# OREGON INTERNATIONAL PORT OF COOS BAY BOARD OF COMMISSIONERS 

## March 2021 Management Reports

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# orbgon international Port of Coos Bay 

M E M O R A N D U M<br>TO: John Burns, Chief Executive Officer<br>FROM: Lanelle Comstock, Chief Administrative Officer<br>DATE: March 9, 2021<br>SUBJECT: Administrative Services Management Report

## Upcoming Scheduled Meetings and Events:

- March Regular Commission Meeting:

Tuesday, March 16, 3:00 pm

- April Regular Commission Meeting:

Tuesday, April 20, 3:00 pm

## Charleston Marina Intern:

The Port of Coos Bay has partnered with Southwestern Oregon Workforce Investment Board (SOWIB) and South Coast Business Employment Corporation's (SCBEC) "Recruit HIPPO" (Helping Individuals Pursue Professional Opportunities) program to provide an internship opportunity for a local high school student to train with the Maintenance Staff in the Charleston Marina Complex. The intern has been shadowing staff for at least 40 hours throughout the Winter term and is not only receiving school credit from the work-based learning, but also learning handson about the Port of Coos Bay and the Charleston Marina, while gaining soft skills experience of the workplace (interviewing, employer expectations, work ethics, workplace culture, etc.). The Port is delighted to be able to provide this opportunity to the future employees of our community.

## New Commissioner Orientation:

As noted on the March Commission Meeting Agenda, we are very excited to welcome a new Commissioner to the Oregon International Port of Coos Bay Board of Commissioners. Admin Staff is currently working on providing a "New Commissioner Orientation" which will include:

- Meetings with Staff to discuss topics such as:
- The Port of Coos Bay in general (including a Port tour)
- The Port's Mission, Vision, and Strategic Goals
- Current projects
- The Port's Financial Management (financial statements, budget and budget process)
- Roles of board members, staff, and committees
- Non-Disclosure and Confidentiality
- Special Districts Association of Oregon's "Special District Board Member Handbook" and trainings such as:
- Government Ethics
- Public Meetings Law
- SDAO Board Training
- Successful Governance for Local Officials
- And binders of information which include but is not limited to:
- Oregon Revised Statutes 777 regarding Port's Generally, and ORS 777.915-777.990 regarding Oregon International Port of Coos Bay Specifically
- General Port information (organizational chart, contact lists, etc.)
- Oregon Government Ethics Law: A Guide for Public Officials
- The Governor's Membership Handbook for Boards \& Commissions
- State of Oregon Attorney General's Public Records and Meetings Manual
- Recent previous Port of Coos Bay Board of Commissioners Meeting Minutes
- Charleston Advisory Committee information and previous meeting minutes
- The Port of Coos Bay Policy Manual
- The Port of Coos Bay Strategic Business Plan


## Budget Planning:

We have begun the administrative budget planning process for the 2021/22 fiscal year budget, which includes drafting an Operating Plan. The administrative budget includes expenses for administrative staff personnel salaries and benefits, development and training of all staff, administrative office expenses, commercial insurance, IT supplies, software licenses and subscriptions, recruitment, and legal services.

The tentative 2021/22 Budget Planning Calendar is included within the Information Section of this packet as a general guideline of the budget process. Please be advised of the following public meetings regarding the Port's budget (exact dates to be determined):

- Beginning of May - Charleston Advisory Committee Meeting to discussed proposed projects and rates
- End of May - Budget Committee Meeting(s)
- June 15- Regularly Scheduled Port Commission Meeting and Budget Hearing


## Statement of Economic Interest Reminder:

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

## COVID-19 Office Operations:

Most office staff continue to work remotely while Coos County is in Extreme Risk. The Port/Rail and Marina offices remain closed to the public (customers continue to be serviced telephonically).

# orgon intrrnational Port of Coos Bay 

MEMORANDUM<br>TO: John Burns, Chief Executive Officer<br>FROM: Megan Richardson, Director of Finance<br>DATE: $\quad$ March 9, 2021<br>SUBJECT: Accounting \& Finance Management Report

We hereby present January and January Year-to-Date (07 months) financial results for the Port.

## Operating Revenue:

Total operating revenues were $\$ 220 \mathrm{~K}$ which was $\$ 46 \mathrm{~K}$ less than budget. All departments reported revenues that fell short of the budget this period except Administration. Port Operations revenue shortfall will continue for the fiscal year. At this time, Port Ops can expect a revenue shortfall of about $\$ 45 \mathrm{~K}$ in property agreements at year end. The projected CPIs for lease renewals were less than the $2 \%$ budgeted. About $\$ 18 \mathrm{~K}$ is from the agreements that were anticipated to begin this fiscal year and were postponed due to permitting issues. The remaining $\$ 25 \mathrm{~K}$ shortfall was received at the end of the prior fiscal year when an agreement was executed, which was not expected to be executed until this fiscal year. Charleston Ops shortfall this month is due to the reduced moorage and lower Ice Sales. The moorage reduction was anticipated as annual and semi-annual had been exceeding budget for the first five months of the fiscal year. The Ice Sales shortfall is exaggerated due to the allocation error for ice discussed last month. The allocation error overstates historically anticipated revenues for this month by close to $\$ 22 \mathrm{~K}$. If we had applied last year's allocation, the shortfall would be closer to a $\$ 2 \mathrm{~K}$ shortfall compared to the $\$ 24 \mathrm{~K}$ shortfall reported this period. Railroad Ops fell short of this month's budget by $\$ 10 \mathrm{~K}$. They moved 342 cars this month compared to the budgeted average of 417 car movements.

## Operating Expense:

Operating expenses totaled $\$ 329 \mathrm{~K}$, which was $\$ 1,311$ less than budget. All departments remained within budget this month except Rail Ops. Rail Ops overage is for repairs and maintenance and the annual inspection for the Hy-Rail vehicle. Charleston remains focused on completing dredging during this time and this will account for most of the underspending in repairs and maintenance. It is expected repairs and maintenance will show in future periods when maintenance staff has completed dredging and is able to return their focus to the Marina.

## Operating Result:

The Port ended January with a $\$ 120 \mathrm{~K}$ deficit against a planned deficit of $\$ 129 \mathrm{~K}$ which was better than plan by $\$ 9 \mathrm{~K}$. All departments performed better than plan except for Port Ops, Rail Ops, and Charleston Ops.

## Other Income \& Expense:

Total other revenues totaled $\$ 44 \mathrm{~K}$, which is less than budget by $\$ 772 \mathrm{~K}$. The property tax for year to date is on schedule, and the additional tax budgeted this period is for state and federal tax credits. The federal tax credit was received in December and the state tax credit is still anticipated. Other expenses totaled $\$ 7,500$ in January, which was $\$ 75 \mathrm{~K}$ less than plan. The underspending of other expenses is related to Debt Service and Capital Outlays. Capital Outlay is underspent due to the timing of capital projects.

## Net Result \& Year to Date:

January net result amounted to a loss of $\$ 72 \mathrm{~K}$ compared to a budgeted net gain of $\$ 624 \mathrm{~K}$ resulting in a $\$ 696 \mathrm{~K}$ negative variance. Year to date net result amounted to a gain of $\$ 816 \mathrm{~K}$ compared to a budgeted loss of $\$ 97 \mathrm{~K}$ resulting in a positive variance of $\$ 913 \mathrm{~K}$. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

## Other Comments:

The total cash balances in all bank accounts at February month end were $\$ 4,631,015.53$ which is a decrease of $\$ 85 \mathrm{~K}$ from January, with interest earnings of $\$ 1,923.72$. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate remained at $0.75 \%$ pa.

Budget preparations are in full swing in the Finance Department. We are busy finetuning schedules and custom reports for management. As mentioned last month, the budget calendar is provided in this month's commission packet. It will also be distributed to the rest of the budget committee.

|  |  | Current Period |  |  |  | Same Month Last Year |  |  | Year to Date |  |  |  |  |  |  | Year End |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Jan 2021 |  |  |  | Jan 2020 |  |  | Jul 2020 －Jan 2021 |  |  |  | Prior FYTD vs Current FYTD |  |  | Jul 2020 －Jun 2021 |  |  |
|  |  | Actual | Budget | \＄Diff | \％Diff | Actual | \＄Diff | \％Diff | Actual | Budget | \＄Diff | \％Diff | Last FY | \＄Diff | \％Diff | Projected | Budget | \％Diff |
| 1 | Operating Income |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 2 | Administation | 1，371 | 1，360 | 11 | 1\％ | 1，376 | （5） | （0\％） | 9，539 | 9，520 | 19 | 0\％ | 9，535 | 5 | 0\％ | 25，055 | 25，036 | 0\％ |
| 3 | External Affairs | 0 | 33 | （33） | （100\％） | 18 | （18） | （100\％） | 115 | 233 | （118） | （51\％） | 464 | （349） | （75\％） | 282 | 400 | （30\％） |
| 5 | Port Operations | 15，515 | 20，411 | $(4,895)$ | （24\％） | 63，524 | $(48,009)$ | （76\％） | 114，868 | 142，874 | $(28,006)$ | （20\％） | 440，145 | $(325,277)$ | （74\％） | 216，920 | 244，926 | （11\％） |
| 6 | Railroad Operations | 62，969 | 73，555 | $(10,586)$ | （14\％） | 64，846 | $(1,877)$ | （3\％） | 478，515 | 494，727 | $(16,212)$ | （3\％） | 437，053 | 41，462 | 9\％ | 864，198 | 880，410 | （2\％） |
| 8 | Charleston Operations |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | Building \＆Dock Leases | 23，162 | 18，333 | 4，829 | 26\％ | 17，025 | 6，137 | 36\％ | 137，770 | 128，333 | 9，437 | 7\％ | 112，614 | 25，156 | 22\％ | 229，437 | 220，000 | 4\％ |
| 11 | Marina | 76，125 | 81，078 | $(4,952)$ | （6\％） | 66，895 | 9，231 | 14\％ | 608，294 | 563，801 | 44，493 | 8\％ | 606，261 | 2，034 | 0\％ | 1，072，153 | 1，027，660 | 4\％ |
| 12 | Shipyard | 15，672 | 21，050 | $(5,378)$ | （26\％） | 18，068 | $(2,396)$ | （13\％） | 143，418 | 147，350 | $(3,932)$ | （3\％） | 139，803 | 3，615 | 3\％ | 248，668 | 252，600 | （2\％） |
| 13 | RV Park | 13，981 | 14，252 | （271） | （2\％） | 13，711 | 270 | 2\％ | 249，022 | 237，183 | 11，839 | 5\％ | 228，408 | 20，614 | 9\％ | 349，339 | 337，500 | 4\％ |
| 14 | Ice Plant | 6，233 | 30，037 | $(23,804)$ | （79\％） | 0 | 6，233 |  | 22，719 | 150，183 | $(127,464)$ | （85\％） | 145，435 | $(122,717)$ | （84\％） | 172，901 | 300，365 | （42\％） |
| 16 | Travel Lift | 2，930 | 5，000 | $(2,070)$ | （41\％） | 569 | 2，361 | 415\％ | 22，603 | 35，000 | $(12,397)$ | （35\％） | 25，776 | $(3,173)$ | （12\％） | 47，603 | 60，000 | （21\％） |
| 17 | Other | 1，835 | 542 | 1，294 | 239\％ | 1，159 | 676 | 58\％ | 10，116 | 3，792 | 6，325 | 167\％ | 18，308 | $(8,192)$ | （45\％） | 12，825 | 6，500 | 97\％ |
| 18 | Total Charleston Operations | 139，938 | 170，292 | $(30,353)$ | （18\％） | 117，427 | 22，512 | 19\％ | 1，193，942 | 1，265，642 | （71，699） | （6\％） | 1，276，604 | $(82,662)$ | （6\％） | 2，132，926 | 2，204，625 | （3\％） |
| 19 | Total Operating Income | 219，793 | 265，650 | $(45,858)$ | （17\％） | 247，189 | $(27,397)$ | （11\％） | 1，796，980 | 1，912，995 | $(116,015)$ | （6\％） | 2，163，801 | $(366,821)$ | （17\％） | 3，239，381 | 3，355，397 | （3\％） |
| 21 | Operating Expenses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 22 | Administration | 111，674 | 138，994 | 27，320 | 20\％ | 105，948 | $(5,726)$ | （5\％） | 832，288 | 1，049，838 | 217，550 | 21\％ | 1，414，756 | 582，468 | 41\％ | 1，564，216 | 1，781，765 | 12\％ |
| 23 | External Affairs | 19，151 | 22，384 | 3，233 | 14\％ | 26，413 | 7，262 | 27\％ | 145，118 | 161，853 | 16，734 | 10\％ | 210，951 | 65，832 | （31\％） | 262，203 | 278，938 | （6\％） |
| 24 | Port Development | 16，557 | 26，058 | 9，501 | 36\％ | 30，557 | 13，999 | 46\％ | 127，958 | 195，275 | 67，317 | 34\％ | 185，723 | 57，765 | （31\％） | 271，118 | 338，434 | （20\％） |
| 25 | Port Operations | 13，963 | 15，021 | 1，058 | 7\％ | 14，592 | 629 | 4\％ | 98，990 | 110，575 | 11，585 | 10\％ | 145，823 | 46，834 | （32\％） | 179，523 | 191，109 | （6\％） |
| 26 | Railroad Operations | 23，284 | 13，481 | $(9,803)$ | （73\％） | 139，448 | 116，164 | 83\％ | 88，681 | 94，369 | 5，688 | 6\％ | 507，353 | 418，672 | （83\％） | 156，087 | 161，775 | （4\％） |
| 28 | Charleston Operations | 144，161 | 160，020 | 15，859 | 10\％ | 160，572 | 16，411 | 10\％ | 917，432 | 1，159，037 | 241，605 | 21\％ | 1，209，939 | 292，507 | （24\％） | 1，756，429 | 1，998，034 | （12\％） |
| 29 | Total Expenses | 328，790 | 375，959 | 47，169 | 13\％ | 477，529 | 148，739 | 31\％ | 2，210，468 | 2，770，947 | 560，479 | 20\％ | 3，674，546 | 1，464，077 | 40\％ | 4，189，576 | 4，750，055 | 12\％ |
| 31 | Operating Results |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 32 | Administration | $(110,303)$ | $(137,634)$ | 27，331 | （20\％） | $(104,572)$ | $(5,731)$ | 5\％ | $(822,749)$ | （1，040，318） | 217，569 | （21\％） | $(1,405,222)$ | 582，473 | （41\％） | $(1,539,160)$ | $(1,756,729)$ | （12\％） |
| 33 | External Affairs | $(19,151)$ | $(22,351)$ | 3，200 | （14\％） | $(26,395)$ | 7，244 | （27\％） | $(145,003)$ | $(161,620)$ | 16，616 | （10\％） | $(210,487)$ | 65，483 | （31\％） | $(261,922)$ | $(278,538)$ | （6\％） |
| 34 | Port Development | $(16,557)$ | $(26,058)$ | 9，501 | （36\％） | $(30,557)$ | 13，999 | （46\％） | $(127,958)$ | $(195,275)$ | 67，317 | （34\％） | $(185,723)$ | 57，765 | （31\％） | （271，118） | $(338,434)$ | （20\％ |
| 35 | Port Operations | 1，552 | 5，390 | $(3,838)$ | （71\％） | 48，932 | $(47,380)$ | （97\％） | 15，878 | 32，298 | $(16,420)$ | （51\％） | 294，321 | $(278,443)$ | （95\％） | 37，397 | 53，817 | （31\％） |
| 36 | Railroad Operations | 39，685 | 60，074 | $(20,389)$ | （34\％） | $(74,602)$ | 114，287 | （153\％） | 389，834 | 400，358 | $(10,524)$ | （3\％） | $(70,300)$ | 460，134 | （655\％） | 708，110 | 718，635 | （1\％） |
| 38 | Charleston Operations | $(4,222)$ | 10，271 | $(14,494)$ | （141\％） | $(43,145)$ | 38，923 | （90\％） | 276，510 | 106，604 | 169，906 | 159\％ | 66，665 | 209，845 | 315\％ | 376，497 | 206，591 | 82\％ |
| 39 | Totals Operating Results | （108，997） | $(110,308)$ | 1，311 | （1\％） | $(230,339)$ | 121，342 | （53\％） | $(413,488)$ | （857，952） | 444，464 | （52\％） | $(1,510,745)$ | 1，097，257 | （73\％） | （950，195） | $(1,394,659)$ | （32\％） |
| 41 | Tax Collected | 34，575 | 805，541 | $(770,966)$ | （96\％） | 656，568 | $(621,993)$ | （95\％） | 2，088，953 | 2，512，022 | $(423,069)$ | （17\％） | 2，342，170 | $(253,218)$ | （11\％） | 2，218，536 | 2，641，605 | （16\％） |
| 42 | Financial Income | 9，542 | 11，274 | $(1,732)$ | （15\％） | 11，488 | $(1,946)$ | （17\％） | 64，019 | 69，017 | $(4,998)$ | （7\％） | 91，586 | $(27,567)$ | （30\％） | 113，489 | 118，487 | （4\％ |
| 43 | Grant Income | 0 | 0 | 0 |  | 0 | 0 |  | 48，783 | 5，400 | 43，383 | 803\％ | 6，140 | 42，643 | 694\％ | 75，783 | 32，400 | 134\％ |
| 45 |  | 0 | 0 | 0 |  | 1，251 | $(1,251)$ | （100\％） | 32，398 | 0 | 32，398 |  | 23，460 | 8，938 | 38\％ | 878，973 | 846，575 | 4\％ |
| 46 | Total Other Income | 44，117 | 816，815 | $(772,698)$ | （95\％） | 669，306 | （625，189） | （93\％） | 2，234，153 | 2，586，439 | $(352,286)$ | （14\％） | 2，463，357 | （229，204） | （9\％） | 3，286，781 | 3，639，067 | （10\％） |
| 48 | Financial Expenses \＆Taxes | 1，571 | 2，383 | 812 | （34\％） | 13，062 | 11，490 | （88\％） | 59，381 | 34，183 | $(25,198)$ | 74\％ | 42，162 | $(17,219)$ | 41\％ | 75，798 | 50，600 | （50\％） |
| 49 | Debt Service | 5，938 | 23，812 | 17，875 | （75\％） | 5，913 | （25） | 0\％ | 860，293 | 1，394，746 | 534，453 | （38\％） | 804，079 | $(56,215)$ | 7\％ | 979，355 | 1，513，808 | 35\％ |
| 50 | Capital Outlays | 0 | 56，667 | 56，667 | （100\％） | 63，516 | 63，516 | （100\％） | 84，908 | 396，667 | 311，758 | （79\％） | 154，306 | 69，398 | （45\％） | 368，242 | 680，000 | 46\％ |
| 52 | T Total Other Expenses | 7，509 | 82，862 | 75，353 | （91\％） | 82，491 | 74，981 | （91\％） | 1，004，583 | 1，825，596 | 821，013 | （45\％） | 1，000，546 | $(4,036)$ | 0\％ | 1，423，395 | 2，244，408 | （37\％） |
| 54 | Net Result | （72，390） | 623，645 | （696，034） | 112\％ | 356，477 | （428，866） | （120\％） | 816，082 | $(97,109)$ | 913，191 | 940\％ | $(47,934)$ | 864，016 | 1803\％ | 913，191 | 0 | （397039538\％） |


| Financial Report - Actual vs. Budget For Period Ending Jan 2021 amounts in \$US dollars | Fund: Gener |  | Departmen | Admini | ation | Locatio |  | Budget: | dopted |  |  |  |  |  | k |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Current | riod |  | Sam | Month Last |  |  |  |  | r to Dat |  |  |  |  | Year End |  |
| Administration |  | Jan 2 |  |  |  | Jan 2020 |  |  | Jul 2020 - | 2021 |  | Prior F | d vs Curren |  | Jul 2 | Y20-Jun 202 |  |
|  | Actual | Budget | \$ Diff | \% Diff | Actual | \$ Diff | \% Diff | Actual | Budget | \$ Diff | \% Diff | Last FY | \$ Diff | \% Diff | Projected | Budget | \% Diff |
| Operating Income |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4005 Building \& Dock Leases | 371 | 360 | 11 | 3\% | 360 | 11 | 3\% | 2,529 | 2,520 | 9 | 0\% | 2,519 | 11 | 0\% | 4,983 | 4,974 | 0\% |
| 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 |  | 16 | (16) | -100\% | 10 | 0 | 10 |  | 16 | (6) | -38\% | 8,072 | 8,062 | 0\% |
| Total Operating Income | 1,371 | 1,360 | 11 | 1\% | 1,376 | (5) | 0\% | 9,539 | 9,520 | 19 | 0\% | 9,535 | 5 | 0\% | 25,055 | 25,036 | 0\% |
| Expenses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Personnel Services |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5005 Salaries | 49,641 | 51,437 | 1,797 | 3\% | 42,130 | $(7,511)$ | -18\% | 401,620 | 385,881 | $(15,739)$ | -4\% | 303,314 | $(98,306)$ | -32\% | 684,626 | 668,887 | -2\% |
| 5010 Other compensation | 0 | 1,678 | 1,678 | 100\% | 0 | 0 |  | 0 | 48,872 | 48,872 | 100\% | 0 | 0 |  | 5,594 | 54,466 | 90\% |
| 5015 Overtime | 0 | 38 | 38 | 100\% | 0 | 0 |  | 0 | 282 | 282 | 100\% | 121 | 121 | 100\% | 207 | 489 | 58\% |
| 5050 Merit Pool | 0 | 1,305 | 1,305 | 100\% | 0 | 0 |  | 0 | 9,788 | 9,788 | 100\% | 0 | 0 |  | 7,178 | 16,966 | 58\% |
| Total Compensation | 49,641 | 54,458 | 4,817 | 9\% | 42,130 | $(7,511)$ | -18\% | 401,620 | 444,823 | 43,203 | 10\% | 303,436 | $(98,185)$ | -32\% | 697,606 | 740,808 | 6\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5100 Federal Payroll taxes | 3,678 | 3,755 | 77 | 2\% | 3,182 | (496) | -16\% | 21,702 | 28,170 | 6,469 | 23\% | 18,226 | $(3,476)$ | -19\% | 42,362 | 48,830 | 13\% |
| 5105 State Payroll taxes | 11 | 0 | (11) |  | 7 | (3) | -40\% | 72 | 0 | (72) |  | 70 | (3) | -4\% | 72 | 0 |  |
| 5110 Unemployment Insurance | 1,346 | 698 | (648) | -93\% | 1,082 | (265) | -24\% | 3,615 | 5,238 | 1,623 | 31\% | 2,601 | $(1,015)$ | -39\% | 7,457 | 9,080 | 18\% |
| 5115 Workers compensation | 104 | 111 | 7 | 6\% | 85 | (19) | -23\% | (47) | 835 | 883 | 106\% | 594 | 641 | 108\% | 565 | 1,448 | 61\% |
| Total Payroll Taxes | 5,139 | 4,565 | (574) | -13\% | 4,356 | (783) | -18\% | 25,342 | 34,244 | 8,902 | 26\% | 21,490 | $(3,852)$ | -18\% | 50,456 | 59,358 | 15\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5200 Medical insurance | 7,684 | 6,753 | (931) | -14\% | 3,927 | $(3,757)$ | -96\% | 53,787 | 50,660 | $(3,127)$ | -6\% | 23,562 | $(30,225)$ | -128\% | 90,941 | 87,814 | -4\% |
| 5205 Dental insurance | 922 | 1,144 | 222 | 19\% | 668 | (254) | -38\% | 6,200 | 8,580 | 2,380 | 28\% | 4,673 | $(1,527)$ | -33\% | 12,492 | 14,872 | 16\% |
| 5215 Term life insurance | 94 | 85 | (9) | -10\% | 303 | 210 | 69\% | 901 | 637 | (264) | -41\% | 2,489 | 1,588 | 64\% | 1,368 | 1,104 | -24\% |
| 5220 Long Term Disability insurance | 292 | 304 | 12 | 4\% | 0 | (292) |  | 1,653 | 2,281 | 628 | 28\% | 0 | $(1,653)$ |  | 3,325 | 3,953 | 16\% |
| 5225 PERS Employer Contributions | 6,442 | 10,399 | 3,957 | 38\% | 8,043 | 1,601 | 20\% | 54,582 | 78,014 | 23,431 | 30\% | 57,431 | 2,848 | 5\% | 111,798 | 135,229 | 17\% |
| 5230 PERS Employee Contributions | 2,025 | 3,167 | 1,142 | 36\% | 2,528 | 503 | 20\% | 17,155 | 23,757 | 6,602 | 28\% | 18,050 | 895 | 5\% | 34,579 | 41,181 | 16\% |
| Total Insured Benefits | 17,459 | 21,851 | 4,393 | 20\% | 15,468 | $(1,990)$ | -13\% | 134,278 | 163,928 | 29,650 | 18\% | 106,205 | $(28,073)$ | -26\% | 254,503 | 284,153 | 10\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Personnel Services | 72,239 | 80,874 | 8,635 | 11\% | 61,954 | $(10,284)$ | -17\% | 561,240 | 642,995 | 81,755 | 13\% | 431,131 | $(130,109)$ | -30\% | 1,002,565 | 1,084,319 | 8\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Goods \& Services |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6005 Seminars \& training | 175 | 322 | 147 | 46\% | 735 | 560 | 76\% | 265 | 2,252 | 1,987 | 88\% | 2,951 | 2,686 | 91\% | 1,873 | 3,860 | 51\% |
| 6010 Educational reimbursement | 0 | 0 | 0 |  | 0 | 0 |  | 0 | , | - |  | 6,582 | 6,582 | 100\% | 0 | - |  |
| Total Staff Training | 175 | 322 | 147 | 46\% | 735 | 560 | 76\% | 265 | 2,252 | 1,987 | 88\% | 9,533 | 9,268 | 97\% | 1,873 | 3,860 | 51\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6020 Travel - airfare | 0 | 83 | 83 | 100\% | 0 | 0 |  | 0 | 583 | 583 | 100\% | 0 | 0 |  | 417 | 1,000 | 58\% |
| 6025 Travel - lodging \& transportation | 0 | 242 | 242 | 100\% | 0 | 0 |  | 0 | 1,692 | 1,692 | 100\% | 861 | 861 | 100\% | 1,208 | 2,900 | 58\% |
| 6030 Travel - Per Diem \& mileage reimbursement | 0 | 63 | 63 | 100\% | 0 | 0 |  | 0 | 438 | 438 | 100\% | 1,116 | 1,116 | 100\% | 313 | 750 | 58\% |
| 6035 Meals \& Entertainment | 0 | 233 | 233 | 100\% | 98 | 98 | 100\% | 93 | 1,633 | 1,540 | 94\% | 5,726 | 5,633 | 98\% | 1,260 | 2,800 | 55\% |
| Total Travel \& Entertainment | - | 621 | 621 | 100\% | 98 | 98 | 100\% | 93 | 4,346 | 4,253 | 98\% | 7,703 | 7,610 | 99\% | 3,197 | 7,450 | 57\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6050 Office supplies | 497 | 750 | 253 | 34\% | 714 | 216 | 30\% | 2,625 | 5,250 | 2,625 | 50\% | 5,420 | 2,795 | 52\% | 6,375 | 9,000 | 29\% |
| 6055 Kitchen supplies | 108 | 355 | 246 | 69\% | 293 | 185 | 63\% | 1,097 | 2,483 | 1,386 | 56\% | 1,846 | 749 | $41 \%$ | 2,870 | 4,256 | 33\% |

Financial Report - Actual vs. Budget

| Administration |  | Current Period |  |  |  | Same Month Last Year |  |  | Year to Date |  |  |  |  |  |  | Year End |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Jan 2021 |  |  |  | Jan 2020 |  |  | Jul 2020 - Jan 2021 |  |  |  | Prior FYTD vs Current FYTD |  |  | Jul 2020 - Jun 2021 |  |  |
|  |  | Actual | Budget | \$ Diff | \% Diff | Actual | \$ Diff | \% Diff | Actual | Budget | \$ Diff | \% Diff | Last FY | \$ Diff | \% Diff | Projected | Budget | \% Diff |
| 6060 | IT supplies | 65 | 667 | 602 | 90\% | 655 | 591 | 90\% | 24,344 | 4,667 | $(19,677)$ | -422\% | 4,382 | $(19,962)$ | -456\% | 27,677 | 8,000 | -246\% |
| 6070 | Postage \& courier services | 400 | 433 | 33 | 8\% | 431 | 31 | 7\% | 2,056 | 3,033 | 977 | 32\% | 2,492 | 435 | 17\% | 4,223 | 5,200 | 19\% |
| 6080 | Office lease | 7,927 | 8,092 | 164 | 2\% | 7,726 | (201) | -3\% | 55,491 | 56,642 | 1,151 | 2\% | 54,085 | $(1,406)$ | -3\% | 95,949 | 97,100 | 1\% |
| 6085 | Office equipment lease | 0 | 178 | 178 | 100\% | 0 | 0 |  | 1,070 | 1,248 | 179 | 14\% | 1,007 | (62) | -6\% | 1,961 | 2,140 | 8\% |
| 6087 | Office equipment repairs \& maintenance | 150 | 375 | 225 | 60\% | 244 | 94 | 38\% | 1,091 | 2,625 | 1,534 | 58\% | 2,143 | 1,053 | 49\% | 2,966 | 4,500 | 34\% |
| 6090 | IT SW subscriptions \& licenses | 10,848 | 11,018 | 170 | 2\% | 9,312 | $(1,537)$ | -17\% | 67,994 | 77,128 | 9,135 | 12\% | 68,010 | 16 | 0\% | 123,085 | 132,220 | 7\% |
| 6095 | Commission expenses | 0 | 208 | 208 | 100\% | 291 | 291 | 100\% | 0 | 1,458 | 1,458 | 100\% | 2,368 | 2,368 | 100\% | 1,042 | 2,500 | 58\% |
|  | Total Office Expense | 20,915 | 22,076 | 1,161 | 5\% | 19,666 | $(1,249)$ | -6\% | 156,686 | 154,534 | $(2,152)$ | -1\% | 141,753 | $(14,933)$ | -11\% | 267,068 | 264,916 | -1\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6100 | Telephone - landline | 490 | 450 | (40) | -9\% | 408 | (82) | -20\% | 2,889 | 3,150 | 261 | 8\% | 2,785 | (104) | -4\% | 5,139 | 5,400 | 5\% |
| 6105 | Telephone - mobile | 501 | 780 | 279 | 36\% | 602 | 101 | 17\% | 3,048 | 5,460 | 2,412 | 44\% | 4,080 | 1,032 | 25\% | 6,948 | 9,360 | 26\% |
| 6110 | Internet services | 604 | 608 | 5 | 1\% | 654 | 50 | 8\% | 4,225 | 4,258 | 33 | 1\% | 4,275 | 50 | 1\% | 7,267 | 7,300 | 0\% |
| 6115 | Cable TV | 0 | 50 | 50 | 100\% | 50 | 50 | 100\% | 303 | 350 | 47 | 13\% | 349 | 46 | 13\% | 553 | 600 | 8\% |
| 6130 | Electricity | 456 | 625 | 169 | 27\% | 605 | 149 | 25\% | 3,417 | 4,375 | 958 | 22\% | 4,018 | 600 | 15\% | 6,542 | 7,500 | 13\% |
|  | Total Utilities | 2,051 | 2,513 | 462 | 18\% | 2,319 | 268 | 12\% | 13,883 | 17,593 | 3,711 | 21\% | 15,507 | 1,624 | 10\% | 26,449 | 30,160 | 12\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6200 | Temporary/Contract help | 0 | 2,900 | 2,900 | 100\% | 0 | 0 |  | 24,726 | 20,300 | $(4,426)$ | -22\% | 0 | $(24,726)$ |  | 39,226 | 34,800 | -13\% |
| 6205 | Janitorial services | 484 | 485 | 2 | 0\% | 373 | (111) | -30\% | 3,385 | 3,395 | 11 | 0\% | 3,274 | (111) | -3\% | 5,810 | 5,820 | 0\% |
| 6215 | Payroll services | 1,067 | 867 | (201) | -23\% | 1,036 | (31) | -3\% | 4,462 | 6,067 | 1,605 | 26\% | 4,598 | 136 | 3\% | 8,795 | 10,400 | 15\% |
| 6245 | Legal advertising | 0 | 167 | 167 | 100\% | 0 | 0 |  | 0 | 1,167 | 1,167 | 100\% | 387 | 387 | 100\% | 833 | 2,000 | 58\% |
| 6250 | Legal services | 120 | 12,500 | 12,380 | 99\% | 5,508 | 5,388 | 98\% | 14,897 | 87,500 | 72,603 | 83\% | 739,219 | 724,322 | 98\% | 77,397 | 150,000 | 48\% |
| 6255 | Auditing | 12,650 | 4,583 | $(8,067)$ | -176\% | 11,325 | $(1,325)$ | -12\% | 37,300 | 32,083 | $(5,217)$ | -16\% | 44,900 | 7,600 | 17\% | 60,217 | 55,000 | -9\% |
| 6260 | Consulting services | 0 | 83 | 83 | 100\% | 0 | 0 |  | 0 | 583 | 583 | 100\% | 275 | 275 | 100\% | 417 | 1,000 | 58\% |
| 6265 | Recruiting services | 0 | 208 | 208 | 100\% | 20 | 20 | 100\% | 0 | 1,458 | 1,458 | 100\% | 129 | 129 | 100\% | 1,042 | 2,500 | 58\% |
| 6290 | Commercial insurance | 1,855 | 1,733 | (123) | -7\% | 1,755 | (100) | -6\% | 12,069 | 12,128 | 59 | 0\% | 10,707 | $(1,362)$ | -13\% | 20,731 | 20,790 | 0\% |
|  | Total Professional Services | 16,258 | 23,526 | 7,268 | 31\% | 20,095 | 3,837 | 19\% | 96,920 | 164,681 | 67,761 | 41\% | 803,566 | 706,646 | 88\% | 214,549 | 282,310 | 24\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6351 | Awards \& Recognitions | 0 | 313 | 313 | 100\% | 55 | 55 | 100\% | 2,475 | 2,188 | (288) | -13\% | 2,630 | 155 | 6\% | 4,038 | 3,750 | -8\% |
|  | Total Marketing Expense | 0 | 313 | 313 | 100\% | 55 | 55 | 100\% | 2,475 | 2,188 | (288) | -13\% | 2,630 | 155 | 6\% | 4,038 | 3,750 | -8\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6405 | Safety/hazardous materials | 0 | 0 | 0 |  | 0 | 0 |  | 504 | 0 | (504) |  | 0 | (504) |  | 504 | 0 |  |
| 6430 | Equipment Rental | 0 | 0 | 0 |  | 765 | 765 | 100\% | 0 | 0 | 0 |  | 2,211 | 2,211 | 100\% | 0 | 0 |  |
| 6450 | Fuel - Gas | 36 | 250 | 214 | 86\% | 109 | 73 | 67\% | 125 | 1,750 | 1,625 | 93\% | 497 | 372 | 75\% | 1,375 | 3,000 | 54\% |
|  | Total Operational Expense | 36 | 250 | 214 | 86\% | 874 | 838 | 96\% | 629 | 1,750 | 1,121 | 64\% | 2,708 | 2,079 | 77\% | 1,879 | 3,000 | 37\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6500 | Repairs \& maintenance equipment | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 |  |
| 6505 | Repairs \& maintenance vehicles | 0 | 42 | 42 | 100\% | 30 | 30 | 100\% | 0 | 292 | 292 | 100\% | 41 | 41 | 100\% | 208 | 500 | 58\% |
| 6510 | Repairs \& maintenance buildings | 0 | 125 | 125 | 100\% | 120 | 120 | 100\% | 92 | 875 | 783 | 89\% | 179 | 87 | 49\% | 717 | 1,500 | 52\% |
|  | Total Repair and Maintenance | 0 | 167 | 167 | 100\% | 152 | 152 | 100\% | 98 | 1,167 | 1,068 | 92\% | 224 | 126 | 56\% | 932 | 2,000 | 53\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6599 | Budget Contingency | 0 | 8,333 | 8,333 | 100\% | 0 | 0 |  | 0 | 58,333 | 58,333 | 100\% | 0 | 0 |  | 41,667 | 100,000 | 58\% |
| Total Goods \& Services |  | 39,435 | 58,120 | 18,685 | 32\% | 43,994 | 4,559 | 10\% | 271,049 | 406,843 | 135,795 | 33\% | 983,626 | 712,577 | 72\% | 561,651 | 697,446 | 19\% |


| Finan For P amou | Report - Actual vs. Budget d Ending Jan 2021 in \$US dollars | Fund: Gener | Fund | Departmen | Admini | tration | Locati |  | Budget: | Adopted |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | Current | riod |  | Same | onth Las |  |  |  |  | ar to Dat |  |  |  |  | Year End |  |
|  | Administration |  | Jan 2 |  |  |  | Jan 2020 |  |  | Jul 2020 - | 2021 |  | Prior F | D vs Curre |  | Jul 2 | 2020 - Jun 202 |  |
|  |  | Actual | Budget | \$ Diff | \% Diff | Actual | \$ Diff | \% Diff | Actual | Budget | \$ Diff | \% Diff | Last FY | \$ Diff | \% Diff | Projected | Budget | \% Diff |
| Total | enses | 111,674 | 138,994 | 27,320 | 20\% | 105,948 | $(5,726)$ | -5\% | 832,288 | 1,049,838 | 217,550 | 21\% | 1,414,756 | 582,468 | 41\% | 1,564,216 | 1,781,765 | 12\% |
| Opera | Results | (110,303) | $(137,634)$ | 27,331 | -20\% | $(104,572)$ | $(5,731)$ | 5\% | $(822,749)$ | $(1,040,318)$ | 217,569 | -21\% | $(1,405,222)$ | 582,473 | -41\% | $(1,539,160)$ | $(1,756,729)$ | -12\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other | ome \& Expenses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other | ome |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4405 | Property Taxes - Current Year | 30,570 | 18,076 | 12,494 | 69\% | 18,831 | 11,739 | 62\% | 1,719,494 | 1,699,182 | 20,313 | 1\% | 1,660,738 | 58,756 | 4\% | 1,827,952 | 1,807,640 | 1\% |
| 4410 | Property Taxes - Prior Years | 3,977 | 3,500 | 477 | 14\% | 3,517 | 460 | 13\% | 52,221 | 28,875 | 23,346 | 81\% | 47,119 | 5,103 | 11\% | 73,346 | 50,000 | 47\% |
| 4505 | Interest - Bank | 2,168 | 3,900 | $(1,732)$ | -44\% | 4,114 | $(1,946)$ | -47\% | 12,402 | 17,400 | $(4,998)$ | -29\% | 39,969 | $(27,567)$ | -69\% | 25,002 | 30,000 | -17\% |
| 4506 | Interest - Southport Note | 1,977 | 2,143 | (166) | -8\% | 2,136 | (159) | -7\% | 14,120 | 14,998 | (878) | -6\% | 15,227 | $(1,107)$ | -7\% | 24,833 | 25,711 | -3\% |
| 4515 | Principal Repayment - Southport Note | 5,397 | 5,231 | 166 | 3\% | 5,238 | 159 | 3\% | 37,497 | 36,619 | 878 | 2\% | 36,391 | 1,107 | 3\% | 63,654 | 62,776 | 1\% |
| 4695 | Grants Received - Other | 0 | 0 | 0 |  | 0 | 0 |  | 48,783 | 0 | 48,783 |  | 0 | 48,783 |  | 48,783 | 0 |  |
| 4815 | Transfer - RF | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 |  | 0 | 0 |  | 201,575 | 201,575 | 0\% |
| 4905 | Other | 0 | 0 | 0 |  | 1 | (1) | -100\% | 8 | 0 | 8 |  | 2 | 6 | 303\% | 8 | , |  |
| 4915 | Insurance Reimbursement | 0 | 0 | 0 |  | 0 | 0 |  | 22,349 | 0 | 22,349 |  | 0 | 22,349 |  | 22,349 | 0 |  |
|  | Total Other Income | 44,089 | 32,850 | 11,238 | 34\% | 33,837 | 10,252 | 30\% | 1,906,875 | 1,797,074 | 109,801 | 6\% | 1,799,445 | 107,430 | 6\% | 2,287,503 | 2,177,702 | 5\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other | penses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Taxes | Misc Expenses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6705 | Grant expenses | 0 | 0 | 0 |  | 0 | 0 |  | 35 | 0 | (35) |  | 0 | (35) |  | 35 | 0 |  |
| 6740 | Merchant fees | 1,471 | 1,500 | 29 | 2\% | 1,392 | (79) | -6\% | 17,522 | 18,000 | 479 | 3\% | 16,443 | $(1,078)$ | -7\% | 29,522 | 30,000 | 2\% |
| 6745 | Banking fees | 100 | 50 | (50) | -100\% | 0 | (100) | -99950\% | 11 | 350 | 339 | 97\% | 12 | 1 | 7\% | 261 | 600 | 57\% |
| 6755 | Insurance Claims | 0 | 0 | 0 |  | 0 | 0 |  | 20,294 | 0 | $(20,294)$ |  | 0 | $(20,294)$ |  | 20,294 | 0 |  |
|  | Total Taxes \& Misc Expenses | 1,571 | 1,550 | (21) | -1\% | 1,392 | (179) | -13\% | 37,862 | 18,350 | (19,512) | -106\% | 16,455 | $(21,407)$ | -130\% | 50,112 | 30,600 | -64\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Debt | vices |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7020 | Principal repayment - Vehicles | 821 | 4,382 | 3,561 | 81\% | 0 | (821) |  | 5,685 | 30,675 | 24,991 | 81\% | 786 | $(4,899)$ | -623\% | 27,595 | 52,586 | 48\% |
| 7025 | Interest payment - Vehicles | 156 | 503 | 347 | 69\% | 0 | (156) |  | 1,155 | 3,522 | 2,367 | 67\% | 191 | (964) | -505\% | 3,671 | 6,038 | 39\% |
|  | Total Debt Services | 977 | 4,885 | 3,908 | 80\% | 0 | (977) |  | 6,839 | 34,197 | 27,358 | 80\% | 977 | $(5,862)$ | -600\% | 31,266 | 58,624 | 47\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total | er Expenses | 2,548 | 6,435 | 3,887 | 60\% | 1,392 | $(1,156)$ | -83\% | 44,701 | 52,547 | 7,846 | 15\% | 17,432 | $(27,269)$ | -156\% | 81,378 | 89,224 | 9\% |
| Net O | Income | 41,540 | 26,415 | 15,125 | 57\% | 32,444 | 9,096 | 28\% | 1,862,173 | 1,744,527 | 117,647 | 7\% | 1,782,013 | 80,161 | 4\% | 2,206,125 | 2,088,478 | 6\% |
| Net R |  | $(68,763)$ | $(111,219)$ | 42,456 | -38\% | $(72,128)$ | 3,365 | -5\% | 1,039,425 | 704,208 | 335,216 | 48\% | 376,791 | 662,634 | 176\% | 666,965 | 331,748 | 101\% |



Financial Report - Actual vs. Budget
For Period Ending Jan 2021
amounts in \$US dollars
Fund: General Fund
Department: External Affairs

| External Affairs | Current Period |  |  |  | Same Month Last Year |  |  | Year to Date |  |  |  |  |  |  | Year End |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Jan 2021 |  |  |  | Jan 2020 |  |  | Jul 2020 - Jan 2021 |  |  |  | Prior FYTD vs Current FYTD |  |  | Jul 2020 - Jun 2021 |  |  |
|  | Actual | Budget | \$ Diff | \% Diff | Actual | \$ Diff | \% Diff | Actual | Budget | \$ Diff | \% Diff | Last FY | \$ Diff | \% Diff | Projected | Budget | \% Diff |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6310 Marketing supplies | 0 | 396 | 396 | 100\% | 1,119 | 1,119 | 100\% | 190 | 2,771 | 2,581 | 93\% | 4,446 | 4,256 | 96\% | 2,169 | 4,750 | 54\% |
| 6315 Advertising | 480 | 1,858 | 1,378 | 74\% | (34) | (514) | 1502\% | 6,651 | 13,008 | 6,357 | 49\% | 9,725 | 3,074 | 32\% | 15,943 | 22,300 | 29\% |
| 6320 Cargo recruitment \& development | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 |  | 2,661 | 2,661 | 100\% | 0 | 0 |  |
| 6340 Legislative support | 6,639 | 6,700 | 62 | 1\% | 6,419 | (220) | -3\% | 45,430 | 46,900 | 1,470 | 3\% | 46,353 | 923 | 2\% | 78,930 | 80,400 | 2\% |
| 6345 Community affairs | 0 | 388 | 388 | 100\% | 0 | 0 |  | 1,450 | 2,713 | 1,263 | 47\% | 13,757 | 12,308 | 89\% | 3,387 | 4,650 | 27\% |
| Total Marketing Expense | 7,119 | 9,342 | 2,223 | 24\% | 7,504 | 386 | 5\% | 53,721 | 65,392 | 11,671 | 18\% | 76,943 | 23,222 | 30\% | 100,429 | 112,100 | 10\% |
| Total Goods \& Services | 8,837 | 12,095 | 3,257 | 27\% | 10,589 | 1,752 | 17\% | 72,208 | 84,663 | 12,456 | 15\% | 100,160 | 27,952 | 28\% | 132,682 | 145,137 | 9\% |
| Total Expenses | 19,151 | 22,384 | 3,233 | 14\% | 26,413 | 7,262 | 27\% | 145,118 | 161,853 | 16,734 | 10\% | 210,951 | 65,832 | 31\% | 262,203 | 278,938 | 6\% |
| Operating Results | (19,151) | (22,351) | 3,200 | -14\% | $(26,395)$ | 7,244 | -27\% | $(145,003)$ | (161,620) | 16,616 | -10\% | (210,487) | 65,483 | -31\% | $(261,922)$ | $(278,538)$ | -6\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other Income \& Expenses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other Income |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Net Result | (19,151) | (22,351) | 3,200 | -14\% | (26,395) | 7,244 | -27\% | $(145,003)$ | $(161,620)$ | 16,616 | -10\% | (210,487) | 65,483 | -31\% | (261,922) | $(278,538)$ | -6\% |

Fund: General Fund
Department: Port Development
Location: All
Budget: Adopted
porit of coos bisy


Fund: General Fund
Department: Port Development
Location: All
Budget: Adopted
 amounts in \$US dollars
Port Development



| Financial Report - Actual vs. Budget For Period Ending Jan 2021 amounts in \$US dollars | Fund: Gener | und | Departm | : Port |  | ocation: |  | udget: A | pted |  |  |  |  |  |  | of Coo |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Current Pe |  |  | Same | nth Last |  |  |  |  | to Date |  |  |  |  | ar End |  |
| Port Ops |  | Jan 2021 |  |  |  | 2020 |  |  | ul 2020 - | 2021 |  | Prior FY | vs Current |  | Jul | - Jun 202 |  |
|  | Actual | Budget | \$ Diff | \% Diff | Actual | \$ Diff | \% Diff | Actual | Budget | \$ Diff | \% Diff | Last FY | \$ Diff | \% Diff | Projected | Budget | \% Diff |
| 6270 Contracted Services | 0 | 167 | 167 | 100\% | 0 | 0 |  | 1,775 | 1,167 | (608) | -52\% | 1,694 | (81) | -5\% | 2,608 | 2,000 | -30\% |
| 6290 Commercial insurance | 901 | 848 | (54) | -6\% | 798 | (104) | -13\% | 5,686 | 5,935 | 248 | 4\% | 5,137 | (550) | -11\% | 9,926 | 10,174 | 2\% |
| Total Professional Services | 901 | 1,015 | 113 | 11\% | 798 | (104) | -13\% | 7,462 | 7,102 | (360) | -5\% | 6,831 | (630) | -9\% | 12,534 | 12,174 | -3\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6400 Small equipment \& tools | 0 | 42 | 42 | 100\% | 0 | 0 |  | 0 | 292 | 292 | 100\% | 0 | 0 |  | 208 | 500 | 58\% |
| 6405 Safety/hazardous materials | 615 | 633 | 18 | 3\% | 0 | (615) |  | 7,301 | 4,433 | $(2,868)$ | -65\% | 760 | $(6,542)$ | -861\% | 10,468 | 7,600 | -38\% |
| 6410 Signage | 0 | 83 | 83 | 100\% | 0 | 0 |  | 0 | 583 | 583 | 100\% | 0 | 0 |  | 417 | 1,000 | 58\% |
| 6415 Clothing | 0 | 21 | 21 | 100\% | 0 | 0 |  | 0 | 146 | 146 | 100\% | 0 | 0 |  | 104 | 250 | 58\% |
| 6450 Fuel - Gas | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 |  | 88 | 88 | 100\% | 0 | 0 |  |
| Total Operational Expense | 615 | 779 | 164 | 21\% | 0 | (615) |  | 7,301 | 5,454 | $(1,847)$ | -34\% | 848 | $(6,453)$ | -761\% | 11,197 | 9,350 | -20\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6510 Repairs \& maintenance buildings | 0 | 417 | 417 | 100\% | 0 | 0 |  | 0 | 2,917 | 2,917 | 100\% | 25 | 25 | 100\% | 2,083 | 5,000 | 58\% |
| 6515 Repairs \& maintenance land improvements | 0 | 708 | 708 | 100\% | 0 | 0 |  | 0 | 4,958 | 4,958 | 100\% | 0 | 0 |  | 3,542 | 8,500 | 58\% |
| 6520 Repairs \& maintenance docks | 0 | 208 | 208 | 100\% | 0 | 0 |  | 126 | 1,458 | 1,333 | 91\% | 48 | (77) | -159\% | 1,167 | 2,500 | 53\% |
| 6575 Waterway Leases | 0 | 208 | 208 | 100\% | 0 | 0 |  | 0 | 1,458 | 1,458 | 100\% | 1,135 | 1,135 | 100\% | 1,042 | 2,500 | 58\% |
| 6580 Permits | 0 | 83 | 83 | 100\% | 333 | 333 | 100\% | 339 | 583 | 244 | 42\% | 333 | (6) | -2\% | 756 | 1,000 | 24\% |
| Total Repair and Maintenance | 0 | 1,625 | 1,625 | 100\% | 333 | 333 | 100\% | 465 | 11,375 | 10,910 | 96\% | 1,541 | 1,076 | 70\% | 8,590 | 19,500 | 56\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Goods \& Services | 1,836 | 4,206 | 2,370 | 56\% | 1,900 | 65 | 3\% | 16,417 | 29,443 | 13,026 | 44\% | 18,984 | 2,567 | 14\% | 37,448 | 50,474 | 26\% |
| Total Expenses | 13,963 | 15,021 | 1,058 | 7\% | 14,592 | 629 | 4\% | 98,990 | 110,575 | 11,585 | 10\% | 145,823 | 46,834 | 32\% | 179,523 | 191,109 | 6\% |
| Operating Results | 1,552 | 5,390 | $(3,838)$ | -71\% | 48,932 | $(47,380)$ | -97\% | 15,878 | 32,298 | $(16,420)$ | -51\% | 294,321 | $(278,443)$ | -95\% | 37,397 | 53,817 | -31\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4905 Other | 0 | 0 | 0 |  | 1,250 | $(1,250)$ | -100\% | 0 | 0 | 0 |  | 2,000 | $(2,000)$ | -100\% | 0 | 0 |  |
| Total Other Income | 0 | 0 | 0 |  | 1,250 | $(1,250)$ | -100\% | 0 | 0 | 0 |  | 2,000 | $(2,000)$ | -100\% | 0 | 0 |  |
| Taxes \& Misc Expenses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Net Other Income | 0 | 0 | 0 |  | 1,250 | $(1,250)$ | -100\% | 0 | 0 | 0 |  | 2,000 | $(2,000)$ | -100\% | 0 | 0 |  |
| Net Result | 1,552 | 5,390 | $(3,838)$ | -71\% | 50,182 | $(48,630)$ | -97\% | 15,878 | 32,298 | $(16,420)$ | -51\% | 296,321 | $(280,443)$ | -95\% | 37,397 | 53,817 | -31\% |


| Charleston Ops |  | Current Period |  |  |  | Same Month Last Year |  |  | Year to Date |  |  |  |  |  |  | Year End |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Jan 2021 |  |  |  | Jan 2020 |  |  | Jul 2020 - Jan 2021 |  |  |  | Prior FYTD vs Current FYTD |  |  | Jul 2020 - Jun 2021 |  |  |
|  |  | Actual | Budget | \$ Diff | \% Diff | Actual | \$ Diff | \% Diff | Actual | Budget | \$ Diff | \% Diff | Last FY | \$ Diff | \% Diff | Projected | Budget | \% Diff |
| Operating Income |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4005 | Building \& Dock Leases | 23,162 | 18,333 | 4,829 | 26\% | 17,025 | 6,137 | 36\% | 137,770 | 128,333 | 9,437 | 7\% | 112,614 | 25,156 | 22\% | 229,437 | 220,000 | 4\% |
| 4100 | Annual Moorage | 22,787 | 22,550 | 236 | 1\% | 19,779 | 3,007 | 15\% | 240,497 | 167,675 | 72,822 | 43\% | 241,246 | (749) | 0\% | 477,832 | 405,010 | 18\% |
| 4105 | Semi-Annual Moorage | 4,575 | 4,153 | 422 | 10\% | 3,418 | 1,157 | 34\% | 42,044 | 37,635 | 4,409 | 12\% | 25,414 | 16,630 | 65\% | 65,009 | 60,600 | 7\% |
| 4110 | Monthly Moorage | 22,383 | 24,320 | $(1,937)$ | -8\% | 12,856 | 9,527 | 74\% | 118,698 | 154,276 | $(35,578)$ | -23\% | 116,502 | 2,196 | 2\% | 191,022 | 226,600 | -16\% |
| 4115 | Transient Moorage | 5,875 | 9,396 | $(3,522)$ | -37\% | 11,894 | $(6,019)$ | -51\% | 59,251 | 59,607 | (356) | -1\% | 75,448 | $(16,197)$ | -21\% | 87,194 | 87,550 | 0\% |
| 4118 | Work Dock | 0 | 5,417 | $(5,417)$ | -100\% | 3,086 | $(3,086)$ | -100\% | 22,035 | 37,917 | $(15,882)$ | -42\% | 33,406 | $(11,372)$ | -34\% | 49,118 | 65,000 | -24\% |
| 4120 | Metered Utilities | 30 | 208 | (178) | -86\% | 292 | (262) | -90\% | 670 | 1,458 | (788) | -54\% | 2,320 | $(1,650)$ | -71\% | 1,712 | 2,500 | -32\% |
| 4125 | Launch Ramp | 3,160 | 3,083 | 77 | 2\% | 2,630 | 530 | 20\% | 23,394 | 21,583 | 1,810 | 8\% | 24,370 | (976) | -4\% | 38,810 | 37,000 | 5\% |
| 4135 | Storage Yard | 3,084 | 3,333 | (250) | -7\% | 3,707 | (623) | -17\% | 19,847 | 23,333 | $(3,486)$ | -15\% | 22,986 | $(3,138)$ | -14\% | 36,514 | 40,000 | -9\% |
| 4140 | Storage Unit | 14,907 | 14,750 | 157 | 1\% | 13,570 | 1,337 | 10\% | 102,613 | 103,250 | (637) | -1\% | 101,055 | 1,558 | 2\% | 176,363 | 177,000 | 0\% |
| 4145 | Long Term Boat Storage | 8,877 | 7,500 | 1,377 | 18\% | 8,262 | 615 | 7\% | 64,931 | 52,500 | 12,431 | 24\% | 54,223 | 10,708 | 20\% | 102,431 | 90,000 | 14\% |
| 4150 | Short Term Boat Storage | 3,097 | 3,125 | (28) | -1\% | 3,010 | 87 | 3\% | 30,537 | 21,875 | 8,662 | 40\% | 18,349 | 12,188 | 66\% | 46,162 | 37,500 | 23\% |
| 4155 | Boat Wash | , | 83 | (83) | -100\% | 0 | 0 |  | 476 | 583 | (107) | -18\% | 777 | (301) | -39\% | 893 | 1,000 | -11\% |
| 4165 | Space Rents | 12,289 | 12,461 | (172) | -1\% | 12,154 | 135 | 1\% | 240,220 | 224,641 | 15,579 | 7\% | 219,115 | 21,105 | 10\% | 331,579 | 316,000 | 5\% |
| 4173 | Laundry | 196 | 333 | (137) | -41\% | 179 | 17 | 9\% | 1,952 | 2,333 | (381) | -16\% | 2,528 | (576) | -23\% | 3,619 | 4,000 | -10\% |
| 4175 | Propane | 1,425 | 833 | 592 | 71\% | 1,334 | 91 | 7\% | 4,492 | 5,833 | $(1,342)$ | -23\% | 6,134 | $(1,642)$ | -27\% | 8,658 | 10,000 | -13\% |
| 4180 | Merchandise | 14 | 83 | (69) | -83\% | 21 | (7) | -33\% | 312 | 583 | (271) | -47\% | 946 | (634) | -67\% | 729 | 1,000 | -27\% |
| 4185 | Visitor Convention Bureau Fee | 77 | 292 | (215) | -74\% | 38 | 39 | 101\% | 2,748 | 2,042 | 706 | 35\% | 2,033 | 715 | 35\% | 4,206 | 3,500 | 20\% |
| 4190 | Ice | 6,233 | 30,037 | $(23,804)$ | -79\% | 0 | 6,233 |  | 22,719 | 150,183 | $(127,464)$ | -85\% | 145,435 | $(122,717)$ | -84\% | 172,901 | 300,365 | -42\% |
| 4200 | Boat Lifts | 3,349 | 5,000 | $(1,651)$ | -33\% | 569 | 2,780 | 488\% | 23,440 | 35,000 | $(11,560)$ | -33\% | 25,229 | $(1,789)$ | -7\% | 48,440 | 60,000 | -19\% |
| 4230 | Environmental Fee | 1,521 | 2,083 | (562) | -27\% | 1,537 | (16) | -1\% | 13,422 | 14,583 | $(1,162)$ | -8\% | 13,027 | 394 | 3\% | 23,838 | 25,000 | -5\% |
| 4235 | Customer Discounts | (20) | 0 | (20) |  | (16) | (5) | 31\% | $(2,701)$ | 0 | $(2,701)$ |  | $(3,602)$ | 900 | -25\% | $(2,701)$ | 0 |  |
| 4290 | Other | 2,920 | 4,167 | $(1,246)$ | -30\% | 2,081 | 840 | 40\% | 24,578 | 29,167 | $(4,589)$ | -16\% | 37,049 | $(12,472)$ | -34\% | 45,411 | 50,000 | -9\% |
| 4295 | Bad Debt Expense | 0 | $(1,250)$ | 1,250 | -100\% | 0 | 0 |  | 0 | $(8,750)$ | 8,750 | -100\% | 0 | 0 |  | $(6,250)$ | $(15,000)$ | -58\% |
| Total Operating Income |  | 139,938 | 170,292 | $(30,353)$ | -18\% | 117,427 | 22,512 | 19\% | 1,193,942 | 1,265,642 | $(71,699)$ | -6\% | 1,276,604 | $(82,662)$ | -6\% | 2,132,926 | 2,204,625 | -3\% |
| Expenses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Personnel Services |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5005 | Salaries | 33,115 | 41,749 | 8,634 | 21\% | 37,889 | 4,774 | 13\% | 252,638 | 313,198 | 60,560 | 19\% | 387,764 | 135,126 | 35\% | 482,339 | 542,899 | 11\% |
| 5010 | Other compensation | 0 | 1,290 | 1,290 | 100\% | 0 | 0 |  | 2,000 | 9,675 | 7,675 | 79\% | 5,011 | 3,011 | 60\% | 9,096 | 16,771 | 46\% |
| 5015 | Overtime | 94 | 1,624 | 1,529 | 94\% | 509 | 415 | 81\% | 1,216 | 12,182 | 10,966 | 90\% | 9,728 | 8,512 | 87\% | 10,150 | 21,116 | 52\% |
|  | Total Compensation | 33,209 | 44,662 | 11,453 | 26\% | 38,398 | 5,189 | 14\% | 255,854 | 335,055 | 79,201 | 24\% | 402,504 | 146,649 | 36\% | 501,585 | 580,786 | 14\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5100 | Federal Payroll taxes | 2,448 | 3,417 | 968 | 28\% | 2,762 | 313 | 11\% | 18,879 | 25,632 | 6,753 | 26\% | 29,228 | 10,349 | 35\% | 37,677 | 44,430 | 15\% |
| 5105 | State Payroll taxes | 15 | 0 | (15) |  | 13 | (1) | -10\% | 109 | 0 | (109) |  | 162 | 53 | 33\% | 109 | 0 |  |
| 5110 | Unemployment Insurance | 896 | 928 | 32 | 3\% | 939 | 42 | 5\% | 4,618 | 6,965 | 2,347 | 34\% | 7,536 | 2,918 | 39\% | 9,727 | 12,074 | 19\% |
| 5115 | Workers compensation | 2,047 | 1,631 | (416) | -26\% | 2,039 | (8) | 0\% | 14,326 | 12,234 | $(2,093)$ | -17\% | 14,273 | (54) | 0\% | 23,299 | 21,206 | -10\% |
|  | Total Payroll Taxes | 5,406 | 5,976 | 570 | 10\% | 5,752 | 347 | 6\% | 37,933 | 44,831 | 6,898 | 15\% | 51,199 | 13,266 | 26\% | 70,812 | 77,710 | 9\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5200 | Medical insurance | 13,990 | 13,409 | (581) | -4\% | 16,019 | 2,029 | 13\% | 96,706 | 100,592 | 3,886 | 4\% | 114,210 | 17,503 | 15\% | 170,481 | 174,367 | 2\% |
| 5205 | Dental insurance | 1,206 | 1,550 | 344 | 22\% | 1,510 | 303 | 20\% | 8,597 | 11,631 | 3,034 | 26\% | 11,951 | 3,354 | 28\% | 17,128 | 20,162 | 15\% |
| 5215 | Term life insurance | 152 | 131 | (21) | -16\% | 546 | 394 | 72\% | 1,363 | 986 | (377) | -38\% | 4,283 | 2,920 | 68\% | 2,086 | 1,709 | -22\% |
| 5220 | Long Term Disability insurance | 278 | 250 | (28) | -11\% | 0 | (278) |  | 1,771 | 1,874 | 104 | 6\% | 0 | $(1,771)$ |  | 3,145 | 3,249 | 3\% |

amounts in SUS dollars Fund: General Fund Department: Charleston Ops


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




| Financial Report - Actual vs. Budget For Period Ending Jan 2021 amounts in \$US dollars | Fund: Dredge Fund |  | Department: Dr |  | Ops | Location: All |  | Budget: Adopted |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Dredge Ops | Current Period |  |  |  | Same Month Last Year |  |  | Year to Date |  |  |  |  |  |  | Year End |  |  |
|  | Jan 2021 |  |  |  | Jan 2020 |  |  | Jul 2020 - Jan 2021 |  |  |  | Prior FYTD vs Current FYTD |  |  | Jul 2020 - Jun 2021 |  |  |
|  | Actual | Budget | \$ Diff | \% Diff | Actual | \$ Diff | \% Diff | Actual | Budget | \$ Diff | \% Diff | Last FY | \$ Diff | \% Diff | Projected | Budget | \% Diff |
| Operating Income |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4287 Dredging Services | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 75,000 | $(75,000)$ | -100\% | 0 | 0 |  | 0 | 75,000 | -100\% |
| 4290 Other | 0 | 0 | 0 |  | 0 | 0 |  | 5,739 | 250,000 | $(244,261)$ | -98\% | $(22,482)$ | 28,221 | -126\% | 5,739 | 250,000 | -98\% |
| Total Operating Income | 0 | 0 | 0 |  | 0 | 0 |  | 5,739 | 325,000 | $(319,261)$ | -98\% | $(22,482)$ | 28,221 | -126\% | 5,739 | 325,000 | -98\% |
| Expenses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Personnel Services |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5005 Salaries | 9,366 | 0 | $(9,366)$ |  | 12,713 | 3,347 | 26\% | 51,878 | 41,615 | $(10,263)$ | -25\% | 21,871 | $(30,007)$ | -137\% | 51,878 | 41,615 | -25\% |
| 5010 Other compensation | 0 | 0 | 0 |  | 0 | 0 |  | (9) | 0 | 9 |  | 0 | 9 |  | (9) | 0 |  |
| 5015 Overtime | 319 | 0 | (319) |  | 4,044 | 3,725 | 92\% | 1,519 | 0 | $(1,519)$ |  | 4,524 | 3,005 | 66\% | 1,519 | 0 |  |
| Total Compensation | 9,685 | 0 | $(9,685)$ |  | 16,756 | 7,072 | 42\% | 53,388 | 41,615 | $(11,773)$ | -28\% | 26,395 | $(26,992)$ | -102\% | 53,388 | 41,615 | -28\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5100 Federal Payroll taxes | 702 | 0 | (702) |  | 1,239 | 536 | 43\% | 3,909 | 3,184 | (725) | -23\% | 2,006 | $(1,903)$ | -95\% | 3,909 | 3,184 | -23\% |
| 5105 State Payroll taxes | 3 | 0 | (3) |  | 7 | 3 | 49\% | 22 | 0 | (22) |  | 11 | (11) | -98\% | 22 | 0 |  |
| 5110 Unemployment Insurance | 257 | 0 | (257) |  | 421 | 164 | 39\% | 819 | 1,082 | 263 | 24\% | 438 | (380) | -87\% | 819 | 1,082 | 24\% |
| 5115 Workers compensation | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 1,565 | 1,565 | 100\% | 0 | 0 |  | 0 | 1,565 | 100\% |
| Total Payroll Taxes | 963 | 0 | (963) |  | 1,666 | 703 | 42\% | 4,749 | 5,831 | 1,082 | 19\% | 2,455 | $(2,294)$ | -93\% | 4,749 | 5,831 | 19\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5200 Medical insurance | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 17,435 | 17,435 | 100\% | 0 | 0 |  | 0 | 17,435 | 100\% |
| 5205 Dental insurance | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 2,378 | 2,378 | 100\% | 0 | 0 |  | 0 | 2,378 | 100\% |
| 5215 Term life insurance | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 150 | 150 | 100\% | 0 | 0 |  | 0 | 150 | 100\% |
| 5220 Long Term Disability insurance | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 225 | 225 | 100\% | 0 | 0 |  | 0 | 225 | 100\% |
| 5225 PERS Employee Contributions | 2,140 | 0 | $(2,140)$ |  | 3,439 | 1,300 | 38\% | 12,108 | 8,338 | $(3,770)$ | -45\% | 5,615 | $(6,493)$ | -116\% | 12,108 | 8,338 | -45\% |
| 5230 PERS Employer Contributions | 581 | 0 | (581) |  | 1,005 | 424 | 42\% | 3,382 | 2,779 | (603) | -22\% | 1,586 | $(1,796)$ | -113\% | 3,382 | 2,779 | -22\% |
| Total Insured Benefits | 2,721 | 0 | $(2,721)$ |  | 4,445 | 1,724 | 39\% | 15,490 | 31,305 | 15,815 | 51\% | 7,201 | $(8,289)$ | -115\% | 15,490 | 31,305 | 51\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Personnel Services | 13,368 | 0 | $(13,368)$ |  | 22,867 | 9,499 | 42\% | 73,627 | 78,751 | 5,124 | 7\% | 36,051 | $(37,575)$ | -104\% | 73,627 | 78,751 | 7\% |
| Goods \& Services |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6005 Seminars \& training | 0 | 417 | 417 | 100\% | 0 | 0 |  | 0 | 2,919 | 2,919 | 100\% | 0 | 0 |  | 2,081 | 5,000 | 58\% |
| Total Staff Training | 0 | 417 | 417 | 100\% | 0 | 0 |  | 0 | 2,919 | 2,919 | 100\% | 0 | 0 |  | 2,081 | 5,000 | 58\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6030 Travel - Per Diem \& mileage reimbursement | 0 | 0 | 0 |  | 2,534 | 2,534 | 100\% | 0 | 2,000 | 2,000 | 100\% | 3,264 | 3,264 | 100\% | 0 | 2,000 | 100\% |
| Total Travel \& Entertainment | 0 | 0 | 0 |  | 2,534 | 2,534 | 100\% | 0 | 2,000 | 2,000 | 100\% | 3,264 | 3,264 | 100\% | 0 | 2,000 | 100\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6050 Office supplies | 0 | 42 | 42 | 100\% | 0 | 0 |  | 0 | 294 | 294 | 100\% | 0 | 0 |  | 206 | 500 | 59\% |
| 6070 Postage \& courier services | 0 | 0 | 0 |  | 0 | 0 |  | 19 | 0 | (19) |  | 0 | (19) |  | 19 | 0 |  |
| Total Office Expense | 0 | 42 | 42 | 100\% | 0 | 0 |  | 19 | 294 | 275 | 94\% | 0 | (19) |  | 225 | 500 | 55\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6105 Telephone - mobile | 53 | 0 | (53) |  | 94 | 42 | 44\% | 422 | 0 | (422) |  | 533 | 111 | 21\% | 422 | 0 |  |
| 6155 Environmental Remediation/Mitigation/Monitoring | 0 | 0 | 0 |  | 0 | 0 |  | 380 | 0 | (380) |  | 0 | (380) |  | 380 | 0 |  |
| Total Utilities | 53 | 0 | (53) |  | 94 | 42 | 44\% | 802 | 0 | (802) | - | 533 | (269) | -51\% | 802 | 0 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Financial Report - Actual vs. Budget For Period Ending Jan 2021 amounts in \$US dollars | Fund: Dredg |  | Departm | t: Dre | e Ops | Locat | : All | Budge | Adopted |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Current Per |  |  | Same | nth Last |  |  |  |  | to Date |  |  |  |  | Year End |  |
| Dredge Ops |  | Jan 2021 |  |  |  | 2020 |  |  | Jul 2020 - J | 2021 |  | Prior FYT | vs Current |  |  | O20-Jun 2 |  |
|  | Actual | Budget | \$ Diff | \% Diff | Actual | \$ Diff | \% Diff | Actual | Budget | \$ Diff | \% Diff | Last FY | \$ Diff | \% Diff | Projected | Budget | \% Diff |
| 6250 Legal services | 0 | 2,083 | 2,083 | 100\% | 522 | 522 | 100\% | 0 | 14,581 | 14,581 | 100\% | 2,803 | 2,803 | 100\% | 10,419 | 25,000 | 58\% |
| 6255 Auditing | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 10,000 | 10,000 | 100\% | 0 | 0 |  | 0 | 10,000 | 100\% |
| 6290 Commercial insurance | 4,477 | 4,533 | 56 | 1\% | 4,540 | 63 | 1\% | 31,720 | 31,731 | 11 | 0\% | 30,233 | $(1,487)$ | -5\% | 54,389 | 54,400 | 0\% |
| Total Professional Services | 4,477 | 6,616 | 2,139 | 32\% | 5,062 | 585 | 12\% | 31,720 | 56,312 | 24,592 | 44\% | 33,036 | 1,317 | 4\% | 64,808 | 89,400 | 28\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6400 Small equipment \& tools | 0 | 0 | 0 |  | 260 | 260 | 100\% | 0 | 0 | 0 |  | 2,099 | 2,099 | 100\% | 0 | 0 |  |
| 6405 Safety/hazardous materials | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 |  | 245 | 245 | 100\% | 0 | 0 |  |
| 6420 Janitorial supplies | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 |  | 45 | 45 | 100\% | 0 | 0 |  |
| 6425 Operational supplies | 11,624 | 0 | $(11,624)$ |  | 1,658 | $(9,967)$ | -601\% | 20,041 | 50,000 | 29,959 | 60\% | 2,301 | $(17,739)$ | -771\% | 20,041 | 50,000 | 60\% |
| 6430 Equipment Rental | 0 | 0 | 0 |  | 5,066 | 5,066 | 100\% | 5,104 | 4,221 | (883) | -21\% | 31,108 | 26,004 | 84\% | 5,104 | 4,221 | -21\% |
| 6450 Fuel - Gas | 0 | 0 | 0 |  | 140 | 140 | 100\% | 1,142 | 6,750 | 5,608 | 83\% | 185 | (956) | -517\% | 1,142 | 6,750 | 83\% |
| 6455 Fuel - Diesel | 0 | 0 | 0 |  | 477 | 477 | 100\% | 1,184 | 8,250 | 7,066 | 86\% | 723 | (460) | -64\% | 1,184 | 8,250 | 86\% |
| Total Operational Expense | 11,624 | 0 | $(11,624)$ |  | 7,601 | $(4,023)$ | -53\% | 27,470 | 69,221 | 41,751 | 60\% | 36,707 | 9,238 | 25\% | 27,470 | 69,221 | 60\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6500 Repairs \& maintenance equipment | 739 | 5,417 | 4,678 | 86\% | 405 | (334) | -82\% | 16,646 | 37,919 | 21,273 | 56\% | 34,784 | 18,139 | 52\% | 43,727 | 65,000 | 33\% |
| 6505 Repairs \& maintenance vehicles | 590 | 1,250 | 660 | 53\% | 132 | (458) | -348\% | 6,798 | 8,750 | 1,952 | 22\% | 452 | $(6,347)$ | -1405\% | 13,048 | 15,000 | 13\% |
| 6540 Marina dredging | 0 | 0 | 0 |  | 0 | 0 |  | 8,600 | 0 | $(8,600)$ |  | 0 | $(8,600)$ |  | 8,600 | 0 |  |
| Total Repair and Maintenance | 1,329 | 6,667 | 5,338 | 80\% | 536 | (792) | -148\% | 32,044 | 46,669 | 14,625 | 31\% | 35,236 | 3,192 | 9\% | 65,375 | 80,000 | 18\% |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total Goods \& Services | 17,483 | 13,742 | $(3,741)$ | -27\% | 15,828 | $(1,655)$ | -10\% | 92,054 | 177,415 | 85,361 | 48\% | 108,776 | 16,722 | 15\% | 160,760 | 246,121 | 35\% |
| Total Expenses | 30,851 | 13,742 | $(17,109)$ | -125\% | 38,695 | 7,844 | 20\% | 165,681 | 256,166 | 90,485 | 35\% | 144,827 | $(20,853)$ | -14\% | 234,387 | 324,872 | 28\% |
| Operating Results | $(30,851)$ | (13,742) | $(17,109)$ | 125\% | $(38,695)$ | 7,844 | -20\% | $(159,942)$ | 68,834 | $(228,776)$ | -332\% | $(167,310)$ | 7,368 | -4\% | (228,648) | 128 | -178731\% |
| Other Income \& Expenses |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Other Income |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4805 Transfer - GF | 0 | 0 | 0 |  | 0 | 0 |  | 0 | 0 | 0 |  | 22,482 | $(22,482)$ | -100\% | 0 | 0 |  |
| 4915 Insurance Reimbursement | 0 | 0 | 0 |  | 586 | (586) | -100\% | 0 | 0 | 0 |  | 586 | (586) | -100\% | 0 | 0 |  |
| Total Other Income |  | 0 | 0 |  | 586 | (586) | -100\% | 0 | 0 | 0 |  | 23,068 | $(23,068)$ | -100\% | 0 | 0 |  |
| 6755 Insurance Claims | 0 | 0 | 0 |  | 836 | 836 | 100\% | 0 | 0 | 0 |  | 836 | 836 | 100\% | 0 | 0 |  |
| Total Taxes \& Misc Expenses | 0 | 0 | 0 |  | 836 | 836 | 100\% | 0 | 0 | 0 |  | 836 | 836 | 100\% | 0 | 0 |  |
| Total Other Expenses | 0 | 0 | 0 |  | 836 | 836 | 100\% | 0 | 0 | 0 |  | 836 | 836 | 100\% | 0 | 0 |  |
| Net Other Income | 0 | 0 | 0 |  | (250) | 250 | -100\% | 0 | 0 | , |  | 22,232 | $(22,232)$ | -100\% | 0 | 0 |  |
| Net Result | $(30,851)$ | $(13,742)$ | $(17,109)$ | 125\% | $(38,945)$ | 8,094 | -21\% | $(159,942)$ | 68,834 | $(228,776)$ | -332\% | $(145,077)$ | $(14,865)$ | 10\% | $(228,648)$ | 128 | -178731\% |




| 2021/22 Port Budget Planning Calendar |  |
| :---: | :---: |
| Budget Planning |  |
| February 16 | Appoint Budget Officer Megan Richardson |
| February 22 | Operating Plan Prep Instructions \& Budget Calendar Distributed to Department Heads |
| March 8 | Operating Plans Due from Department Heads, Work Papers Distributed to Begin Budget Plan |
| March 8-19 | Department Meetings |
| March 22 | Budget Plans Due from Department Heads |
| March 23-26 | Draft Budget |
| March 29 - April 16 | Review Draft Budget \& Edit |
| April 12-16 | Draft Budget Message |
| April 19-23 | Review final draft of Proposed Budget |
| April 30 | Complete Proposed Budget |
| Charleston Advisory Committee Meetings |  |
| TBD - May 3 | Proposed Rates Draft |
| Budget Committee Meetings |  |
| TBD (week of May 10) | Post Notice of Budget Committee Meeting on Port website (posted at least 10 days prior) |
| TBD (week of May 10) | Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting) |
| TBD (week of May 24) | $1{ }^{\text {st }}$ Budget Committee Meeting |
| TBD (week of May 24) | Publish Notice (if needed) (at least 5 days prior) |
| TBD (week of June 1) | $2^{\text {nd }}$ Budget Committee Meeting (if needed) |
| Budget Hearing |  |
| June 7 | Publish LB-1 Notice of Hearing \& Budget Summary (published at least 5 days prior) |
| June 15 | Port Commission / Budget Hearing |
| June TBD (Tentative 1wk following commission mtg ) | Port Commission Budget Approval (if needed) |
| Post Adoption |  |
| June 30 | Submit to BOLI WH-119 Public Improvement Cost Analysis Summary |
| July 5 | Submit LB-50 to Tax Assessor by July 15 |
| September 20 | Submit complete budget document to County Clerk by September 30 |


| $2021 / 22$ |  |
| :--- | :--- |
| Budget Planning | Appoint Budget Officer Megan Richardson |
| TBD | Operating Plan Prep Instructions \& Budget Calendar Distributed to Department <br> Head |
| February 22 | Operating Plan Due, Work Papers Distributed to Begin Budget Plan |
| March 8 | Department Meetings |
| March 8-19 | Budget Plans Due |
| March 22 | Finance Builds Draft Budget |
| March 23-26 | Review Draft Budget \& Edit |
| March 29 - April 16 | Review Final Draft of Proposed Budget |
| April 19 - 23 | Create and Finalize Budget Message |
| April 19 - 23 | Complete Proposed Budget |
| April 30 | Post Notice of Budget Committee Meeting on Port website (posted at least 10 <br> days prior) |
| Budget Committee Meetings | Provide Proposed Budget to Budget Committee (2 weeks prior to Budget <br> Committee Meeting) |
| TBD (week of May 10) | Submit complete budget document to County Clerk by September 30 |
| TBD (week of May 10) | Publish Notice / Legal Ad (if needed) (published at least 5 days prior) |
| TBD (week of May 24) | Publish LB-1 Notice of Hearing \& Budget Summary (published at least 5 days <br> prior) |
| TBD (week of May 24) | CBRL Board of Directors Meeting / Budget Hearing |
| TBD (week of June 1) | CBRL Board of Directors Budget Approval (if needed) |
| Budget Hearing | June TBD |
| Sune TBD | September 21 |
| Pollowing Board mtg) | Post Adoption |

# OREGON INTERNATIONAL Port of Coos Bay 

MEMORANDUM<br>TO:<br>John Burns, Chief Executive Officer<br>FROM: Margaret Barber, Director of External Affairs<br>DATE: March 9, 2021<br>SUBJECT: Commercial/External Affairs/Marketing Management Report

## Commercial:

Port staff are working with the Rail and Maritime Operations departments on approximately 15 commercial leads. These leads represent a variety of commodities for both import and export markets. Staff are currently working closely with various representatives from the Union Pacific Railroad to generate rates to assist leads in identifying total project costs to bring logistics operations through the Port of Coos Bay.

EA/BD staff are currently working to develop a comprehensive marketing plan for the Port of Coos Bay, a value proposition for both maritime and freight rail commerce, and a comprehensive ground lease rate analysis.

Monthly commercial coordination meetings continue to take place, ensuring operational collaboration in developing proposed business interests evaluating the benefits of the Port.

Staff completed and submitted the Foreign-Trade Zone annual report for FTZ No. 132.

## Port Property:

Building 19 and the offices adjacent to the Post Office are the only vacant facilities in the Charleston Marina Complex currently. The Charleston Fishing Families are interested in leasing Building 19 and have received draft lease documents for review. They are currently planning to take occupancy of Building 19 beginning March 15, 2021.

Monthly Commercial lease revenue for the month of January 2021 was up approximately $17 \%$ year over year from January 2020. This is largely due to additional properties being leased in the Marina Complex and standard CPI annual increases.

L\&S Seafood and Oregon's Local Seafood are now fully operational at the Charleston Marina. These two businesses are new tenants specializing in seafood processing over the last 12-month period.

Staff worked with one inquiry this month interested in leasing Port owned property at the Marina complex. Staff will continue to market the vacant offices adjacent to the Post Office in Charleston.

## Marketing, Media, and Outreach:

The Port was featured in the following media outlet:
The World: Pandemic is Increasing Intersection Project Costs, Developer Tells City

The Port's Facebook page gained 5 followers over the last month. The top post of the month was:
"The Coos Bay Rail Line provides a vital link to domestic and international markets for shippers moving goods in and out of Oregon's south coast, and connection to our international seaport within the Coos Bay Harbor. To boot, its strikingly beautiful! Photo credit: Brandon Collura, Charleston Marina Harbormaster." The Post had a total reach of 5,514 people and received 323 reactions, comments and shares.

The Charleston Marina's Facebook page added 8 followers. The top post of the month was:
"Looking for a fishing experience at an authentic working waterfront with a small town feel? Experience world class fishing in Charleston. The Charleston marina has a 6-lane public boat launch for recreational boaters. No boat? No problem! There are a host of charter businesses that can help you create your own deep sea ocean fishing adventure!" The Post reached a total of 810 people and received 34 reactions, comments and shares.

The Port's LinkedIn profile had 38 unique visitors, ten new followers, and 3,300 post impressions.
Staff participated in the Chamber Transportation Committee meeting virtually this past month, providing an update on Port activities and projects. Staff also participated in a Global Trade training meeting hosted by Business Oregon, as well as a training on off-shore wind hosted by Business Oregon and BOEM. Staff participated in the monthly information sharing meeting hosted by MARAD, as well as a coordination meeting with local seafood processors aimed to identify industry needs and potential areas of collaboration.

## Legislative/Advocacy Work:

The 2021 Legislative Session began on January 19, 2021. The Port's primary goal in this session is to ensure that the next allocation of Lottery Bond funding is included in the final approved budget. This allocation was approved by statute in 2007, and the Port is seeking its second allocation of $\$ 15$ million to support final engineering and design work.

This session will operate much differently than previously scheduled sessions in that members of the legislature, lobby, and public are still following guidelines for COVID-19 precautions. The Capital is closed to the public and the lobby, meaning that all communications must take place by video, telephone or email, and comment and testimony at committee hearings will either be done through written comment or video conferencing.

To date, 2,408 pieces of legislation have dropped in total. Hot topics this session include social and racial equity, prevailing wage, environmental justice, homelessness, PERS, and a host of other issues.

The most recent economic and revenue forecasts for the State of Oregon were released in late February. The projections came as a surprise to most and indicated that the State's revenues are
higher than previously estimated. Although there are approximately 160,000 Oregonians that have lost their employment, overall income in Oregon has increased. It is assumed that this is due to increases in Federal aid as unemployment benefits are taxable and increased levels of investment and business income. As a result, the predicted recession is anticipated to last between six and nine months shorter than originally estimated.

Staff participated in a coordination meeting between the Business Oregon and Federal Relations, also including representatives from the Port of Portland's federal government relations. Staff attended OPPA legislative committee meetings, and PNWA.

Staff worked with the Department of State Lands, South Slough Sanctuary, and Oregon State Legislature to build alignment around SB 126, which will serve to expand the boundaries of the South Slough Sanctuary if successful this session. Markee and Associates and OPPA continue to work with the Port of Coos Bay and the Port of Tillamook to move HB 2781 forward, which would serve to remove uncollectable property taxes on the Citrus Dock and a property in Tillamook.

M E M OR A N D U M

TO:
John Burns, Chief Executive Officer
FROM: Mike Dunning, Director of Maritime Operations and Asset Management
DATE: $\quad$ March 9, 2021
SUBJECT: Port Operations/Asset Management Report

## Channel Modification Project:

The PDT continues to review and address comments on the Letter of Authorization (LOA) and the Risk Management Plan (RMP). As discussed previously, the RMP is the last big piece needed to close out the remaining 204/408 Report comments.

Rail Bridge Rehabilitation Project:
Work continues on engineering and design, permitting, and ROW acquisition. Staff is working with Engineers to finalize E\&D for each phase of the project.

Coal Bank Slough Bridge: 30\% design, including stormwater bioswale, are complete and the USACE permit application is being drafted for submission. The permit will be submitted to meet regulatory requirements for filling steel piling with concrete (Section 404 permit). The application will also be used for Section 401 (Clean Water Act) certification. Section 401 is administered by the state of Oregon for the federal government. In early March, geotechnical work was conducted at Coal Bank Slough. Two borings were drilled to determine soil characterization at the site, (pictured at right). This characterization is important and advises proper piling design and loads.


Vaughn Viaduct: The draft Invitation to Bid (ITB) package has been developed and final plans and specs will be added once they are completed by the engineers. Staff expects the land partition applications will be sent to Lane County sometime in middle to end of March. We received the USACE permit for this project in February. This was the last permit needed to proceed with construction.

Wildcat Creek Bridges: This will be the last phase of this project. Minimal E\&D has been completed for this phase because the primary focus for now is the other three phases. Once E\&D is completed for the other phases, work will begin to complete final design and scope.

Steel Bridges: Engineers continue to fine tune the final scope of work for this phase. As mentioned in previous reports, there are some scope changes for this phase following the engineer's inspection in November of 2020.

## Coos Bay Swing Bridge Post Repairs:

This project is in the bid phase and all bids are due no later than March 31, 2021. A pre bid walk through of the site was conducted on February 24, 2021. A total of five contractors were on site for the site visit. The Invitation to Bid (ITB) requires all contractors to attend this site visit to be considered eligible to compete for the project.

On Call Bridge Repair (MP 731.6):
Approximately $\$ 75,000$ worth of work was completed by the Ports On-Call Bridge Repair contractor in early March. This work included pile cap repairs, stringers and ties, at three locations along the bridge.


Photos: Old pile cap (left). Stringer and Ties (right).

## PIDP Grant:

Staff is developing a more detailed and defined scope of work for MARAD's review. This detailed scope better defines exact locations by Mile Post (MP) of ties replacement and resurfacing for the project. On March 5, the Port received a Categorical Exclusion (CAT EX) from MARAD for NEPA work. This project qualified for a CAT EX because the work is considered routine maintenance of existing infrastructure and all work is being conducted within the existing Right of Way (ROW). This will accelerate the development and execution of the Grant Agreement with MARAD.

## MEMORANDUM

TO: John Burns, Chief Executive Officer
FROM: Brandon Collura, Harbormaster

DATE: March 17, 2021
SUBJECT: Charleston Operations Management Report

The Marina finished the month of February at $57 \%$ capacity, up 1\% from January. Of the 443 moorage slips, there were 165 annuals, 33 semi-annuals, 47 monthlies and 162 transients. Annuals increased slightly while semi-annuals stayed the same. Monthlies decreased slightly while transients greatly increased.

The RV Park had 30\% capacity in February, up 3\% from January. Out of 104 RV Park spaces, we had 32 new check-ins for total sales of $\$ 14,894$.

## Dredge Project:

Dredge operations ended on Friday, February 12. The project focused primarily around the Point Adams area in the Charleston Marina Complex. Demobilization took place the last few weeks of February and into early March.

Annual maintenance work will begin immediately to ensure preparedness for future projects.

## General Maintenance Projects:

Numerous repairs have been made to electrical components on E dock in the outer basin. Light fixtures are also being repaired along all docks throughout the marina complex.

Projects repairing and replacing angle brackets and planks continue throughout the outer and inner basins as well.

Gravel work has taken place within the shipyard recently. Holes have been filled and general surface grading has been completed.

## RV Park:

Preparations are under way in the RV Park to prepare the space for the upcoming summer season. Electrical pedestals are being checked and all appliances in common areas are being inspected.

## Operations:

CBRL Carloads:
February $=382$ Prior Month $=346$ Prior Year February $=465$
2020/21 Forecasted Monthly Average 417 missed by 35 car loads.
February saw an increase in car loads with the operating at full capacity. The winter storm that hit the PNW, Midwest and Southern States did hinder receiving cars from the Union Pacific. This created low car availability and some missed switches. The return of logs to Ocean Terminal helped with the carload count and brought log cars back across the Coos River.

## Mechanical (Car and Locomotive):

The Mechanical department continued to work on car repairs and locomotive maintenance. The Car Department did have a reduced inventory of cars to look at because of the weather caused reduction. They looked at every car that comes online that has not been placed to spot. Locomotive mechanic completed two 92-day inspections on the locomotives and continues to make repairs on smaller items and enroute failures.

## Maintenance of Way (MOW):

The MOW team worked on main line inspections and maintenance in the month of February. The month also brought a small slide at MP 709.4 and multiple locations where trees had fallen. They began the process of identifying tie and surfacing location for the PIDP grant project starting later this year.

## ODOT/FRA:

CBRL had one on site visit from the FRA or ODOT for the month of February, Mr. Brian Alger FRA Signal Inspector. No violations were reported.

## Coos Bay Rail Line:

As of March 1, 2021, the CBRL is 529 days' injury free. The CBRL had 0 incidents in February. Currently, CBRL has 18 employees and 6 locomotives on property.

## Rail Projects:

Rail and Port staff prepare for both Bridge and Track Infrastructure Projects with meetings and on-site visits for planning.

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 / 2017-2021

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

|  | 2017 |  | 2018 |  | 2019 |  | 2020 |  | 2021 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Railcar Loads | Truck Loads | Railcar Loads | Truck Loads | Railcar Loads | Truck Loads | Railcar Loads | Truck Loads | Railcar Loads | Truck Loads |
| Jan | 528 | 1,742.4 | 580 | 1,914.0 | 611 | 2,016.3 | 409 | 1,349.7 | 346 | 1,141.8 |
| Feb | 520 | 1,716.0 | 618 | 2,039.4 | 465 | 1,534.5 | 400 | 1,320.0 | 382 | 1,260.6 |
| Mar | 535 | 1,765.5 | 627 | 2,069.1 | 547 | 1,805.1 | 432 | 1,425.6 |  | 0.0 |
| Apr | 582 | 1,920.6 | 574 | 1,894.2 | 521 | 1,719.3 | 350 | 1,155.0 |  | 0.0 |
| May | 727 | 2,399.1 | 623 | 2,055.9 | 438 | 1,445.4 | 394 | 1,300.2 |  | 0.0 |
| Jun | 721 | 2,379.3 | 594 | 1,960.2 | 318 | 1,049.4 | 534 | 1,762.2 |  | 0.0 |
| Jul | 593 | 1,956.9 | 602 | 1,986.6 | 346 | 1,141.8 | 485 | 1,600.5 |  | 0.0 |
| Aug | 601 | 1,983.3 | 602 | 1,986.6 | 329 | 1,085.7 | 467 | 1,541.1 |  | 0.0 |
| Sep | 615 | 2,029.5 | 472 | 1,557.6 | 299 | 986.7 | 378 | 1,247.4 |  | 0.0 |
| Oct | 616 | 2,032.8 | 469 | 1,547.7 | 425 | 1,402.5 | 431 | 1,422.3 |  | 0.0 |
| Nov | 565 | 1,864.5 | 268 | 884.4 | 348 | 1,148.4 | 349 | 1,151.7 |  | 0.0 |
| Dec | 569 | 1,877.7 | 399 | 1,316.7 | 303 | 999.9 | 499 | 1,646.7 |  | 0.0 |
| Total | 7,172 | 23,667.6 | 6,428 | 21,212.4 | 4,950 | 16,335.0 | 5,128 | 16,922.4 | 728 | 2,402.4 |

Coos Bay Rail Line-CBRL operates at the U.S. shortline railroad industry standard of $286,000 \mathrm{lbs} / 143$ 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 $86,000 \mathrm{lbs} / 33$ to 43 short tons, resulting in a carrying capacity of 200,000 to $220,000 \mathrm{lbs} / 100$ to 110 short tons.

Using $200,000 \mathrm{lbs} / 100$ short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2021 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: | 728 | rail carloads $=$ | 72,800 | short tons $=$ | $2,402.4$ | highway truck loads |

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

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

Coos Bay Rail Line, Inc. (CBRL) is 529 days' injury free as of March 1, 2021!

