As Oregon’s Gateway and through its designation as a state port, the Port of Coos Bay is uniquely positioned to influence the local economy. The Port’s involvement in regional economic development allows it to implement dynamic programs to help generate new industrial operations in the bay area. This role allows the Port to support continued growth and development of Oregon’s south coast.

In 2015, the Port of Coos Bay completed the Strategic Business Plan. This business plan was developed to articulate the planning, facility and capital improvement needs of the Oregon International Port of Coos Bay over a 20-year planning horizon. The plan complies with the strategic business plan requirements of Business Oregon and is designed to be a flexible document that guides the Port Commission in setting priorities and policies.

Local Risk Assessment

Each community ranked hazards as a part of this process. On April 21, 2021, DLCD and Port of Coos Bay staff met to rank hazards. Please refer to the hazard profiles for the cities of North Bend and Coos Bay, as well as Unincorporated Coos Bay for

Table I-71. Port of Coos Bay HVA Notes

Hazard	Ranking Logic
Wildfire Smoke	Wildfire smoke interferes with the navigation of ships into port. Smoke inundated the community for a week or more on multiple occasions since the last plan update.
Earthquake: Large CSZ	A large earthquake would catastrophically damage port infrastructure.
Tsunami: Local CSZ	A large earthquake and resulting tsunami would catastrophically damage port infrastructure.
Wind Storm	Wind storms pose a risk of power outage and road closures.
Winter Storm	Winter storms pose a risk of power outage and road closures.
Landslide	Landslides are an issue for the rail line managed by the Port.
Flood: Tidal	Coastal flooding poses some degree of risk, but lower than most hazards
Tsunami: Distant	Risk is low but the floodplain could be affected, including businesses.
Earthquake: Crustal	A crustal earthquake would impact the older building stock and port infrastructure.
Coastal Erosion	Coastal erosion poses some degree of risk, but lower than most hazards.
Flood: Riverine	Riverine flooding poses some degree of risk, but lower than most hazards.
Wildfire	While a large wildfire event is unlikely in Coos County, it is not impossible with severe drought and wind conditions.
Drought	The Port does not manage water supply.

Table I-72. Port of Coos Bay Vulnerability Analysis

Hazard Vulnerability Analysis Score Sheet: Port of Coos Bay															
Hazard	History			Probability			Vulnerability			Maximum Threat			Total	H-M-L	Rank
	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal	Severity	Weight	Subtotal			
Wildfire Smoke	8	2	16	9	7	63	10	5	50	10	10	100	229	H	1
Earthquake: Large CSZ	2	2	4	6	7	42	10	5	50	10	10	100	196	H	2
Tsunami: Local CSZ	2	2	4	6	7	42	10	5	50	10	10	100	196	H	3
Wind Storm	8	2	16	9	7	63	9	5	45	7	10	70	194	H	4
Winter Storm	8	2	16	8	7	56	8	5	40	8	10	80	192	H	5
Landslide	8	2	16	8	7	56	6	5	30	8	10	80	182	H	6
Flood: Tidal	9	2	18	9	7	63	6	5	30	6	10	60	171	H	7
Tsunami: Distant	4	2	8	9	7	63	7	5	35	5	10	50	156	M	8
Earthquake: Crustal	8	2	16	9	7	63	3	5	15	6	10	60	154	M	9
Coastal Erosion	8	2	16	8	7	56	7	5	35	3	10	30	137	M	10
Flood: Riverine	8	2	16	8	7	56	4	5	20	3	10	30	122	M	11
Wildfire	1	2	2	5	7	35	3	5	15	4	10	40	92	L	12
Drought	0	2	0	0	7	0	0	5	0	0	10	0	0	n/a	13

II. MITIGATION STRATEGY

The Mitigation Strategy outlines Coos County’s strategy to reduce or avoid vulnerabilities to the identified hazards. Specifically, this strategy presents a mission and specific goals and actions thereby addressing the mitigation strategy requirements contained in 44 CFS 201.6(c). The Coos County Multi-Jurisdictional Natural Hazard Mitigation Plan (Coos County NHMP) Update Steering Committee reviewed and updated the mission, goals, and action items documents in this plan.

A. Mission & Goals

The Plan mission states the purpose and defines the primary functions of Coos County’s NHMP. It is intended to be adaptable to any future changes made to the Plan and need not change unless the community’s environment or priorities change. During the 2023 NHMP update process, the Steering Committee decided the mission accurately describes the purpose of the plan. The Steering Committee believes the concise nature of the mission statement allows for a comprehensive approach to mitigation planning.

The mission of the Coos County NHMP is to create a disaster-resilient Coos County.

This mission can be achieved by increasing public awareness, documenting the resources for risk reduction and loss-prevention, and identifying activities to guide the county towards building a safer, more disaster resilient community.

2023 Coos County Mitigation Goals

Mitigation plan goals are statements of direction that the Coos County citizens, and public and private partners can take while working to reduce the county’s risk from natural hazards. These statements of direction form a bridge between the broad mission statement and particular action items. The goals listed here serve as checkpoints as agencies and organizations begin implementing mitigation action items. Plan goals are listed below; this is not a prioritized list.

Goal 1: Save lives and reduce injuries.

Goal 2: Minimize and prevent damage to public and private buildings and infrastructure.

Goal 3: Reduce economic losses.

Goal 4: Protect natural and cultural resources.

Goal 5: Increase cooperation and coordination among private entities, and local, state, and federal agencies.

Goal 6: Update natural hazard sections of the comprehensive plan and integrate local NHMPs with comprehensive plans, other local plans, and implementing measures.

Goal 7: Increase education, outreach, awareness, and collaboration.

During the 2023 NHMP update process, Coos County Emergency Management reviewed the plan goals and decided to refine the existing goals by deleting two and retaining seven of the 2016 goals. This change deleted “Goal 4: Provide more opportunities for development outside of mapped hazardous areas” because this is more of an outcome rather than a goal from an emergency management perspective. In addition, “Goal 9: Incorporate current data (by reference) into local NHMPs, comprehensive plans, and implementing measures” was nearly identical in meaning to Goal 7. In the previous plan update, the 2016 Coos County NHMP Steering Committee reviewed the 2010 plan goals

and determined they would update their goals to better align with current conditions in the County and the State Natural Hazard Mitigation Plan goals. Meetings with the project Steering Committee, stakeholder interviews, and public workshops were utilized to obtain input and feedback on plan priorities for reducing risk and preventing loss for natural hazards in Coos County. M

B. Completed & Ongoing Mitigation Actions

This section documents the long-term mitigation efforts and groundwork for the 2023 plan update mitigation actions by describing ongoing, complete, and past mitigation actions in order to present a complete picture of the mitigation history and practice implemented in Coos County. Sources for this section include the 2016 Coos County NHMP, the 2020 State NHMP, and others.

Multi-Hazard Mitigation Activities

- In 2021, the Coos County Emergency Communications Plan update is a \$4.5 million-dollar multi-jurisdictional effort underway funded by a county tax levy and other sources. This plan will replace all twenty-two communication towers and includes backup power.
- Coos County Emergency Management distributes preparedness materials such as the brochure *Are you Ready? Preparing for Disasters and Terrorism in Coos County*, available online: https://www.co.coos.or.us/sites/default/files/fileattachments/sheriff039s_office/page/14311/p_reparedness_booklet.pdf
- Coos County Emergency Management coordination of Community Emergency Response Team (CERT) volunteers to support community preparedness and response.
- Updated CERT, MRC, ARES, RACES, Posse volunteer lists in Everbridge.
- Developed specific evacuation plans and training/exercises for mobile home parks.

Coastal Erosion Mitigation Activities

- Coos County Comprehensive Plan (Section 5.10) was updated in 2016 to outline policies for “Dunes, Ocean, and Coastal Lake Shorelands.” Coastal shorelands are categorized by whether or not they are suitable for development. Development in areas considered “Not Suitable” is prohibited. Development in “Suitable” and “Limited Suitability” areas contain development restrictions that are designed to limit exposure to coastal erosion and prevent damage to natural features. Policy # 10 states that Coos County shall: [P]refer non-structural solutions to problems of erosion and flooding to structural solutions in ocean, coastal lake or minor estuary shorelands. Where shown to be necessary, water and erosion control -structures, such as jetties, bulkheads, seawalls, and similar protective structures and fill shall be designed to minimize adverse impacts on water currents, erosion, and accretion patterns. This policy is based “on the recognition that non-structural solutions are often more cost effective as corrective measures but that carefully designed structural solutions are occasionally necessary.”
- Buildings in residential, commercial, and industrial zones areas subject to coastal erosion may be protected by riprap if they were built prior to October 1977 or if they are public facilities. Due to the detrimental impacts of riprap, buildings built after October 1977 cannot use riprap.

Drought Mitigation Activities

- Coos County addresses the drought hazard through water conservation measures and water monitoring during the dry summer months.

- USDA Farm Service works with local farmers to develop continuity of operations plans in the event of drought conditions in the county.
- Many rural residents in Coos County rely on groundwater wells for their water needs. In some years these rural wells have run dry in the late summer. To address this need, local water districts sell water to rural residents.

Earthquake Mitigation Activities

- Coos County implements the International Building Code which includes regulations that address the strength of buildings to withstand certain seismic hazards.
- Coos County Comprehensive Plan (Section 5.11) “Natural Hazards” includes policies that support the State Building Code Division’s building code enforcement program to provide maximum structural protection to safeguard against seismic hazards.
- Recent Public Works shop renovation in Coquille included seismic upgrades.
- The Coos County Dispatch Center renovation was completed in June 2020 and included seismic upgrades (~\$600,000).
- Included information on fire prevention in earthquake education via the website, events, CERT, etc.

Flood Mitigation Activities

- Coos County and the cities maintain ditches along public roadways and culverts to ensure good road system drainage.
- Coos County and the seven participating municipal governments are participants in the National Flood Insurance Program (NFIP). These jurisdictions have adopted a floodplain overly zone or similar ordinance as required to comply with FEMA floodplain regulations, including adoption of the FEMA Flood Insurance Rate Map (FIRM)
 - Coos County Comprehensive Plan (Section 5.11) supports participation in the NFIP and adopts the FIRM. Coos County Land Use and Development Ordinance (Article 4.6.2) provides development guidelines for land in the floodplain.
- Coos County conducts dredging in the Coquille River to reduce the impacts of flooding.
- In 2006, FEMA elevated five properties and acquired five properties in the Libby Drainage District and Englewood Diking District that were flooded during severe storms in 2005/2006. Funding was provided through the Hazard Mitigation Grant Program (DR-1632 HMGP). Only one property had not been elevated (as of 2016) and is still vulnerable to flooding.

Landslide Mitigation Activities

- The Coos County Road Department regularly monitors known landslide areas.
- Coos County Development Code contains regulations for development on steep slopes, including:
 - Fire Safety Standard (Section 4.4.700): Dwellings cannot be located on a slope steeper than 40%.
 - Subdivisions and Partitions (Section 6.5): Regulations for lot size and placement of dwellings and roadways based on slope. Roadways require a geologic report to be completed.

Tsunami Mitigation Activities

- Coos County participates in the Oregon Coast Tsunami Hazard program which has published tsunami evacuation maps for all major incorporated and unincorporated communities located in the tsunami inundation zone. Coos County also posts this and other information about the tsunami hazard on its website.
- Coos County Development Code (Section 4.6.281) has regulations for “Coastal High Hazard Areas” subject to high velocity waters, including but not limited to, storm surge or tsunamis. These areas are designated on the FIRM as Zone V1-V30, VE or V.
- Install/improve tsunami evacuation signage and infrastructure; developed evacuation plans and educated the community about evacuation routes and practices; tsunami areas are clearly identified so you know you are in a tsunami area. During the period 2016-2022, this work occurred primarily in the Coos Bay, North Bend, and Charleston areas.
- North Bend Fire Department built a new station outside of the tsunami zone.

Wildfire Mitigation Activities

- Coos County Development Code (Section 4.4.400) contains regulations for setbacks for rural developments for a fire break around new development. Section 4.8.700 contains fire safety regulations for any new development in the forest zone.
- Coos County completed a Community Wildfire Protection plan in 2011 to better address the risk of wildfire and to develop appropriate mitigation action items.
- Coos Forest Protection Association (CFPA) actively promotes wildfire mitigation in Coos County, with a focus on encouraging the creation of defensible space around structures.
- CFPA conducts wildfire mitigation outreach programs in local schools, state parks, county fairs, and home shows.
- CFPA actively promotes the Firewise program—the primary federal program addressing interface fire. Firewise is a program developed within the National Wildland-Urban Interface Fire Protection Program and offers online wildfire protection information and checklists, as well as listings of other publications, videos, and conferences.
- CFPA has been working with 33 property owners identified as having a moderate risk to wildfires as defined by Oregon Senate bill 360.

Wind Storm Mitigation Activities

- Coos County and Municipal Road/Public Works Departments conduct regular maintenance on vegetation along roadways, including the removal of hazard trees where they pose a risk to public rights-of-way in the event of a wind storm.
- Coos County and Municipal Road/Public Works Departments have mutual aid agreements and other collaboration with local utilities for response to storm debris, impacted power lines, and slide events.

Winter Storm Mitigation Activities

- Coos County and Municipal Road/Public Works Departments conduct regular maintenance on vegetation along roadways, including the removal of hazard trees where they pose a risk to public rights-of-way in the event of a wind storm.

- Coos County and Municipal Road/Public Works Departments have mutual aid agreements and other collaboration with local utilities for response to storm debris, impacted power lines, and slide events.

C. Mitigation Actions 2023

Action items identified through the planning process are an important part of the mitigation plan. Action items are detailed recommendations for activities that local departments, citizens, and others could engage in to reduce risk. Due to resource constraints, Coos County is listing a set of high priority actions in an effort to focus attention on an achievable set of high leverage activities over the next five-years.

Table II-1. 2023 Mitigation Actions

Action Item #	Lead	Mitigation Action	Status/ Description	Hazards addressed	Priority	Timeline /Cost	Goals met by Action	Coos County	City of Bandon	City of Coos Bay	City of Coquille	City of Lakeside	City of Myrtle Point	City of North Bend	City of Powers	Port of Coos Bay	Port of Bandon	Bay Area Hospital	S. Coos Hospital	Haynes D. District
23-MH-01	Coos County Emergency Management (CCEM)	Upgrade Communication Tower Backup Power and batteries.	New CCEM action for 2023. Communication towers need budget for batteries, replacement equipment, damage, etc. There are 22 communication towers. Towers have batteries for backup power, these need to be replaced.	Multi-Hazard	H	6-18 months/ \$1.1 million	1, 2, 3, 4, 5, 7	X						X				X	X	
23-MH-02	Coos County Emergency Management	Fund Communication Tower Operations and Maintenance.	New CCEM action for 2023. Problem Statement: Current Tower project is managed by a Sheriff Dept. captain with many other responsibilities. Funding is needed for staff time to conduct O&M on the current project (operations and maintenance) into the future. Tower infrastructure needs are technical and need a dedicated staff position. Port of Coos Bay: Rail Line towers and infrastructure are critical infrastructure.	Multi-Hazard	H	6-18 months/ \$25k annually	1, 2, 3, 4, 5, 7	X						X		X		X	X	
23-MH-03	Coos County Emergency Management	Establish mutual aid agreements between government agencies and commercial businesses in the event of an emergency (e.g., fuel, heavy equipment, food, etc.); Expand MOUs to include the reciprocity of medical professionals between isolated communities.	Ongoing CCEM action 16-MH-05: Access database developed; questionnaires about available supplies held by local businesses were sent out by CCEM in 2018. Have MOUs for shelters from 1990s-2000s that need to be revisited. Medical reciprocity was identified as a priority at the October 2021 Steering Committee meeting.	Multi-Hazard	H	1-3 years/ low cost	1, 2, 3, 4, 5, 7	X	X	X	X	X	X	X	X	X	X	X	X	

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23-MH-04	Coos County Emergency Management ; Individual Jurisdictions: All	Develop and disseminate information regarding current evacuation routes; conduct regular tsunami evacuation drills; develop a plan to identify and improve alternate evacuation routes to I-5 for wildfire and tsunami, meaning county road routes that are yet to be identified.	<p>Combined: 16-MH-04 and 16-TS-01</p> <p>CCEM is receiving increasing requests for fire evacuation routes. Implementation needs include printing evacuation route maps, funding for staff time coordination, further planning, data collection.</p> <p>Ongoing: Coquille 10-EQ-01 & 10-MH-04: Fire Dept. is working with Public Works and the City of Coos Bay for mapping assistance. Coos Bay 16-MH-03/Lakeside 16-MH-07/ Myrtle Point 10-MH-04. Powers 16-MH-04: Identify and map all roads, private drives, logging trails to increase the ability of firefighters to locate and gain access to provide services and/or evacuations.</p>	Multi-Hazard	H	1-3 years/ low cost	1, 5, 7	X	X	X	X	X	X	X	X	X	X	X	X	
23-MH-05	Coos County Public Works and City of Bandon on behalf of Gorse Action Group	Through multi-agency coordination, implement abatement efforts to control noxious weeds, specifically Gorse, Scotch Broom, and Butterfly Bush.	<p>Ongoing: 16-MH-06 The Gorse Action Group is lead on fire-prone weed abatement. A wide array of control, monitoring, and coordination strategies are underway.</p> <p>Ongoing Bandon 16-WF-01: A multi-district gorse abatement plan was created by the Gorse Action Group in 2019. The city hired a part time Vegetation Management Coordinator and Code Compliance Officer who are responsible for the plans ongoing implementation and enforcement. The City has obtained services from a gorse removal contractor and purchased equipment to abate noxious vegetation within public rights-of-ways and City owned property.</p> <p>Coquille 10-WF-01: Work is currently underway along the Coquille River Walk. Lakeside 16-WF-01/ North Bend 16-WF-01/Powers 16-WF-01</p>	Multi-Hazard	H	1-10 years/ varies	2, 3, 4, 5, 7	X	X		X	X		X	X	X	X	X	X	X

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23-MH-06	Coos County Emergency Management	Coordinate with state and federal partners on conducting regular disaster exercises.	Ongoing/ Revised 16-EQ-02: Conduct regular earthquake safety drills. Coos County participated in the 2017 Cascadia Rising Triton Exercise. Myrtle Point City staff conduct annual earthquake drill; need to add post-earthquake operational scenario.	Multi-Hazard	H	1-3 years/ low cost	1, 5, 7	X	X	X	X	X	X	X	X	X	X	X	X	X
23-MH-07	Individual jurisdictions: All	Ensure all critical facilities have backup power in place to continue operations during power outages.	Revised: 16-WS-02 High priority for Lakeside	Multi-Hazard	H	2-5 years	1, 2, 3, 4, 5	X	X	X	X	X	X	X	X	X	X	X	X	X
23-MH-08	Individual jurisdictions: All	Ensure all critical facilities have emergency operations plans in place to deal with power outages.	Revised: 16-WS-02 Lakeside Wastewater Treatment and FD have these. FD has mobile medical. Southern Coos Hospital has an Emergency Preparedness Plan updated March 2022.	Multi-Hazard	H	2-5 years	1, 2, 3, 4, 5	X	X	X	X	X	X	X	X	X	X	X	X	X
23-MH-09	Individual jurisdictions: All	Continue to implement and enhance public education programs regarding earthquakes and tsunamis.	CCEM: Update the preparedness brochure <i>Are you Ready? Preparing for Disasters and Terrorism in Coos County</i> , available online: https://www.co.coos.or.us/sheriff/page/are-you-ready-booklet Increased Tsunami evacuation signage, participation in annual Shake Out day. Ongoing Bandon 16-MH-04/ Coquille 10-MH-03/ Coos Bay 16-MH-04/ Myrtle Point 10-MH-04/ Lakeside 16-MH-04/ North Bend: 16-MH-04/ Powers 16-MH-03	Multi-Hazard	H	Ongoing/ low cost	1, 2, 3, 4, 5, 7	X	X	X	X	X	X	X	X	X	X	X	X	X
23-MH-10	Coos County Emergency Management	Educate and encourage major businesses, service providers, schools, and governmental organizations to develop continuity of operations plans.	Ongoing CCEM 16-MH-07/ Coquille 10-MH-05/ Myrtle Point 10-MH-06	Multi-Hazard	M	1-3 years/ low cost	1, 2, 3, 5, 7	X	X	X	X	X	X	X	X	X	X	X	X	X

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23-MH-11	Coos County Emergency Management	Have local emergency responders take post-disaster building and structure safety assessment training.	Started/ Revised: Now multi-hazard instead of just Earthquake (16-EQ-03). CCEM coordinating the trainer for a class entitled "post-earthquake safety evaluation" with funding from local fire departments for their staff.	Multi-Hazard	M	1-3 years/ low cost	1, 2, 5	X	X	X	X	X	X	X	X					
23-MH-12	Coos County Emergency Management	Educate the public about the dangers of downed power lines after a windstorm.	Ongoing: 2010 action item by Coos Curry Electric Coop.	Multi-Hazard	M	1-3 years/ low cost	1, 2, 3, 7	X	X	X	X	X	X	X	X					
23-MH-13	Individual jurisdictions: Planning Depts Cities	Utilize the most current available hazard data to update the Goal 7 section of the City's Comprehensive Plan.	Bandon 16-MH-02 This action item is ongoing but was partially completed in the 2020 adoption of the Hazards Overlay Zone. Coos Bay 16-MH-02 Not Started. Coos County completed 16-MH-01, 16-MH-02, 16-MH-03 in last update. Ongoing Coquille 10-MH-02; Lakeside 16-MH-02; Myrtle Point 10-MH-02; North Bend 16-MH-03; Powers 16-MH-02	Multi-Hazard	M	1-3 years/ low cost	1, 2, 3, 4, 6		X	X	X	X	X	X	X					

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23-MH-14	Individual jurisdictions: All	Establish a cache of a disaster relief resources for displaced residents; stock containers in public locations with emergency response supplies.	<p>All jurisdictions are considering disaster caches. Bandon: 16-MH-03 revised to include plans to complete container repair, inventory, and local coordination for on-going maintenance and future improvements.</p> <p>Coos Bay: As of 7/1/2021, the city has resources in four locations to provide shelter, water, and food for 1600 people for two weeks</p> <p>North Bend: has begun developing their cache.</p> <p>Port of Coos Bay: There is potential for cooperation at the Port's Charleston Marina.</p> <p>Southern Coos: Have disaster trailer, 70-80 days of supplies.</p>	Multi-Hazard	M	1-3 years/ low cost	1, 3, 5, 7	X	X	X	X	X	X	X	X	X	X	X	X	X	X
23-MH-15	Individual jurisdictions: All	Develop a disaster recovery plan.	<p>Bandon: 16-MH-05 Revised/Ongoing</p> <p>Southern Coos: EPP has all components of disaster cycle.</p>	Multi-Hazard	M	3-5 years/ low cost	1, 2, 3, 4, 5, 7	X	X	X	X	X	X	X	X	X	X	X	X	X	X
23-MH-16	Individual jurisdictions: All	Develop a mass care plan and coordinate related activities such as disaster caches.	<p>Cities of Bandon and Coos Bay and unincorporated Eastside have caches. Conversations ongoing with faith-based groups.</p> <p>Southern Coos: Regular coordination with Coos EM</p>	Multi-Hazard	M	1-3 years/ low cost	1, 2, 3, 4, 5, 7	X	X	X	X	X	X	X	X	X	X	X	X	X	X

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23-MH-17	Individual jurisdictions: CCEM, Cities	Ensure the ability to provide clean water in the case of emergencies: drinking water for people, domestic animals; water for hand washing, showers, hygiene, and medical uses; water for dish washing, shelter/congregate facility maintenance (to prevent outbreaks of insects, disease, etc.)	New CCEM action for 2023. Water is integral for all recovery scenarios and a number of hazards can potentially impact natural sources. Southern Coos: Has two seismically resilient 1,500 gal. holding tanks of stored water; have a reverse osmosis filtration system.	Multi-Hazard	M	1-3 years/ \$50-150k	1, 2, 3, 4	X	X	X	X	X	X	X	X	X	X	X	X	X
23-MH-18	Individual jurisdictions: All	Secure equipment and structure repair supplies for disaster recovery including how to address equipment impacted by salt water, fire, etc.	New CCEM action for 2023. Isolated/coastal communities should plan to address recovery needs for the first 3-6 weeks following a Cascadia Subduction Zone event.	Multi-Hazard	M	1-3 years/ \$50-150k	1, 2, 3, 4	X	X	X	X	X	X	X	X	X	X	X	X	X
23-MH-19	Individual jurisdictions: All	Build and maintain a community/ evacuation center that can serve as a command center and kitchen.	All cities and unincorporated communities could benefit from this due to their potential isolation. Bandon: Sprague Theater at City Park. Lakeside 16-MH-05 North Bend has a community center (large auditorium with kitchen facilities) that needs enhancement. Southern Coos: MOUs with local churches to augment capacity for the hospital.	Multi-Hazard	M	1-3 years/ \$50-150k	1, 2, 3, 4	X	X	X	X	X	X	X	X	X	X	X	X	X

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23-MH-20	Port of Coos Bay/ Port of Bandon	Establish a resiliency plan and then develop the infrastructure necessary to move equipment and supplies into the county via the ports and rail following a disaster.	<p>In the event of a Cascadia earthquake and tsunami event, widespread damage to bridges and road systems would prevent delivery of supplies and equipment. Smaller flood or other events could close bridges, resulting in long alternate routes. Ports could support an ocean-based resupply effort, or a more resilient transportation system, if the port districts owned their own equipment (e.g., cranes), docks designed for this purpose, and/or sufficient warehouse space (possibly outfitted with refrigeration, other capabilities). Currently, private businesses lease port space and are the owners of the equipment & space that would be necessary in the event of a disaster.</p> <p>Port of Coos Bay: The new container ship facility being constructed on the North Spit is a privately funded project on Port land. The Port will be doing improvements to the rail line to move the containers but needs plans and designs to do so.</p> <p>Partners: OEM, FEMA</p>	Multi-Hazard	M	2 - 5 years/ \$50-150k for a plan	1, 2, 3, 4	X								X	X			
23-MH-21	Individual jurisdictions: Cities, Ports, Coos County	Enhance strategies for debris management, including plans, staging areas/properties, equipment, and other capabilities.	<p>Lakeside 16-MH-08; Powers 16-MH-05; North Bend 16-MH-06</p> <p>Revised 23-WS-01 to 23-MH-21 as this action applies to tsunami, other hazards beyond wind storm.</p> <p>Port of Coos Bay: Charleston Marina has heavy equipment that can clean things up.</p>	Multi-Hazard	M	6-18 mo./ staff time	1, 2, 3, 4, 5	X	X	X	X	X	X	X	X	X	X	X		

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North Bend 23-MH-01	City of North Bend	Develop a risk assessment for sea level rise and tsunami risk for the airport and industrial lands. Consider a feasibility study for relocating industrial lands and/or the Southwest Regional Airport.	The industrial lands in North Bend are subject to sea level rise and risk of tsunami. Additional information is needed about the severity and timing of these impacts on the core of the economy in North Bend. This assessment may include a feasibility study for expanding the UGB to include North Spit lands for annexation to replace existing industrial zoned lands. New action for 2023.	Multi-Hazard	M	5 - 10 years/ \$250k	2, 3, 4, 6	X						X		X				
23-CE-01	Coos County Planning; Cities	Reduce risk of coastal erosion through hazard mapping and regulation; seek updates to beach, dune, and other coastal data. Update code as data is improved.	Current/ Revised: Adoption of Coos County Beaches and Dunes Goal 18 Development code and suitability maps. https://www.coostalatlant.net/coos-all-hazards/ .	Coastal Erosion	H	1-3 years/ staff time	2, 3, 4	X	X	X			X			X	X			
23-EQ-01	Individual jurisdictions or departments: All	Retrofit schools, fire departments, hospitals, and other critical facilities to withstand seismic activity.	Ongoing: Coquille 10-EQ-01 seeking seismic firehall upgrades. Lakeside 16-EQ-01 Seismic Retrofit Grant Program used to improve: Bandon City Hall, Bandon Police Department, Myrtle Point Fire & Ambulance Station. Southern Coos: Built in 1999. Outside of tsunami zone; anticipate minimal seismic impacts.	Earthquake	H	5-10 years/ high cost	1, 2, 3, 4	X	X	X	X	X	X	X	X	X	X	X	X	X

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23-EQ-02	Individual jurisdictions or departments: All	Retrofit bridges and other community lifelines, including rail infrastructure, to withstand seismic activity.	North Bend: Seismic retrofits of bridges is a priority, incl. Vermont (\$700k), Virginia, Broadway, Crowell and Newmark Street bridges over Pony Creek. Port of Coos Bay: Coos Bay Rail Line is a lifeline priority and needs funding for rail bridge retrofits. There are 121 rail line water crossings with bridges that could benefit from seismic retrofit, but FEMA or other funds could be needed to do this infrastructure upgrade.	Earthquake	H	2-5 years/ high cost	1, 2, 3, 4	X	X	X	X	X	X	X	X	X	X	X	X	X
Coquille 23-EQ-01	City of Coquille	Seismic Upgrade Fire Station #1	Fire Station #1 not capable of withstanding earthquake forces. Strategy: Obtain grant funding for seismic upgrades, then go out for bond a to upgrade or build a new station. New for 2023; continuation of Coquille Action # 10-EQ-01.	Earthquake	H	2-5 years/ \$2.5M – \$10M	1, 2, 3, 4				X									
23-EQ-03	Coos County Emergency Management	Educate the community about the benefits of earthquake preparedness, including CERT and earthquake insurance.	Ongoing/Revised: 16-EQ-01 insurance education is being added to preparedness outreach.	Earthquake	M	1-3 years/ low cost	2, 3, 4, 7	X	X	X	X	X	X	X	X	X	X	X	X	X
23-FL-01	Individual jurisdictions: Cities; Coos County Planning	Address Repetitive Loss Properties, including buy outs. <i>Coos County:</i> Consult with property owners and explore mitigation actions for repetitive flood loss properties in Coos County. <i>Bandon:</i> Identify the single listed Repetitive Loss building and periodically explore opportunities to complete a property buy-out in collaboration with state and federal partners.	Continued/ Ongoing: Coos County, Bandon, and Coos Bay (Ongoing 16-FL-01) are the sole jurisdictions that have repetitive loss properties. Continued as repetitive loss qualifies the jurisdiction for Flood Mitigation Assistance (FMA) funding. The Oregon NFIP coordinator is available to answer questions from jurisdictions.	Flood	M	1-3 years/ staff time	1, 2, 3, 4, 5	X	X	X										

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23-FL-02	Individual jurisdictions: Cities; Coos County Planning	Ensure continued compliance with the National Flood Insurance Program (NFIP) through enforcement of local floodplain ordinance.	Floodplain development permits required for construction within floodplain. Ongoing: Coquille 10-FL-01/ Lakeside 16-MH-06/ Myrtle Point: 10-FL-01/ North Bend: 16-FL-01	Flood	M	1-3 years/ staff time	1, 2, 3, 4	X	X	X	X	X	X	X	X					
23-FL-03	Individual jurisdictions: Cities; Coos County	Develop a plan that includes a review of current stormwater capabilities and determines the necessity for new or additional mitigation actions.	North Bend: 16-FL-02 Master plan identified. Powers: Storm water master plan in progress to evaluate the storm drainage system and draft a report/plan for mitigation activities to ease flooding from storm water	Flood	M	2-5 years/ \$50-200k	2, 3, 4, 5, 6	X	X	X	X	X	X	X	X	X	X			X
23-LS-01	Individual jurisdictions: Cities; Coos County Road Dept.	Continue to track and mitigate landslide events by developing data, designs, funding requests, and appropriate mitigation measures for implementation.	Current/ Revised: Coquille 10-LS-01 &10-LS-02/ Lakeside 16-LS-01 / Myrtle Point 10-LS-01 & 10-LS-02; North Bend 16-LS-01 & 16-LS-02; Powers 16-LS-01. Written to expand opportunities for funding requests. Based on two prior actions: 1) Work with DOGAMI to identify and map high risk slide areas to create an accurate logistical assessment. 2) Evaluate current and high hazard slide areas for mitigation prioritization and explore mitigation possibilities.	Landslide	H	Ongoing/ various	1, 2, 3, 4, 5	X	X	X	X	X	X	X	X	X	X	X		X
23-WF-01	Coos County Planning Dept.	Ensure new development in the wildfire urban interface (WUI) uses wildfire mitigation measures such as fire-resistant building materials, firebreaks, and access for fire trucks.	Ongoing/ Revised: Coos County advises best practices at the planning desk.	Wildfire	M	1-3 years/ staff time	1, 2, 3, 4	X	X	X	X	X	X	X	X					

Action Item #	Lead	Mitigation Action	Status/ Description	Hazards addressed	Priority	Timeline /Cost	Goals met by Action	Coos County	City of Bandon	City of Coos Bay	City of Coquille	City of Lakeside	City of Myrtle Point	City of North Bend	City of Powers	Port of Coos Bay	Port of Bandon	Bay Area Hospital	S. Coos Hospital	Haynes D. District
23-WF-02	Individual jurisdictions: Cities; Coos County	Implement wildfire actions identified in the Coos County Community Wildfire Protection Plan; Update the CWPP with community input.	CCEM is developing a plan to update the CWPP. CCEM works closely with CFPA on evacuation and rural fire mitigation. Powers Ongoing 16-WF-02 Southern Coos: Fire team has worked to create a significant fire break around facility.	Wildfire	M	1-3 years/ staff time	1, 2, 3, 4	X	X	X	X	X	X	X	X	X	X	X	X	X

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

DATE: March 15, 2023

PROJECT TITLE: 2023Res02: Ratification of Declaration of Emergency –
Emergency Repairs to Building 11 in the Charleston Marina
Complex

ACTION REQUESTED: Adopt Resolution 2023Res02 ratifying the Declaration of
Emergency for emergency repairs to Building 11 in the
Charleston Marina Complex

BACKGROUND:

On December 24, 2022, Port Security notified the Charleston Marina Manager of water leaking from the ceiling inside the business occupying Building 11 (Sea Basket). Port Security also notified the tenant of the water leak. The Charleston Marina Manager contacted the roofing contractor that did the roof installation in 2015 to investigate and determine the cause of leak. The contractor did not communicate with Port staff after the site visit nor did they affect any repairs. The installation warranty had expired.

On January 10, 2023, the tenant contacted Port Security regarding a leaking ceiling. The Charleston Marina Manager, along with Port Maintenance Staff, proceeded to investigate the recurring issue. At this time, it was discovered there had been continual leaking from the roof, the interior drywall ceiling had collapsed, and there were electrical issues as a result of water damage.

The Sea Basket is an operating restaurant and bar and could not open for business due to the electrical and ceiling damage.

Daryl Rodgers Construction and Northwest Building Specialists were contacted about performing repairs to the ceiling and roof. Both were quick to respond and were capable of expeditiously completing the repairs. Daryl Rodgers Construction quoted ceiling repairs at \$10,700. Northwest Building Specialists quoted roof repairs at \$500.

On January 11, 2023, Port staff, under the direction of CEO John Burns, authorized Daryl Rodgers Construction and Northwest Building Specialists to perform emergency repairs to the building interior and roof.

These repairs have been submitted as an insurance claim.

RECOMMENDED MOTION:

Adopt Resolution 2023Res02 ratifying the Declaration of Emergency for emergency repairs to Building 11 in the Charleston Marina Complex

RESOLUTION 2023Res02

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

**ACTING IN ITS CAPACITY AS ITS OWN LOCAL CONTRACT REVIEW BOARD
RATIFYING THE EMERGENCY DECLARATION FOR EMERGENCY REPAIRS
TO BUILDING 11 IN THE CHARLESTON MARINA COMPLEX**

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

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

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

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

WHEREAS, the Board of Commissioners of the Oregon International Port of Coos Bay, acting in its capacity as its own LCRB, has determined that emergency circumstances did exist which required the Port to promptly solicit and execute a contract for emergency repairs to Building 11 in the Charleston Marina Complex.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The recitals above are true and accurate and are incorporated herein by this reference.
2. The findings contained in the Emergency Declaration by Port Chief Executive Officer, John Burns, identified as Exhibit “A” to this resolution, attached hereto and incorporated herein by this reference, document the nature of the emergency and describe the methods used by Port for the selection of Daryl Rodgers Construction and Northwest Building Specialists for repairs to the Building 11 ceiling and roof are hereby adopted and ratified by the LCRB for the Oregon International Port of Coos Bay.
3. Based upon the contents of Exhibit “A”, the LCRB hereby ratifies the declaration of an emergency by the Chief Executive Officer of the Port and further authorizes and ratifies the decision of the Chief Executive Officer, to solicit and enter into a contract with Daryl Rodgers Construction and Northwest Building Specialists for repairs to the Building 11 ceiling and roof. The Port LCRB also ratifies the decision of the CEO to exempt the contract for the repairs from the competitive bidding requirements of ORS Chapter 279C. The LCRB finds that the documents supporting this emergency declaration fully meet and satisfy the requirements of ORS 279C.320 (1), ORS 279B.080 and OAR 137-049-0150, as well as the requirements of LCRB Rule 4.6.5.

APPROVED AND ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 21st day of March 2023.

Eric Farm, President

Kyle Stevens, Secretary

DECLARATION OF EMERGENCY CIRCUMSTANCES
REGARDING EMERGENCY REPAIRS TO BUILDING 11 IN THE
CHARLESTON MARINA COMPLEX

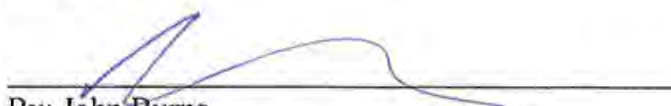
RECITALS

1. The Oregon International Port of Coos Bay (Port) is an Oregon State Port organized and operated pursuant to ORS 777.915 to 777.953.
2. The Port of Coos Bay owns and operates the Charleston Marina Complex in Charleston, Oregon.
3. On December 24, 2022, Port Security Staff notified the Charleston Marina Manager of water leaking from the ceiling inside the business occupying Building 11 (Sea Basket). Port Security Staff also notified the tenant of the water leak. The Charleston Marina Manager contacted the roofing contractor that did the roof installation in 2015 to investigate and determine the cause of leak. The contractor did not communicate with Port staff after site visit nor did they affect any repairs. The installation warranty had expired.
4. On January 10, 2023, the tenant contacted Port Security regarding a leaking ceiling. The Charleston Marina Manager, along with Port Maintenance Staff, proceeded to investigate the recurring issue. At this time, it was discovered there had been continual leaking from the roof, the interior drywall ceiling had collapsed, and there were electrical issues as a result of water damage.
5. The Sea Basket is an operating restaurant and bar and could not open for business due to the electrical and ceiling damage.
6. Daryl Rodgers Construction and Northwest Building Specialists were contacted about performing repairs to the ceiling and roof. Both were quick to respond and were capable of expeditiously completing the repairs. Daryl Rodgers Construction quoted ceiling repairs at \$10,700. Northwest Building Specialists quoted roof repairs at \$500.
7. On January 11, 2023, Port staff, under the direction of CEO John Burns, authorized Daryl Rodgers Construction and Northwest Building Specialists to perform emergency repairs to the building interior and roof.

Therefore, pursuant to Local Contract Rule 4.6.3:

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

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


By: John Burns
Chief Executive Officer

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

DATE: March 15, 2023

PROJECT TITLE: 2023Res03: Ratification of Declaration of Emergency – North Bend Swing Span Bridge Span #8 Hanger Repairs

ACTION REQUESTED: Adopt Resolution 2023Res03 ratifying the Declaration of Emergency for emergency hanger replacement of span #8, to the North Bend Swing Span Bridge

BACKGROUND:

On February 14, 2023, Port staff was notified by Stantec Consulting of an immediate need to replace two posts on the east truss line of span #8 (Swing Portion) on the North Bend swing span bridge which is affecting the useability of the bridge. If these posts are not replaced in a limited period of time Stantec will require that the bridge be taken out of service until the members can be replaced.

On February 22, 2023, the Port issued a Request for quotes to three qualified contractors to solicit bids for the replacement of the two posts with a requirement being that the work needed to be performed within 60 days of signing a contract.

On March 3, 2023, the Port received bids from the three contractors, with Legacy Contracting Inc. being the low bid with a price of \$319,749.71. The Port is currently in the contracting process with Legacy Contracting Inc.

Chief Executive Officer John Burns declared an emergency and authorized the Port to enter into a contract with Legacy Contracting Inc. to affect the post replacements to resolve this emergency condition.

RECOMMENDED MOTION:

Adopt Resolution 2023Res03 ratifying the Declaration of Emergency for emergency hanger repairs to the North Bend Swing Span Bridge.

RESOLUTION 2023Res03

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

**ACTING IN ITS CAPACITY AS ITS OWN LOCAL CONTRACT REVIEW BOARD
RATIFYING THE EMERGENCY DECLARATION FOR EMERGENCY REPAIRS
TO THE NORTH BEND SWING SPAN BRIDGE**

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

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

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

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

WHEREAS, the Board of Commissioners of the Oregon International Port of Coos Bay, acting in its capacity as its own LCRB, has determined that emergency circumstances did exist which required the Port to promptly solicit and execute a contract for emergency repairs to the North Bend Swing Span Bridge.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The recitals above are true and accurate and are incorporated herein by this reference.
2. The findings contained in the Emergency Declaration by Port Chief Executive Officer, John Burns, identified as Exhibit “A” to this resolution, attached hereto and incorporated herein by this reference, document the nature of the emergency and describe the methods used by Port for the selection of Legacy Contracting for emergency hanger repairs to the North Bend Swing Span Bridge are hereby adopted and ratified by the LCRB for the Oregon International Port of Coos Bay.
3. Based upon the contents of Exhibit “A”, the LCRB hereby ratifies the declaration of an emergency by the Chief Executive Officer of the Port and further authorizes and ratifies the decision of the Chief Executive Officer, to solicit and enter into a contract with Legacy Contracting for emergency hanger repairs to the North Bend Swing Span Bridge. The Port LCRB also ratifies the decision of the CEO to exempt the contract for the repairs from the competitive bidding requirements of ORS Chapter 279C. The LCRB finds that the documents supporting this emergency declaration fully meet and satisfy the requirements of ORS 279C.320 (1), ORS 279B.080 and OAR 137-049-0150, as well as the requirements of LCRB Rule 4.6.5.

APPROVED AND ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 21st day of March 2023.

Eric Farm, President

Kyle Stevens, Secretary

**DECLARATION OF EMERGENCY CIRCUMSTANCES
REGARDING EMERGENCY REPAIRS TO THE COOS BAY RAIL LINE
AT THE NORTH BEND SWING SPAN BRIDGE AT MILEPOST 763.55
BY THE OREGON INTERNATIONAL PORT OF COOS BAY**


RECITALS

1. The Oregon International Port of Coos Bay (Port) is an Oregon State Port organized and operated pursuant to ORS 777.915 to 777.953.
2. The Port of Coos Bay owns the Coos Bay Rail Line, which is a railroad with rail lines from Eugene, Oregon to Coquille, Oregon. Coos Bay Rail Line, Inc. ("CBRL") has provided rail service on the rail line for the Port since November 1, 2018.
3. On February 14, 2023, Port staff was notified by Stantec Consulting of an immediate need to replace two posts on the east truss line of span #8 (Swing Portion) on the North Bend swing span bridge which is affecting the useability of the bridge. If these posts are not replaced in a limited period of time, Stantec will require the bridge be taken out of service until the members can be replaced.
4. On February 22, 2023, the Port issued a request for quotes to three qualified contractors to solicit bids for the replacement of the two posts with a requirement being that the work must be performed within 60 days of signing a contract.
5. On March 3, 2023, the Port received bids from the three contractors, with Legacy Contracting Inc. being the low bid with a price of \$319,749.71. The Port is currently in the contracting process with Legacy Contracting Inc.

Therefore, pursuant to Local Contract Rule 4.6.3:

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

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



By: John Burns
Chief Executive Officer

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 / 2019 - 2023

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

	2019		2020		2021		2022		2023	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	611	2,016.3	409	1,349.7	346	1,141.8	445	1,141.8	473	1,560.9
Feb	465	1,534.5	400	1,320.0	390	1,287.0	502	1,287.0	393	1,296.9
Mar	547	1,805.1	432	1,425.6	566	1,867.8	694	1,867.8		0.0
Apr	521	1,719.3	350	1,155.0	621	2,049.3	668	2,049.3		0.0
May	438	1,445.4	394	1,300.2	599	1,976.7	707	1,976.7		0.0
Jun	318	1,049.4	534	1,762.2	625	2,062.5	595	2,062.5		0.0
Jul	346	1,141.8	485	1,600.5	503	1,659.9	530	1,659.9		0.0
Aug	329	1,085.7	467	1,541.1	485	1,600.5	597	1,600.5		0.0
Sep	299	986.7	378	1,247.4	556	1,834.8	524	1,834.8		0.0
Oct	425	1,402.5	431	1,422.3	521	1,719.3	488	1,719.3		0.0
Nov	348	1,148.4	349	1,151.7	548	1,808.4	512	1,808.4		0.0
Dec	303	999.9	499	1,646.7	453	1,494.9	493	1,494.9		0.0
Total	4,950	16,335.0	5,128	16,922.4	6,213	20,502.9	6,755	20,502.9	866	2,857.8

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

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2023 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:	866	rail carloads =	86,600	short tons =	2,857.8	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.