



M E M O R A N D U M

TO: Interested Parties
FROM: David Kronsteiner, President
DATE: April 12, 2022
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, April 19, 2022.**

The agenda includes the second reading and request for adoption of Ordinance No. 147 amending Ordinance No. 143, regarding registration, documentation, and insurance requirements for Charleston Marina Complex Customers and Agreement Holders.

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, April 19, 2022. Written comment will be accepted until 8:30 a.m. on Tuesday, April 19, 2022 by sending an email to portcoos@portofcoosbay.com with the subject line 'Public Comment'.

An **Executive Session** has also been scheduled on **Tuesday, April 19, 2022**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (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; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.

DK/kk

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

10:00 a.m., Tuesday, April 19, 2022

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

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10. NEXT MEETING DATE – Tuesday, May 17, 2022, 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
10:30 a.m., Tuesday, March 15, 2022

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

ATTENDANCE

Commission:

David Kronsteiner, President; Eric Farm, Vice President; Brianna Hanson, Treasurer; Bob Garcia, Secretary; and Kyle Stevens, Commissioner.

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Brandon Collura, Charleston Harbormaster; Rich Lopez, General Manager, Coos Bay Rail Line; Rick Adamek, Director of Asset Management; Ray Dwire, Security; Krystal Karcher, Administrative Assistant; and Mike Stebbins, Port Legal Counsel.

Media & Guests:

Ed Fleming; John Peery; and Richard Shore.

1. CALL MEETING TO ORDER

President Kronsteiner called the meeting to order at 10:31 a.m.

2. INTRODUCTION OF GUESTS AND PORT STAFF

John Burns stated the order of agenda items has been changed with the public comment portion being moved to the end. This change was to accommodate a Commissioner who has limited time to attend today's meeting and to ensure that Commissioner can participate in the action items. Later in today's meeting, it will be discussed to change the meeting time going forward due to this continued conflict.

3. PORT PROJECT UPDATE

A. Charleston Capital Improvement Projects, Harbormaster Brandon Collura

Brandon Collura stated the presentation today will include two significant project updates from this fiscal year in Charleston. The first was a capital improvement project to replace 20 piling in the Inner Basin. The budget for this project was approximately \$103,000 compared to actual cost of \$99,500. The scope of work included the 20 worst piling out of 33 identified as needing replacement. The new piling were 50' long, 12" wide and 0.500" wall thickness steel piling. The method used was vibratory hammer for removal and replacement. No piling broke during the project and the work was completed by Knutson Towboat Company. Mr. Collura shared a picture comparing the old and the new steel piling. Some of the old piling had holes large enough to put a hand through.

Another budgeted project was the replacement of two major stormwater system medias. The stormwater system is an essential piece of equipment to operate and maintain the Shipyard. These medias include granular activated carbon and ion exchange media. Both have a useful service life of approximately five years, based on the PSI readings. These two key media clean and decontaminate metals and other solids out of the stormwater prior to its discharge into the waterways. The scope of work included replacement of the media, analysis of the final treatment media and disposal of all old hazardous materials.

The project was budgeted at \$100,000 but due to price increases of both the product and freight, the actual cost came in around \$122,000. This project was completed by Clear Creek Systems, who installed and built the system originally.

Commissioner Garcia asked what the expected life is for the replacement media. Mr. Collura stated it is approximately five to six years, as determined by the PSI readings.

4. CONSENT ITEMS

- A. Approval of February 15, 2022 Regular Commission Meeting Minutes
- B. Approval of February Invoices
- C. Approval of February Contracts Awarded

Upon a motion by Commissioner Farm (second by Commissioner Garcia), the Board of Commissioners voted to approve the February 15, 2022 Regular Commission Meeting Minutes, February Invoices and February Contracts Awarded. **Motion Passed.**

5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

6. ACTION ITEMS/REPORTS

- A. Ordinance No. 147 Amending Ordinance No. 143 Identifying Registration, Documentation, and Insurance Requirements for Charleston Marina Complex Customers and Agreement Holders (First Reading)**

A survey was recently conducted consisting of eleven Ports along the Oregon coast from Astoria to Brookings. Three of the eleven do not currently require insurance for moorage and shipyard customers, with the Oregon International Port of Coos Bay being one of the three. The other two ports not requiring insurance do not have a commercial fleet that moors in the water.

The Port has spent over \$100,000 in the past five years disposing of derelict vessels, inclusive of the recent salvage operation of the uninsured MV Gypsy Artist. The Oregon State Marine Board also recently incurred the expense of disposing of five derelict vessels from the Charleston Marina. The Port currently owns another 20 vessels in the shipyard with costs estimated between \$100,000-\$120,000 to have all vessels environmentally tested and disposed of.

The Port conducted numerous discussions with its insurance carrier regarding any feasible options for the Port to hold greater insurance coverage, specifically regarding wreck removal and pollution coverages. With no viable options that are cost effective to the Port, the best option is for the Port to require all vessels

moored in our facilities, as well as vessels utilizing Port services, to have insurance coverage. Based on the survey of the other eight Ports already requiring insurance coverage for all customers, the Port recommends requiring insurance for all customers that execute moorage agreements and utilize various Port services.

A Charleston Advisory Committee meeting took place February 23, 2022, where the insurance requirements were presented and discussed with the Committee and Charleston customers in attendance. A copy of the Charleston Advisory Committee draft meeting minutes was included in the information section of the meeting packet.

The process for adopting an ordinance requires the Port to publish a legal advertisement not more than 10 days nor less than 4 days prior to its Board meeting at which time the proposed ordinance or amendment will be first read. The legal ad was published in The World Newspaper on March 8, 2022. After first reading of the ordinance or amendment, the Commission may consider its adoption at its next meeting after a second reading. However, a second reading of the ordinance can be waived if: 1) a copy of the ordinance is available for each person requesting one; and 2) the Board directs that the ordinance be read by title only. The second reading and consideration of the amendment will be scheduled at the Board's next regular meeting, currently scheduled for April 19, 2022. If adopted, the ordinance shall take effect on the 30th day after adoption unless a later date is prescribed by the ordinance. Port Staff is recommending the ordinance shall take effect on May 19, 2022.

The Moorage License Agreement has been revised with enhanced terms and conditions, including insurance, registration and documentation requirements. The remaining Charleston Marina agreements (Travel Lift, Vessel Storage, etc.) will also be revised in the near future to reflect insurance requirements.

Assuming Ordinance 147 is adopted in the time frame described, new Charleston Marina customers must provide proof of insurance and documentation, effective May 19, 2022. Existing customers will be given until July 1, 2022 to provide proof of insurance and registration/documentation. After the first reading of the Ordinance, a letter will be mailed to all customers outlining the proposed insurance and registration/documentation requirements.

Any vessel that does not obtain insurance by July 1, 2022, will be in violation of the Ordinance and may be considered a hazardous vessel and will be treated accordingly to Port Ordinance. An insurance audit will be conducted approximately every six months to ensure customers remain compliant with insurance requirements.

Seaworthiness of vessels will be required. Owners or operators of moored vessels must be able to demonstrate the seaworthiness of their vessels, if requested by the Harbormaster, by getting the vessel underway under its own power.

Proposed recommended motions for the April meeting were included in the meeting packet.

Ordinance No. 147, an ordinance amending Ordinance No. 143, reads as follows:

Section 1. Ordinance No. 143 is hereby amended to include Ordinance No. 147 identifying registration, documentation and insurance requirements for Charleston Marina Complex customers and Agreement Holders.

Section 2. Chapter 11A: Operational Policies Ordinance 143, Policy 11A.2: Charleston Marina, Section H: Registration / Documentation / Insurance, states:

1. All moored vessels must be currently registered with the State of Oregon or documented with the Coast Guard in the Moorage Holder's or Vessel Owner's name.
2. All vessels moored, stored, or using Travel Lift services, must be insured as outlined in the Port of Coos Bay Rate Schedule. These requirements are subject to periodic review by the Port's Insurance Broker of Record. Current proof of the minimum insurance requirements must be submitted with the appropriate License Agreement, or upon request.
3. Vessel owners with expired registration will be reported to the Marine Patrol and Oregon State Marine Board.
4. If requested by the Marine Patrol or the Oregon State Marine Board, the Port will provide boat owner information for unregistered vessels.

Section 3. This ordinance amendment shall take effect May 19, 2022.

Commissioner Hanson asked what would happen if a vessel owner or moorage holder stopped paying their insurance, stating the concern that people wouldn't pay for insurance if they were planning to abandon a vessel. Mr. Collura stated that anyone whose insurance lapsed would be considered in violation of the Ordinance and the vessel could then be deemed a hazardous vessel which would require it to be removed from Port property.

Mr. Burns stated the normal course of practice is to provide the vessel owner or moorage holder a letter of notice with a 30-day period in which to comply. Then if needed, a second notice is given that the vessel will be removed at the end of the 60-day period.

Commissioner Garcia asked what would happen if someone doesn't pay their insurance, the vessel becomes derelict and the owner does not have the means to have it removed; whether this would lead to similar issues as the derelict vessels the Port already owns. Mr. Collura stated there will be some growing pains to bring everyone into compliance, but after the initial hurdle there should be fewer issues.

Commissioner Farm stated that during the transition time there needs to be a way to work with customers and keep the deadline of compliance. Mr. Collura stated the current action plan includes working with a local marine surveyor to expedite the needed surveys.

B. Charleston Advisory Committee Member Re-Appointments

The Charleston Advisory Committee was established by the Board of Commissioners of the Oregon International Port of Coos Bay on September 17, 2003 to serve in an advisory capacity to the Port Commission in developing strategies and guidelines for various projects and issues concerning the Charleston Marina Complex. The function of the committee includes but is not limited to:

- Review of proposed projects within or affecting the Charleston Marina, Charleston Marina RV Park and Shipyard.
- Review and monitor project progress.
- Monitor and make recommendations to the Port Commission regarding various issues. Any

recommendations or proposals submitted by the committee shall be considered in an advisory nature, and shall be given due consideration by the Port Commission for feasibility and implementation.

The Charleston Advisory Committee met February 23, 2022. Membership re-appointments were discussed individually with current members regarding continued membership. All advisory committee members whose terms have expired have agreed to renew for additional 3-year terms. These are inclusive of Michael Armstrong (Jan. 2021-2024), as well as Lou Leberti, Kathy Hornstuen, and Knute Nemeth (Jan. 2022-2025). The proposed roster was included in the meeting packet.

Upon a motion by Commissioner Farm (second by Commissioner Garcia), the Board of Commissioners motioned to approve the reappointment of current members Michael Armstrong, Lou Leberti, Kathy Hornstuen, and Knute Nemeth for 3-year terms to the Charleston Advisory Committee. **Motion Passed.**

C. Award of Steel Bridges Repair Contract

On April 13, 2021, the Port Commission authorized Port staff to solicit Invitations to Bid (ITB) for five separate construction contracts for the CBRL Bridge Rehabilitation Project (BUILD).

On January 11, 2022, the Oregon International Port of Coos Bay solicited bids for the BUILD project (Phase 4) to effect repairs to ten steel bridges located between MP 677.80 and MP 694.78 on the Coos Bay rail line. Bid responses were due to the Port by no later than 2 p.m. on Wednesday, March 9, 2022, which is after the Commission packets were prepared for mailing.

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 and the Engineer of record have reviewed the bids for accuracy and completeness prior to final recommendations. The following bids were received:

Koppers Railroad Structures	\$2,699,302
West Coast Contractors	\$2,215,940
Scott Partney Construction	\$1,884,935

Upon a motion by Commissioner Farm (second by Commissioner Hanson), the Board of Commissioners motioned to authorize Chief Executive Officer John Burns to award and enter into a contract for the Steel Bridge Repairs Project (BUILD Phase 4). **Motion Passed.**

D. Master Transportation & Marine Terminal Lease Agreement

In the late summer of 2021, the Port of Coos Bay and North Point Development entered into a Memorandum of Understanding (MOU) for the potential lease of Port property on the North Spit also referred to as the North Bay Marine Industrial Park. The footprint of the North Bay Marine Industrial Park that will be subject to this lease is approximately 220 acres of industrial zoned, water dependent property solely owned by the Oregon International Port of Coos Bay.

The parties share the mutual desire to construct a new multi-modal container terminal in the Port of Coos Bay. This project is intended to move approximately 1 million 40' shipping containers into and out of the Port. Cargo will move into and out of the Port via the Coos Bay Rail Line which ties into the Class 1

Union Pacific rail line in Eugene, Oregon. This lease will be for a period of 50 years with optional extensions.

The Port and North Point are working collaboratively to secure the necessary funding to make significant upgrades to the rail line as well as deepening and widening the federal navigation channel over the first nine miles of the harbor.

Upon a motion by Commissioner Farm (second by Commissioner Hanson), the Board of Commissioners motioned to authorize Chief Executive Officer John Burns to negotiate and enter into a lease with North Point Development for approximately 220 acres of land on the North Spit. **Motion Passed.**

E. Appointment of Budget Committee Members

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, Nick Edwards, Steve Scheer, and Richard Dybevik.

The terms of Mr. Leberti, Mr. Edwards, and Mr. Dybevik ended with the FY 2021/22 budget process.

Mr. Leberti and Mr. Edwards have agreed to renew their terms on the Committee.

Due to retirement, Mr. Dybevik declined to renew his term. Port Staff then engaged George Wales, of Coos Bay Pilots Association, to participate on the Port’s Budget Committee. Mr. Wales accepted the invitation.

Upon a motion by Commissioner Garcia (second by Commissioner Hanson), the Board of Commissioners motioned to reappoint Lou Leberti and Nick Edwards and appoint George Wales to the Port’s Budget Committee with terms expiring June 30, 2025. **Motion Passed.**

Correction: The motion to approve budget committee appointments should have been through 2024. The members in question expired June 30, 2021 and serve three-year terms, thus the new expiration date is June 30, 2024.

7. OTHER

8. PUBLIC COMMENT

A. Ed Fleming, Charleston.

Commissioners, I would like to comment on the proposed Ordinance 147.

I feel it is being fast tracked through the Ordinance Process. On April 19th the Port plans for the second reading, and the adoption of the Ordinance. On May 19th, 2022 the Ordinance will take effect. Six weeks after the Ordinance is in effect all uninsured vessels in Charleston will be in violation of the Ordinance and subject to eviction.

Many vessels will have to be hauled out for out of water surveys in order to get insurance, as a practical matter I don't think this can be done by July first.

To defuse the tension in Charleston, commissioners, require that any punitive action taken against a vessel for noncompliance be put off until at least the end of the year, allowing the spring, summer, and fall seasons for vessel owners to do the work that will be required for them to get surveys and find companies that will insure their vessels.

The Port plans to mail a letter to all customers outlining the proposed insurance and registration and documentation requirements. Commissioners, require that after those letters are mailed and before April 19th 2022, the Port to arrange a meeting in Charleston to discuss the insurance issues with its customers. There has been only one public meeting and insurance was only one of many items on that agenda.

Assurance is necessary that a situation does not happen where a vessel needs to haul out to get an out of water survey to get insurance, but can't haul out because it is not insured.

The Port needs to work with the community to help vessels acquire insurance, or offer an alternative, to avoid negative economic impact, to the individuals, the families, the businesses in Charleston, the Port itself through loss of customers.

Ultimately, you, the Commissioners are responsible for the success and prosperity of the Charleston area.

B. John Peery, Charleston.

John Peery stated he believes the information being presented is partial and further review is necessary to avoid a deleterious effect to the Port budget. Mr. Peery stated he would gladly divulge information at a hearing but believes it is in the best interests of the Port to forestall the decision on Ordinance No. 147 and after further review, then make a well informed decision.

C. League of Women Voters, Coos County.

Written comment was submitted by the Coos County League of Women Voters and read into record by Chief Administrative Officer Lanelle Comstock, as follows:

As a follow up to our January 21st meeting that launched our LWV study of the Port of Coos Bay, we are planning to submit a series of questions regarding port properties, plans and actions.

We ask these questions as part of our interest as citizens, in recognizing OAR 660-015-0000(1) Goal 1 that Oregon land use planning provides for citizen involvement in the planning processes of federal, state and regional agencies and special purpose districts.

These first questions are directed at information needed for our study regarding the Coos Bay Rail Line that was acquired by the Port in 2010. Thank you in advance for helping us acquire this information.

- 1) How many trains currently pass through downtown daily and how many are expected to run after improvements to support Terminal 1? You report the train cars, but not the number of trains.
- 2) How much does the port plan to spend to upgrade the railroad as part of the Terminal 1 project? What will be the expected speed of a train after these improvements?

- 3) From meeting minutes 12/14/21 of the Coos Port, it appears that the port envisions a need for a further \$109 million investment in the railroad to support Terminal 2. This would include improvements to the nine tunnels located along the railway as well as four sidings and one industrial lead location. It does not seem to include other possible improvements such as double tracking, straightening curves, rebuilding bridges, etc. The port hopes to obtain \$72,500,000 of the \$109 million investment through a Federal Railroad Administration Grant. Given that the total national funding for such awards nationally is around \$362 million, if the Coos Port does not obtain such funding what is Plan B? If the funding were granted, what would be the expected speed of a train after such funding? How much funding would be required to bring the railroad up to the speed and connections available at competing major container terminals on the west coast?
- 4) By our estimates, to meet the goals of transfer for 2.4 million 20 foot containers annually to Eugene, this would mean over 16 – loads of 100 cars, double stacked moving daily along the line. Is that a feasible goal, and what are the estimated costs to bring the CBRL to commercially competitive performance standards that would be needed to carry this projected goal?
- 5) Has the Federal Railroad Administration recommended load or other restrictions and guidance for trains from Coos Bay to Eugene?
- 6) There is great interest in providing high speed passenger rail in Washington and Oregon to relieve traffic congestion. How do plans for this local line fit in with that master plan?

D. John Peery and Richard Shore, Charleston.

Richard Shore is the owner/operator of the Lady Kathy. Mr. Shore asked whether the fishermen’s wives had been informed of the upcoming action with insurance requirements. He stated they are a big part of the community and help out the fishermen.

Mr. Peery stated that he believes it was a mechanical issue of the Port’s fault that led to the dropping of FV Steigen and that is part of the contributing budget deficiency which may have been excluded from the considerations and presentations made regarding the insurance requirements. Mr. Peery stated he would like Commissioners to allow further deliberation on the matter.

9. COMMISSION COMMENTS

10. NEXT MEETING DATE

The next meeting is currently scheduled for Tuesday, April 19, 2022, at 10:30 a.m. President Kronsteiner stated Commissioners may consider adjusting this time to allow for better participation. Mr. Burns recommended changing the meeting start time to 10:00 a.m. The Commissioners present offered no objections.

11. ADJOURN

President Kronsteiner adjourned the meeting at 11:14 a.m.



M E M O R A N D U M

To: John Burns, Chief Executive Officer
From: Mary Green, Accounting Clerk
Date: April 12, 2022
Subject: Invoices Paid for Commission Approval through March 2022

A/P checks issued per NetSuite financial system	2,586,893.73
Payroll disbursement per Umpqua Bank statement	200,532.78
Misc electronic disbursements per Umpqua Bank statement	70,134.12
Total Disbursements	<u>\$ 2,857,560.63</u>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Accounting Manager

DATE: April 12, 2022

SUBJECT: March 2022 Contracts Awarded

The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the months of March. 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
Daryl Rodgers Construction	Giddings Roof Repairs	\$16,500.00
Daryl Rodgers Construction	Reroofing of Maintenance Shop	\$48,800.00
Total Contracts Awarded for this period:		\$65,300.00

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: April 12, 2022
SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- April Regular Commission Meeting: Tuesday, April 19, 10:30 am
- Charleston Advisory Committee Meeting: Wednesday, May 4, noon

2022 SDIS Best Practices Program – Board Duties and Responsibilities:

Each year, the Port of Coos Bay participates in the Special Districts Insurance Services (SDIS) [Best Practices Program](#) to receive up to a 10% credit on the following year’s contributions for general liability, auto liability, and property insurance. The purpose of the program is to assist districts with implementing best practices to mitigate risk in areas of high exposure. This year, the focus of the program is on Board Duties and Responsibilities. Board member involvement is needed to receive 4% of the 10% credit (4% is about a \$6,500 credit):

- **2% - Training:** All members of the Board must attend one online or in person class regarding Board members duties and responsibilities. Examples of trainings that qualify include:
 - SDAO Board of Directors and Management Staff Regional Training
 - Board Duties and Responsibilities Training
 - [Boardmanship 301 - Special Districts Association of Oregon \(sdao.com\)](#)
 - [Boardroom Dancing - Special Districts Association of Oregon \(sdao.com\)](#)
- **2% - Board Member Education:** At least two members of the Board must enroll in the SDAO Board Leadership Academy. The SDAO Board Leadership Academy has been designed to ensure that Oregon’s special district board members have the tools necessary to provide superior leadership and governance to their communities. The program offers current, in-depth training and education opportunities in several areas including board member basics, statutory obligations, risk management, and human resources. There is no cost to enroll.
 - Interested Board members must complete an enrollment form located on the SDAO website at www.sdao.com/sdao-board-leadership-academy

The requirements must be completed by October 1, as I will bring the Best Practices to the October Commission meeting for review and consent. I will provide additional information regarding training access and a form acknowledging completion of the training, in the near future.

Email Responses:

Port Staff doesn't send much communication to the Commissioners, but when we do it's usually requiring a timely response. Going forward, any communication that requires a response will include "Response Requested" in the subject line. Please be sure to check your Port email daily and respond in a timely fashion when requested. If you need any assistance with your email, please contact Lanelle.

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.

Charleston Agreements:

Port Staff have been revising Charleston Marina agreements (Moorage, Travel Lift, Shipyard Short Term, and Shipyard Long Term) to enhance the terms and conditions of the agreements, including insurance, registration and documentation requirements. The agreements are being reviewed and approved by the Port's legal counsel before implementation.

Recruitment:

- **Charleston Marina Complex Manager** - The Port of Coos Bay is seeking to hire a Marina Manager to oversee the successful operation of the Charleston Marina Complex. The Marina Manager is a member of the Senior Leadership team that sets the strategic direction for the organization, including annual goals and performance measures, and is directly accountable for the overall management and operations of the Charleston Marina Complex. Required qualifications include an in-depth knowledge of harbor and port operations, management and regulations, commercial and recreational vessel operations, project management, budgeting and accounting, as well as possessing exemplary customer service skills with in-depth knowledge of customer service management.
- **Security Officer** - The Port of Coos Bay is seeking to hire a Security Officer to actively patrol Port properties in Charleston to detect, deter and report criminal activity, assist customers and protect Port and personal assets. The ideal candidate must have at least 1 year of security experience and must possess a valid Department of Public Safety Standards and Training Private Security Training Certification or the ability to obtain. This position will initially be employed through a staffing agency.
- **Locomotive Conductor / Engineer, South End** - Coos Bay Rail Line, Inc. is seeking to hire a certified Conductor / Engineer to work out of the on duty location in Coos Bay, Oregon. The ideal candidate shall have current FRA certification as a Locomotive Engineer and current FRA certification as a conductor. Essential job functions include ensuring compliance with all FRA, ODOT Rail, and Coos Bay Rail Line rules and regulations for safety and operations while ensuring safe, on-time/on-plan train operation and movement.

Budget Planning:

The 2022/23 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.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Megan Richardson, Director of Finance
DATE: April 12, 2022
SUBJECT: Accounting & Finance Management Report

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

Operating Revenue:

Total operating revenues were \$275K which was \$5K greater than budget. All departments reported revenues that exceeded budget except Administration and Railroad Operations. Administration has budgeted for full tenancy, but they are currently down two lessees. External Affairs exceeded revenue due to a professional services agreement. This was unanticipated and will continue for the remainder of the fiscal year. Port Ops increased lease revenue this month with lease renewals. Rail Ops had a total of 502 cars this month. They exceeded their budget for outer line moves but fell short on the projected interline moves for the month. Charleston Ops did not meet their budget for ice sales but made up the revenue shortfall by greater RV Park occupancy.

Operating Expense:

Operating expenses totaled \$439K, which was \$21K greater than budget. All departments, except Administration and Port Ops, overspent their budget this month. External Affairs had an increase in legislative expenses this month that were recouped due to a professional services agreement. Rail Ops had an increase to contracted services for engineering services. Charleston Operations exceeded their budget this month because of the second of two payments for the planned stormwater system media replacement in the Shipyard.

Operating Result:

The Port ended February with a \$163K loss against a planned deficit of \$147K, which is less than plan by \$16K. All departments, with the exception of Rail Ops and Charleston, performed better than plan this month.

Other Income & Expense:

Total other revenues totaled \$22K, which is greater than budget by \$240. Tax revenues were greater than budget by \$7K. Other expenses totaled \$100K this period, which was underspent by \$7K. The majority of this expense is for the capital replacement of Piling in the Marina.

Net Result & Year to Date:

February net result amounted to a net loss of \$247K compared to a budgeted net loss of \$237K resulting in a \$9K negative variance.

Other Comments:

The total cash balances in all bank accounts March month end were \$4,060,522.06 which is a decrease of \$160K from February with interest earnings of \$1,279.43. 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 0.50% from 0.45% pa. This is still an overall decrease of the pool interest rate by 0.10% since the start of the fiscal year.

The finance department continues with budget preparations. We continue to maintain on track with the budget calendar. We have received the first draft of department budgets and have combined them to create the draft budget which, once complete will be presented as the proposed budget to the budget committee this upcoming May.

Financial Report - Actual vs. Budget - General Fund
For Period Ending Feb 2022



		Current Period				Same Month Last Year			Year to Date				Year End					
		Feb 2022				Feb 2021			Jul 2021 - Feb 2022				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration	14,598	16,721	(2,122)	(13%)	1,371	13,228	965%	77,800	133,765	(55,965)	(42%)	10,910	66,890	613%	144,682	200,647	(28%)
3	External Affairs	15,000	33	14,967	44905%	0	15,000	-	30,099	267	29,832	11188%	115	29,984	26073%	30,232	400	7458%
5	Port Operations	21,216	18,303	2,913	16%	13,375	7,841	59%	157,877	146,427	11,450	8%	128,243	29,634	23%	231,090	219,640	5%
6	Railroad Operations	74,191	96,565	(22,374)	(23%)	68,089	6,102	9%	667,367	724,283	(56,917)	(8%)	546,604	120,762	22%	1,887,065	1,943,982	(3%)
8	Charleston Operations																	
9	Building & Dock Leases	23,955	24,442	(487)	(2%)	22,989	965	4%	196,043	195,533	510	0%	160,759	35,284	22%	293,810	293,300	0%
11	Marina	65,581	70,376	(4,795)	(7%)	67,044	(1,463)	(2%)	689,576	619,043	70,533	11%	675,338	14,238	2%	1,085,361	1,014,828	7%
12	Shipyards	26,304	21,094	5,210	25%	16,842	9,461	56%	186,390	168,750	17,640	10%	160,348	26,042	16%	270,765	253,125	7%
13	RV Park	28,727	13,213	15,514	117%	16,220	12,507	77%	336,410	252,050	84,360	33%	265,242	71,169	27%	420,760	336,400	25%
14	Ice Plant	3,020	5,559	(2,539)	(46%)	3,201	(181)	(6%)	147,098	211,420	(64,322)	(30%)	25,919	121,179	468%	235,678	300,000	(21%)
16	Travel Lift	1,811	3,269	(1,458)	(45%)	5,275	(3,464)	(66%)	31,390	32,260	(870)	(3%)	27,878	3,512	13%	59,130	60,000	(1%)
17	Other	1,422	1,017	406	40%	1,670	(248)	(15%)	10,729	(6,867)	17,596	(256%)	11,786	(1,057)	(9%)	(204)	(17,800)	(99%)
18	Total Charleston Operations	150,819	138,969	11,850	9%	133,241	17,578	13%	1,597,636	1,472,189	125,446	9%	1,327,271	270,365	20%	2,365,299	2,239,853	6%
19	Total Operating Income	275,825	270,591	5,234	2%	216,076	59,749	28%	2,530,778	2,476,931	53,847	2%	2,013,143	517,635	26%	4,658,369	4,604,522	1%
21	Operating Expenses																	
22	Administration	103,969	152,197	48,228	32%	121,041	17,072	14%	969,081	1,254,967	285,886	23%	953,329	(15,752)	(2%)	1,615,261	1,901,147	15%
23	External Affairs	34,740	24,502	(10,238)	(42%)	19,513	(15,227)	(78%)	201,726	200,970	(756)	(0%)	164,631	(37,094)	23%	304,688	303,932	0%
24	Port Development	0	0	0	-	16,836	16,836	100%	0	0	0	-	144,794	144,794	(100%)	0	0	-
25	Port Operations	65,445	79,812	14,367	18%	13,706	(51,739)	(377%)	455,152	672,433	217,281	32%	112,696	(342,456)	304%	802,338	1,019,619	(21%)
26	Railroad Operations	24,405	12,798	(11,607)	(91%)	46,454	22,049	47%	116,874	102,381	(14,492)	(14%)	135,135	18,262	(14%)	168,064	153,572	9%
28	Charleston Operations	210,561	148,361	(62,200)	(42%)	134,676	(75,885)	(56%)	1,151,996	1,212,738	60,742	5%	1,052,108	(99,888)	9%	1,771,291	1,832,033	(3%)
29	Total Expenses	439,119	417,669	(21,451)	(5%)	352,225	(86,894)	(25%)	2,894,828	3,443,489	548,661	16%	2,562,694	(332,134)	(13%)	4,661,642	5,210,303	11%
31	Operating Results																	
32	Administration	(89,370)	(135,476)	46,106	(34%)	(119,670)	30,300	(25%)	(891,281)	(1,121,202)	229,921	(21%)	(942,419)	51,138	(5%)	(1,470,579)	(1,700,500)	(14%)
33	External Affairs	(19,740)	(24,469)	4,729	(19%)	(19,513)	(227)	1%	(171,627)	(200,703)	29,076	(14%)	(164,516)	(7,110)	4%	(274,456)	(303,532)	(10%)
34	Port Development	0	0	0	-	(16,836)	16,836	(100%)	0	0	0	-	(144,794)	144,794	(100%)	0	0	-
35	Port Operations	(44,228)	(61,508)	17,280	(28%)	(331)	(43,898)	13276%	(297,275)	(526,007)	228,731	(43%)	15,547	(312,823)	(2012%)	(571,248)	(799,979)	(29%)
36	Railroad Operations	49,787	83,767	(33,981)	(41%)	21,635	28,151	130%	550,493	621,902	(71,409)	(11%)	411,469	139,024	34%	1,719,001	1,790,410	(4%)
38	Charleston Operations	(59,743)	(9,392)	(50,351)	536%	(1,435)	(58,307)	4062%	445,640	259,451	186,188	72%	275,163	170,477	62%	594,008	407,820	46%
39	Totals Operating Results	(163,294)	(147,077)	(16,217)	11%	(136,150)	(27,145)	20%	(364,050)	(966,558)	602,508	(62%)	(549,550)	185,500	(34%)	(3,273)	(605,781)	(99%)
41	Tax Collected	20,633	13,378	7,255	54%	19,405	1,228	6%	2,326,621	2,635,535	(308,914)	(12%)	2,110,024	216,597	10%	2,432,646	2,741,560	(11%)
42	Financial Income	8,455	8,474	(19)	(0%)	9,298	(843)	(9%)	69,173	65,891	3,282	5%	73,317	(4,144)	(6%)	101,769	98,487	3%
43	Grant Income	0	0	0	-	0	0	-	3,000	8,175	(5,175)	(63%)	48,783	(45,783)	(94%)	8,000	13,175	(39%)
45	Other Income	(6,996)	0	(6,996)	-	0	(6,996)	-	301,250	0	301,250	-	32,398	268,852	830%	601,250	300,000	100%
46	Total Other Income	22,091	21,852	240	1%	28,703	(6,611)	(23%)	2,700,044	2,709,601	(9,557)	(0%)	2,264,522	435,522	19%	3,143,665	3,153,222	(0%)
48	Financial Expenses & Taxes	2,513	3,375	862	(26%)	1,927	(586)	30%	153,852	37,000	(116,852)	316%	61,307	(92,545)	151%	167,352	50,500	(231%)
49	Debt Service	2,487	12,071	9,583	(79%)	42,976	40,489	(94%)	881,992	1,285,657	403,665	(31%)	903,269	21,277	(2%)	930,275	1,333,940	30%
50	Capital Outlays	100,500	96,917	(3,583)	4%	0	(100,500)	-	975,556	775,333	(200,222)	26%	87,636	(887,919)	1013%	1,363,222	1,163,000	(17%)
52	Total Other Expenses	105,501	112,362	6,862	(6%)	44,903	(60,598)	135%	2,011,400	2,097,990	86,590	(4%)	1,052,213	(959,187)	91%	2,460,850	2,547,440	(3%)
54	Net Result	(246,704)	(237,588)	(9,116)	(4%)	(152,350)	(94,354)	62%	324,594	(354,948)	679,542	191%	662,759	(338,165)	51%	679,543	1	(67954150%)

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For Period Ending Feb 2022

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			
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	13,598	15,721	(2,122)	-13%	371	13,228	3569%	69,780	125,765	(55,985)	-45%	2,900	66,880	2306%	132,662	188,647	-30%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	8,000	8,000	0	0%	8,000	0	0%	12,000	12,000	0%
4290 Other	0	0	0	-	0	0	-	20	0	20	-	10	10	100%	20	0	-
Total Operating Income	14,598	16,721	(2,122)	-13%	1,371	13,228	965%	77,800	133,765	(55,965)	-42%	10,910	66,890	613%	144,682	200,647	-28%
Expenses																	
Personnel Services																	
5005 Salaries	51,982	52,849	867	2%	51,690	(293)	-1%	420,557	449,319	28,762	6%	453,310	32,753	7%	658,480	687,242	4%
5010 Other compensation	0	1,128	1,128	100%	0	0	-	0	9,587	9,587	100%	0	0	-	5,077	14,664	65%
5050 Merit Pool	0	1,538	1,538	100%	0	0	-	0	13,076	13,076	100%	0	0	-	6,924	20,000	65%
Total Compensation	51,982	55,515	3,532	6%	51,690	(293)	-1%	420,557	471,982	51,425	11%	453,310	32,753	7%	670,481	721,906	7%
5100 Federal Payroll taxes	3,892	3,820	(72)	-2%	2,237	(1,655)	-74%	26,605	32,479	5,874	18%	23,939	(2,666)	-11%	43,803	49,677	12%
5105 State Payroll taxes	12	0	(12)	-	12	(0)	-2%	97	0	(97)	-	85	(12)	-15%	97	0	-
5110 Unemployment Insurance	1,476	749	(727)	-97%	1,376	(100)	-7%	5,447	6,368	921	14%	4,991	(456)	-9%	8,819	9,740	9%
5115 Workers compensation	256	185	(70)	-38%	104	(151)	-145%	2,045	1,576	(469)	-30%	57	(1,988)	-3503%	2,880	2,411	-19%
Total Payroll Taxes	5,636	4,755	(881)	-19%	3,729	(1,907)	-51%	34,193	40,423	6,229	15%	29,071	(5,122)	-18%	55,599	61,828	10%
5200 Medical insurance	6,834	7,750	916	12%	7,684	850	11%	54,675	62,001	7,327	12%	61,471	6,796	11%	85,675	93,002	8%
5205 Dental insurance	882	869	(13)	-2%	922	40	4%	7,058	6,951	(107)	-2%	7,122	64	1%	10,533	10,426	-1%
5215 Term life insurance	100	100	0	0%	94	(6)	-7%	817	800	(17)	-2%	994	178	18%	1,217	1,200	-1%
5220 Long Term Disability insurance	310	360	50	14%	292	(17)	-6%	2,433	2,876	443	15%	1,945	(488)	-25%	3,871	4,314	10%
5225 PERS Employer Contributions	11,821	11,223	(597)	-5%	8,304	(3,516)	-42%	80,331	95,420	15,089	16%	62,887	(17,444)	-28%	130,857	145,946	10%
5230 PERS Employee Contributions	3,119	3,132	13	0%	2,610	(509)	-19%	21,966	26,626	4,660	18%	19,765	(2,201)	-11%	36,066	40,726	11%
5295 Allocations	0	(126)	(126)	100%	0	0	-	0	(1,073)	(1,073)	100%	0	0	-	(569)	(1,642)	65%
Total Insured Benefits	23,066	23,307	242	1%	19,906	(3,159)	-16%	167,279	193,601	26,323	14%	154,184	(13,094)	-8%	267,649	293,972	9%
Total Personnel Services	80,684	83,576	2,892	3%	75,326	(5,358)	-7%	622,029	706,006	83,977	12%	636,565	14,536	2%	993,729	1,077,706	8%
Goods & Services																	
6005 Seminars & training	0	826	826	100%	161	161	100%	1,124	6,607	5,483	83%	426	(698)	-164%	4,427	9,910	55%
Total Staff Training	0	826	826	100%	161	161	100%	1,124	6,607	5,483	83%	426	(698)	-164%	4,427	9,910	55%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	333	333	100%	0	0	-	167	500	67%
6025 Travel - lodging & transportation	0	167	167	100%	0	0	-	0	1,333	1,333	100%	0	0	-	667	2,000	67%
6030 Travel - Per Diem & mileage reimbursement	0	125	125	100%	0	0	-	0	1,000	1,000	100%	0	0	-	500	1,500	67%
6035 Meals & Entertainment	71	233	162	70%	0	(71)	-	1,066	1,867	800	43%	93	(973)	-1048%	2,000	2,800	29%
Total Travel & Entertainment	71	567	496	87%	0	(71)	-	1,066	4,533	3,467	76%	93	(973)	-1048%	3,333	6,800	51%
6050 Office supplies	200	750	550	73%	285	85	30%	3,667	6,000	2,333	39%	2,910	(757)	-26%	6,667	9,000	26%
6055 Kitchen supplies	88	295	207	70%	107	19	18%	1,266	2,360	1,094	46%	1,204	(62)	-5%	2,446	3,540	31%
6060 IT supplies	1,638	583	(1,055)	-181%	0	(1,638)	-	3,504	4,667	1,162	25%	24,344	20,839	86%	5,838	7,000	17%
6070 Postage & courier services	0	333	333	100%	41	41	100%	2,116	2,667	550	21%	2,097	(19)	-1%	3,450	4,000	14%

Financial Report - Actual vs. Budget
For Period Ending Feb 2022

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					
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6075 Memberships & dues	0	0	0	-	919	919	100%	0	0	0	-	1,838	1,838	100%	0	0	-
6080 Office lease	0	0	0	-	8,046	8,046	100%	24,139	0	(24,139)	-	63,537	39,399	62%	24,139	0	-
6085 Office equipment lease	0	178	178	100%	0	0	-	1,070	1,427	357	25%	1,070	0	0%	1,783	2,140	17%
6087 Office equipment repairs & maintenance	140	375	235	63%	109	(32)	-29%	1,464	3,000	1,536	51%	1,199	(265)	-22%	2,964	4,500	34%
6090 IT SW subscriptions & licenses	14,266	11,165	(3,101)	-28%	9,278	(4,987)	-54%	86,943	89,320	2,377	3%	77,272	(9,671)	-13%	131,603	133,980	2%
6095 Commission expenses	0	125	125	100%	0	0	-	38	1,000	962	96%	0	(38)	-	538	1,500	64%
Total Office Expense	16,332	13,805	(2,527)	-18%	18,785	2,453	13%	124,207	110,440	(13,767)	-12%	175,471	51,264	29%	179,427	165,660	-8%
6100 Telephone - landline	518	490	(28)	-6%	471	(47)	-10%	3,682	3,920	238	6%	3,359	(323)	-10%	5,642	5,880	4%
6105 Telephone - mobile	364	555	191	34%	475	111	23%	3,143	4,440	1,297	29%	3,523	380	11%	5,363	6,660	19%
6110 Internet services	604	618	15	2%	604	0	0%	4,829	4,947	118	2%	4,829	0	0%	7,302	7,420	2%
6115 Cable TV	0	0	0	-	0	0	-	0	0	0	-	303	303	100%	0	0	-
6130 Electricity	860	833	(27)	-3%	437	(423)	-97%	5,303	6,667	1,364	20%	3,854	(1,448)	-38%	8,636	10,000	14%
6135 Water/Sewer	218	208	(10)	-5%	0	(218)	-	949	1,667	718	43%	0	(949)	-	1,782	2,500	29%
6140 Garbage/Sanitation Collection	272	267	(5)	-2%	0	(272)	-	1,363	2,133	770	36%	0	(1,363)	-	2,430	3,200	24%
6155 Environmental Remediation/Mitigation/Monitoring	0	0	0	-	0	0	-	5,400	0	(5,400)	-	0	(5,400)	-	5,400	0	-
Total Utilities	2,835	2,972	137	5%	1,986	(849)	-43%	24,668	23,773	(895)	-4%	15,869	(8,799)	-55%	36,555	35,660	-3%
6200 Temporary/Contract help	0	0	0	-	0	0	-	0	0	0	-	24,726	24,726	100%	0	0	-
6205 Janitorial services	1,284	1,250	(34)	-3%	484	(800)	-165%	8,068	10,000	1,932	19%	3,868	(4,200)	-109%	13,068	15,000	13%
6215 Payroll services	652	792	140	18%	619	(32)	-5%	5,161	6,333	1,172	19%	5,081	(80)	-2%	8,328	9,500	12%
6245 Legal advertising	0	167	167	100%	0	0	-	13	1,333	1,320	99%	0	(13)	-	680	2,000	66%
6250 Legal services	0	12,500	12,500	100%	3,110	3,110	100%	110,951	100,000	(10,951)	-11%	18,007	(92,944)	-516%	160,951	150,000	-7%
6255 Auditing	0	4,833	4,833	100%	19,000	19,000	100%	48,950	38,667	(10,283)	-27%	56,300	7,350	13%	68,283	58,000	-18%
6260 Consulting services	0	92	92	100%	0	0	-	3,745	733	(3,011)	-411%	0	(3,745)	-	4,111	1,100	-274%
6265 Recruiting services	0	208	208	100%	0	0	-	0	1,667	1,667	100%	0	0	-	833	2,500	67%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	82	82	100%	0	0	-
6290 Commercial insurance	1,786	2,453	667	27%	1,528	(257)	-17%	7,949	19,624	11,676	59%	13,597	5,648	42%	17,760	29,436	40%
Total Professional Services	3,721	22,295	18,574	83%	24,741	21,020	85%	184,837	178,358	(6,479)	-4%	121,661	(63,176)	-52%	274,015	267,536	-2%
6351 Awards & Recognitions	0	283	283	100%	0	0	-	2,199	2,267	68	3%	2,475	276	11%	3,332	3,400	2%
Total Marketing Expense	0	283	283	100%	0	0	-	2,199	2,267	68	3%	2,475	276	11%	3,332	3,400	2%
6400 Small equipment & tools	0	0	0	-	0	0	-	271	0	(271)	-	0	(271)	-	271	0	-
6405 Safety/hazardous materials	0	0	0	-	0	0	-	0	0	0	-	504	504	100%	0	0	-
6415 Clothing	0	35	35	100%	0	0	-	0	283	283	100%	0	0	-	142	425	67%
6420 Janitorial supplies	193	208	15	7%	0	(193)	-	667	1,667	1,000	60%	0	(667)	-	1,500	2,500	40%
6450 Fuel - Gas	0	83	83	100%	42	42	100%	378	667	289	43%	167	(211)	-127%	711	1,000	29%
Total Operational Expense	193	327	134	41%	42	(152)	-365%	1,316	2,617	1,300	50%	671	(646)	-96%	2,625	3,925	33%
6505 Repairs & maintenance vehicles	17	27	10	36%	0	(17)	-	369	217	(152)	-70%	0	(369)	-	477	325	-47%
6510 Repairs & maintenance buildings	90	3,333	3,243	97%	0	(90)	-	7,228	26,667	19,439	73%	92	(7,136)	-7757%	20,561	40,000	49%
Total Repair and Maintenance	132	3,377	3,245	96%	0	(132)	-	7,635	27,017	19,382	72%	98	(7,536)	-7671%	21,143	40,525	48%

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For Period Ending Feb 2022

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			
	Feb 2022		\$ Diff	% Diff	Feb 2021		% Diff	Jul 2021 - Feb 2022			Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022			
	Actual	Budget			Actual	\$ Diff		Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6599 Budget Contingency	0	24,169	24,169	100%	0	0	-	0	193,350	193,350	100%	0	0	-	96,675	290,025	67%
Total Goods & Services	23,285	68,620	45,335	66%	45,715	22,430	49%	347,052	548,961	201,909	37%	316,764	(30,288)	-10%	621,532	823,441	25%
Total Expenses	103,969	152,197	48,228	32%	121,041	17,072	14%	969,081	1,254,967	285,886	23%	953,329	(15,752)	-2%	1,615,261	1,901,147	15%
Operating Results	(89,370)	(135,476)	46,106	-34%	(119,670)	30,300	-25%	(891,281)	(1,121,202)	229,921	-21%	(942,419)	51,138	-5%	(1,470,579)	(1,700,500.00)	-14%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	17,921	10,338	7,583	73%	12,455	5,465	44%	1,815,778	1,878,442	(62,664)	-3%	1,731,949	83,829	5%	1,908,896	1,971,560	-3%
4410 Property Taxes - Prior Years	2,712	3,040	(328)	-11%	6,950	(4,238)	-61%	71,162	37,092	34,069	92%	60,838	10,324	17%	84,069	50,000	68%
4505 Interest - Bank	1,081	1,100	(19)	-2%	1,924	(843)	-44%	10,182	6,900	3,282	48%	14,326	(4,144)	-29%	13,282	10,000	33%
4506 Interest - Southport Note	1,799	1,799	0	0%	1,963	(165)	-8%	14,778	14,778	0	0%	16,084	(1,305)	-8%	21,834	21,834	0%
4515 Principal Repayment - Southport Note	5,575	5,575	0	0%	5,410	165	3%	44,213	44,213	0	0%	42,908	1,305	3%	66,653	66,653	0%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	48,783	(48,783)	-100%	0	0	-
4905 Other	4	0	4	-	0	4	-	102,237	0	102,237	-	8	102,229	1269922%	102,237	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	139,060	0	139,060	-	22,349	116,711	522%	139,060	0	-
Total Other Income	29,091	21,852	7,240	33%	28,703	389	1%	2,197,409	1,981,426	215,983	11%	1,937,244	260,165	13%	2,336,030	2,120,047	10%
Other Expenses																	
Taxes & Misc Expenses																	
6705 Grant expenses	0	0	0	-	0	0	-	0	0	0	-	35	35	100%	0	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	18,291	0	(18,291)	-	0	(18,291)	-	18,291	0	-
6740 Merchant fees	2,333	2,500	167	7%	1,952	(381)	-20%	22,991	20,000	(2,991)	-15%	19,473	(3,518)	-18%	32,991	30,000	-10%
6745 Banking fees	180	42	(138)	-332%	(25)	(205)	820%	1,381	333	(1,047)	-314%	(15)	(1,396)	9245%	1,547	500	-209%
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	20,294	20,294	100%	0	0	-
Total Taxes & Misc Expenses	2,513	2,542	28	1%	1,927	(586)	-30%	42,663	20,333	(22,330)	-110%	39,788	(2,875)	-7%	52,830	30,500	-73%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	156,000	156,000	100%	0	0	-	0	156,000	100%
7020 Principal repayment - Vehicles	542	539	(3)	-1%	824	281	34%	3,003	4,314	1,311	30%	6,509	3,506	54%	5,160	6,471	20%
7025 Interest payment - Vehicles	82	85	3	4%	153	71	47%	471	681	209	31%	1,308	837	64%	812	1,021	20%
Total Debt Services	624	624	(0)	0%	977	353	36%	3,474	160,995	157,520	98%	7,817	4,342	56%	5,972	163,492	96%
Total Other Expenses	3,138	3,166	28	1%	2,904	(234)	-8%	46,138	181,328	135,190	75%	47,604	1,467	3%	58,802	193,992	70%
Net Other Income	25,954	18,686	7,268	39%	25,798	155	1%	2,151,272	1,800,098	351,174	20%	1,889,640	261,632	14%	2,277,229	1,926,055	18%
Net Result	(63,417)	(116,790)	53,373	-46%	(93,872)	30,455	-32%	1,259,991	678,896	581,095	86%	947,221	312,770	33%	806,650	225,555	258%

Financial Report - Actual vs. Budget
For Period Ending Feb 2022

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					
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				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	23,955	24,442	(487)	-2%	22,989	965	4%	196,043	195,533	510	0%	160,759	35,284	22%	293,810	293,300	0%
4100 Annual Moorage	17,332	28,367	(11,035)	-39%	14,118	3,214	23%	239,746	205,897	33,849	16%	254,615	(14,869)	-6%	462,663	428,814	8%
4105 Semi-Annual Moorage	8,812	4,072	4,740	116%	11,559	(2,747)	-24%	65,766	39,645	26,121	66%	53,602	12,163	23%	83,401	57,280	46%
4110 Monthly Moorage	15,261	11,559	3,702	32%	15,346	(85)	-1%	132,565	139,873	(7,308)	-5%	134,044	(1,479)	-1%	181,159	188,467	-4%
4115 Transient Moorage	2,701	5,511	(2,810)	-51%	6,040	(3,339)	-55%	70,280	66,688	3,591	5%	65,290	4,989	8%	93,448	89,857	4%
4118 Work Dock	10,024	5,417	4,607	85%	0	10,024	-	47,089	43,333	3,755	9%	22,035	25,054	114%	68,755	65,000	6%
4120 Metered Utilities	30	125	(95)	-76%	30	0	0%	240	1,000	(760)	-76%	700	(460)	-66%	740	1,500	-51%
4125 Launch Ramp	3,750	3,083	667	22%	2,357	1,393	59%	32,412	24,667	7,746	31%	25,751	6,662	26%	44,746	37,000	21%
4135 Storage Yard	3,262	3,333	(71)	-2%	3,150	112	4%	24,371	26,667	(2,296)	-9%	22,997	1,374	6%	37,704	40,000	-6%
4140 Storage Unit	15,473	15,193	281	2%	14,949	524	4%	123,873	121,540	2,333	2%	117,563	6,311	5%	184,643	182,310	1%
4145 Long Term Boat Storage	8,427	7,725	702	9%	8,926	(500)	-6%	71,270	61,800	9,470	15%	73,857	(2,588)	-4%	102,170	92,700	10%
4150 Short Term Boat Storage	2,660	3,219	(559)	-17%	2,562	98	4%	25,268	25,750	(482)	-2%	33,099	(7,831)	-24%	38,143	38,625	-1%
4155 Boat Wash	0	83	(83)	-100%	400	(400)	-100%	665	667	(1)	0%	876	(211)	-24%	999	1,000	0%
4165 Space Rents	27,363	12,312	15,051	122%	14,894	12,469	84%	322,428	236,953	85,475	36%	255,114	67,314	26%	401,475	316,000	27%
4173 Laundry	304	156	148	95%	272	32	12%	4,160	2,999	1,161	39%	2,224	1,936	87%	5,161	4,000	29%
4175 Propane	895	390	506	130%	1,009	(114)	-11%	8,798	7,499	1,299	17%	5,501	3,297	60%	11,299	10,000	13%
4180 Merchandise	29	19	9	46%	0	29	-	302	375	(73)	-19%	312	(10)	-3%	427	500	-15%
4185 Visitor Convention Bureau Fee	72	136	(64)	-47%	70	2	3%	2,739	2,624	114	4%	2,818	(79)	-3%	3,614	3,500	3%
4190 Ice	3,020	5,559	(2,539)	-46%	3,201	(181)	-6%	147,098	211,420	(64,322)	-30%	25,919	121,179	468%	235,678	300,000	-21%
4200 Boat Lifts	2,242	3,269	(1,028)	-31%	6,111	(3,869)	-63%	34,965	32,260	2,705	8%	29,551	5,414	18%	62,705	60,000	5%
4230 Environmental Fee	2,620	2,083	537	26%	1,774	847	48%	19,672	16,667	3,005	18%	15,283	4,389	29%	28,005	25,000	12%
4235 Customer Discounts	(36)	(417)	381	-91%	(26)	(10)	40%	(4,316)	(3,333)	(983)	29%	(2,727)	(1,589)	58%	(5,983)	(5,000)	20%
4290 Other	2,625	3,333	(709)	-21%	3,510	(886)	-25%	34,673	26,667	8,006	30%	28,088	6,585	23%	48,006	40,000	20%
4295 Bad Debt Expense	0	0	0	-	0	0	-	(2,470)	(15,000)	12,530	-84%	0	(2,470)	-	(17,470)	(30,000)	-42%
Total Operating Income	150,819	138,969	11,850	9%	133,241	17,578	13%	1,597,636	1,472,189	125,446	9%	1,327,271	270,365	20%	2,365,299	2,239,853	6%
Expenses																	
Personnel Services																	
5005 Salaries	34,084	34,689	604	2%	30,852	(3,233)	-10%	270,224	294,920	24,696	8%	283,490	13,265	5%	426,391	451,087	5%
5010 Other compensation	0	1,621	1,621	100%	0	0	-	3,216	13,780	10,564	77%	2,000	(1,216)	-61%	10,512	21,076	50%
5015 Overtime	70	1,615	1,545	96%	12	(58)	-475%	2,840	13,731	10,891	79%	1,228	(1,612)	-131%	10,110	21,001	52%
Total Compensation	34,154	37,924	3,770	10%	30,864	(3,290)	-11%	276,280	322,431	46,151	14%	286,718	10,438	4%	447,013	493,164	9%
5100 Federal Payroll taxes	2,520	2,901	382	13%	2,279	(241)	-11%	20,425	24,666	4,241	17%	21,158	733	3%	33,486	37,727	11%
5105 State Payroll taxes	14	0	(14)	-	14	1	7%	100	0	(100)	-	123	24	19%	100	0	-
5110 Unemployment Insurance	955	791	(164)	-21%	834	(121)	-15%	5,103	6,726	1,624	24%	5,452	350	6%	8,664	10,288	16%
5115 Workers compensation	3,323	2,137	(1,186)	-56%	2,047	(1,276)	-62%	26,584	18,168	(8,417)	-46%	16,373	(10,211)	-62%	36,205	27,788	-30%
Total Payroll Taxes	6,811	5,829	(982)	-17%	5,174	(1,637)	-32%	52,212	49,560	(2,652)	-5%	43,107	(9,105)	-21%	78,455	75,803	-3%
5200 Medical insurance	10,379	11,509	1,130	10%	13,990	3,611	26%	83,018	92,075	9,057	10%	110,697	27,679	25%	129,055	138,112	7%
5205 Dental insurance	814	814	0	0%	1,206	392	33%	6,511	6,511	0	0%	9,803	3,293	34%	9,766	9,766	0%
5215 Term life insurance	113	113	0	0%	152	40	26%	893	900	7	1%	1,515	622	41%	1,343	1,350	1%
5220 Long Term Disability insurance	229	240	11	5%	278	49	18%	1,814	1,920	105	5%	2,048	234	11%	2,775	2,880	4%
5225 PERS Employee Contributions	7,659	8,150	491	6%	7,630	(29)	0%	60,511	69,291	8,780	13%	69,616	9,105	13%	97,201	105,981	8%
5230 PERS Employer Contributions	2,041	2,178	137	6%	2,189	148	7%	16,063	18,519	2,456	13%	19,814	3,751	19%	25,869	28,325	9%
5295 Allocations	0	(2,576)	(2,576)	100%	0	0	-	0	(21,903)	(21,903)	100%	0	0	-	(11,598)	(33,501)	65%

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For Period Ending Feb 2022

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					
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Insured Benefits	21,235	20,428	(807)	-4%	25,445	4,210	17%	168,810	167,312	(1,498)	-1%	213,494	44,684	21%	254,411	252,913	-1%
Total Personnel Services	62,200	64,181	1,981	3%	61,483	(717)	-1%	497,302	539,303	42,001	8%	543,319	46,017	8%	779,879	821,880	5%
Goods & Services																	
6005 Seminars & training	0	0	0	-	0	0	-	250	0	(250)	-	0	(250)	-	250	0	-
Total Staff Training	0	0	0	-	0	0	-	250	0	(250)	-	0	(250)	-	250	0	-
6020 Travel - airfare	0	42	42	100%	0	0	-	0	333	333	100%	0	0	-	167	500	67%
6025 Travel - lodging & transportation	0	83	83	100%	0	0	-	0	667	667	100%	584	584	100%	333	1,000	67%
6030 Travel - Per Diem & mileage reimbursement	0	21	21	100%	0	0	-	407	167	(240)	-144%	251	(157)	-63%	490	250	-96%
6035 Meals & Entertainment	60	25	(35)	-142%	0	(60)	-	60	200	140	70%	0	(60)	-	160	300	47%
Total Travel & Entertainment	60	171	110	65%	0	(60)	-	468	1,367	899	66%	834	367	44%	1,151	2,050	44%
6050 Office supplies	0	0	0	-	0	0	-	0	0	0	-	150	150	100%	0	0	-
6055 Kitchen supplies	96	250	154	61%	103	6	6%	1,064	2,000	936	47%	890	(174)	-20%	2,064	3,000	31%
6070 Postage & courier services	0	83	83	100%	0	0	-	182	667	485	73%	257	75	29%	515	1,000	48%
Total Office Expense	96	333	237	71%	158	61	39%	1,246	2,667	1,420	53%	1,352	106	8%	2,580	4,000	36%
6100 Telephone - landline	178	200	22	11%	182	4	2%	1,441	1,600	159	10%	1,475	34	2%	2,241	2,400	7%
6105 Telephone - mobile	474	530	56	10%	502	28	6%	3,577	4,240	663	16%	3,959	382	10%	5,697	6,360	10%
6110 Internet services	1,250	1,405	155	11%	1,236	(14)	-1%	9,949	11,240	1,291	11%	10,147	198	2%	15,569	16,860	8%
6115 Cable TV	919	948	29	3%	892	(27)	-3%	7,169	7,582	413	5%	7,364	195	3%	10,960	11,373	4%
6130 Electricity	20,762	20,833	71	0%	22,010	1,248	6%	154,321	166,667	12,345	7%	141,374	(12,947)	-9%	237,655	250,000	5%
6131 Propane - Operations	141	125	(16)	-13%	72	(69)	-96%	1,250	1,000	(250)	-25%	602	(649)	-108%	1,750	1,500	-17%
6135 Water/Sewer	6,580	6,250	(330)	-5%	5,504	(1,076)	-20%	64,138	50,000	(14,138)	-28%	51,191	(12,947)	-25%	89,138	75,000	-19%
6140 Garbage/Sanitation Collection	6,661	5,833	(827)	-14%	4,915	(1,746)	-36%	50,883	46,667	(4,216)	-9%	39,129	(11,754)	-30%	74,216	70,000	-6%
6145 Hazardous material disposal	280	333	53	16%	150	(130)	-87%	5,817	2,667	(3,151)	-118%	1,280	(4,537)	-354%	7,151	4,000	-79%
6150 Derelict boat disposal	0	1,250	1,250	100%	0	0	-	2,616	10,000	7,384	74%	15	(2,601)	-17340%	7,616	15,000	49%
6155 Environmental Remediation/Mitigation/Monitoring	259	250	(9)	-3%	580	322	55%	4,409	2,000	(2,409)	-120%	1,538	(2,870)	-187%	5,409	3,000	-80%
Total Utilities	37,503	37,958	455	1%	36,043	(1,460)	-4%	305,570	303,662	(1,909)	-1%	258,074	(47,497)	-18%	457,402	455,493	0%
6200 Temporary/Contract help	0	2,917	2,917	100%	6,139	6,139	100%	16,709	23,333	6,625	28%	34,756	18,048	52%	28,375	35,000	19%
6205 Janitorial services	28	55	27	49%	26	(2)	-6%	237	440	203	46%	194	(43)	-22%	457	660	31%
6210 Vending machine services	0	125	125	100%	0	0	-	1,156	1,000	(156)	-16%	1,328	172	13%	1,656	1,500	-10%
6245 Legal advertising	375	108	(267)	-246%	0	(375)	-	1,430	867	(563)	-65%	569	(861)	-151%	1,863	1,300	-43%
6250 Legal services	0	0	0	-	1,425	1,425	100%	713	0	(713)	-	1,425	713	50%	713	0	-
6260 Consulting services	200	582	382	66%	0	(200)	-	3,984	4,653	669	14%	0	(3,984)	-	6,311	6,980	10%
6270 Contracted Services	0	0	0	-	0	0	100%	0	0	0	-	5,475	5,475	100%	0	0	-
6290 Commercial insurance	7,940	7,908	(32)	0%	7,733	(208)	-3%	62,416	63,267	851	1%	56,111	(6,305)	-11%	94,049	94,900	1%
Total Professional Services	8,544	11,695	3,151	27%	15,323	6,780	44%	86,644	93,560	6,916	7%	99,858	13,214	13%	133,424	140,340	5%
6350 Employee sponsorships	0	0	0	-	0	0	-	786	0	(786)	-	0	(786)	-	786	0	-
Total Marketing Expense	0	0	0	-	0	0	-	786	0	(786)	-	0	(786)	-	786	0	-
6400 Small equipment & tools	132	500	368	74%	108	(24)	-22%	2,386	4,000	1,614	40%	1,317	(1,070)	-81%	4,386	6,000	27%
6405 Safety/hazardous materials	417	0	(417)	-	0	(417)	-	639	0	(639)	-	11,051	10,412	94%	639	0	-
6410 Signage	0	63	63	100%	0	0	-	132	500	368	74%	0	(132)	-	382	750	49%
6415 Clothing	235	425	190	45%	224	(11)	-5%	872	3,400	2,528	74%	1,343	471	35%	2,572	5,100	50%
6420 Janitorial supplies	1,297	1,042	(256)	-25%	1,314	17	1%	11,081	8,333	(2,748)	-33%	7,426	(3,655)	-49%	15,248	12,500	-22%
6425 Operational supplies	63,810	10,000	(53,810)	-538%	203	(63,607)	-31411%	132,293	80,000	(52,293)	-65%	3,141	(129,152)	-4112%	172,293	120,000	-44%

Financial Report - Actual vs. Budget
For Period Ending Feb 2022

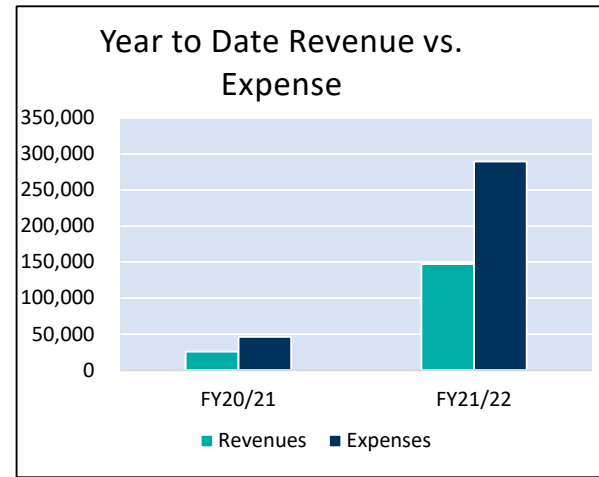
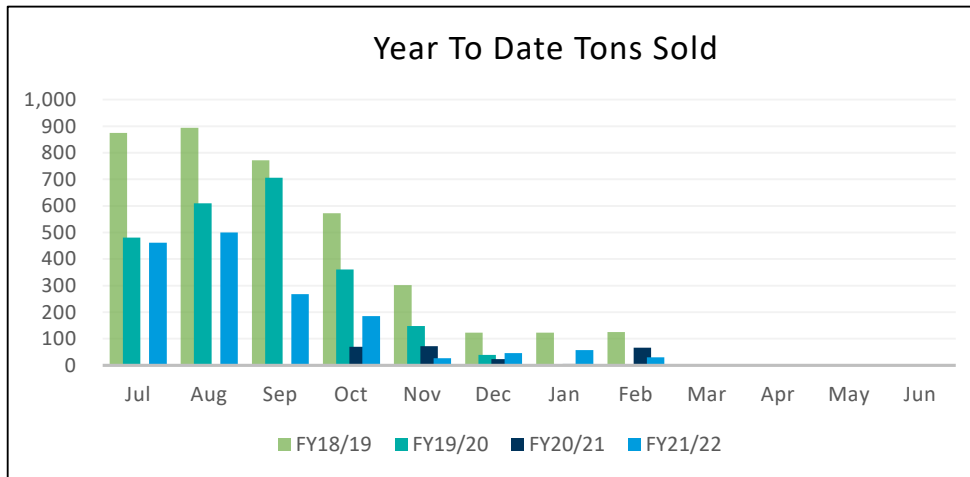
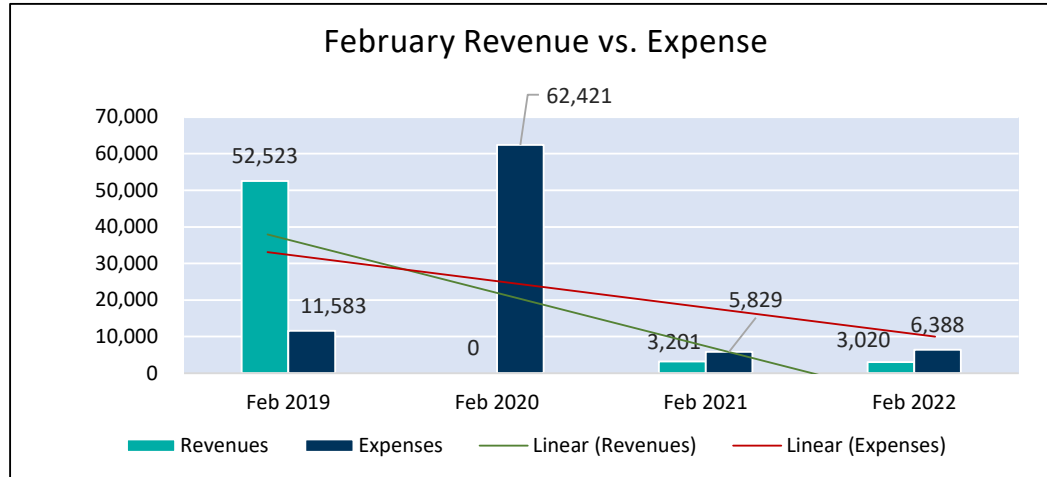
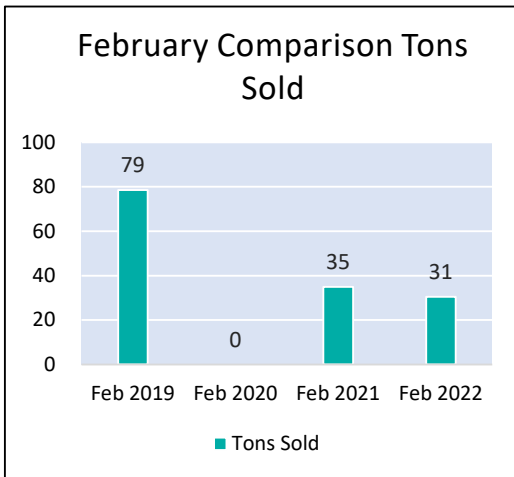
amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6430 Equipment Rental	0	833	833	100%	0	0	-	101	6,667	6,566	98%	0	(101)	-	3,434	10,000	66%
6450 Fuel - Gas	65	1,167	1,101	94%	1,851	1,786	96%	5,402	9,333	3,932	42%	5,907	505	9%	10,068	14,000	28%
6455 Fuel - Diesel	0	83	83	100%	0	0	-	1,598	667	(931)	-140%	193	(1,405)	-726%	1,931	1,000	-93%
6481 Propane - Retail	646	417	(229)	-55%	959	314	33%	7,487	3,333	(4,154)	-125%	3,704	(3,783)	-102%	9,154	5,000	-83%
Total Operational Expense	66,602	14,529	(52,073)	-358%	4,659	(61,943)	-1329%	161,991	116,233	(45,758)	-39%	34,081	(127,910)	-375%	220,108	174,350	-26%
6500 Repairs & maintenance equipment	4,840	6,250	1,410	23%	4,911	71	1%	27,847	50,000	22,153	44%	27,524	(323)	-1%	52,847	75,000	30%
6505 Repairs & maintenance vehicles	196	1,694	1,498	88%	72	(124)	-171%	3,851	13,555	9,704	72%	30,488	26,637	87%	10,628	20,332	48%
6510 Repairs & maintenance buildings	605	3,741	3,136	84%	19	(585)	-3020%	17,768	29,925	12,157	41%	4,047	(13,721)	-339%	32,731	44,888	27%
6515 Repairs & maintenance land improvements	0	250	250	100%	1,960	1,960	100%	1,038	2,000	962	48%	1,960	922	47%	2,038	3,000	32%
6520 Repairs & maintenance docks	460	4,167	3,707	89%	1,447	987	68%	8,458	33,333	24,876	75%	3,716	(4,742)	-128%	25,124	50,000	50%
6540 Marina dredging	0	0	0	-	8,600	8,600	100%	0	0	0	-	37,860	37,860	100%	0	0	-
6575 Waterway Leases	29,455	2,917	(26,538)	-910%	0	(29,455)	-	34,492	23,333	(11,159)	-48%	3,734	(30,759)	-824%	46,159	35,000	-32%
6580 Permits	0	475	475	100%	0	0	-	4,285	3,800	(485)	-13%	5,261	976	19%	6,185	5,700	-9%
Total Repair and Maintenance	35,556	19,493	(16,062)	-82%	17,010	(18,546)	-109%	97,739	155,947	58,208	37%	114,589	16,850	15%	175,712	233,920	25%
Total Goods & Services	148,361	84,179	(64,182)	-76%	73,193	(75,169)	-103%	654,695	673,435	18,741	3%	508,789	(145,906)	-29%	991,412	1,010,153	2%
Total Expenses	210,561	148,361	(62,200)	-42%	134,676	(75,885)	-56%	1,151,996	1,212,738	60,742	5%	1,052,108	(99,888)	-9%	1,771,291	1,832,033	3%
Operating Results	(59,743)	(9,392)	(50,351)	536%	(1,435)	(58,307)	4062%	445,640	259,451	186,188	72%	275,163	170,477	62%	594,008	407,820	46%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	0	0	0	-	0	0	-	99	0	99	-	137	(38)	-28%	99	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,175	(5,175)	-100%	0	0	-	0	5,175	-100%
4905 Other	0	0	0	-	0	0	-	59,186	0	59,186	-	45	59,141	131425%	59,186	0	-
4915 Insurance Reimbursement	(7,000)	0	(7,000)	-	0	(7,000)	-	0	0	0	-	8,668	(8,668)	-100%	0	0	-
Total Other Income	(7,000)	0	(7,000)	-	0	(7,000)	-	59,285	5,175	54,110	1046%	8,850	50,435	570%	59,285	5,175	1046%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	-	-	-	10,112	10,000	(112)	-1%	9,841	(271)	-3%	10,112	10,000.00	-1%
6755 Insurance Claims	0	0	0	-	0	0	-	65,150	0	(65,150)	-	9,168	(55,982)	-611%	65,150	0	-
Total Taxes & Misc Expenses	-	-	-	-	0	0	-	75,262	10,000.00	(65,262)	-653%	19,009	(56,253)	-296%	75,262	10,000.00	-653%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	218,878	290,261	71,383	25%	87,170	(131,709)	-151%	218,878	290,261	25%
7010 Interest payment	0	0	0	-	0	0	-	129,488	61,282	(68,206)	-111%	86,190	(43,299)	-50%	129,488	61,282	-111%
7020 Vehicle Principal repayment	757	756	(2)	0%	435	(322)	-74%	7,300	6,044	(1,256)	-21%	3,473	(3,827)	-110%	10,322	9,066	-14%
7025 Vehicle Interest payment	47	48	2	4%	16	(31)	-192%	652	387	(265)	-68%	137	(515)	-377%	846	581	-46%
8010 CIP Buildings	0	13,333	13,333	100%	0	0	-	0	106,667	106,667	100%	0	0	-	53,333	160,000	67%
8011 CIP Docks	99,500	8,583	(90,917)	-1059%	0	(99,500)	-	99,500	68,667	(30,833)	-45%	0	(99,500)	-	133,833	103,000	-30%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	14,860	14,860	100%	0	0	-
Total Debt Services	100,304	22,721	(77,583)	-341%	451	(99,853)	-22129%	455,819	533,308	77,489	15%	191,829	(263,989)	-138%	546,701	624,190	12%
Total Other Expenses	100,304	22,721	(77,583)	-341%	451	(99,853)	-22129%	531,081	543,308	12,226	2%	210,838	(320,243)	-152%	621,964	634,190	2%
Net Other Income	(107,304)	(22,721)	(84,583)	372%	(451)	(106,853)	23680%	(471,796)	(538,133)	66,337	-12%	(201,988)	(269,808)	134%	(562,678)	(629,015)	-11%
Net Result	(167,047)	(32,112)	(134,934)	420%	(1,887)	(165,160)	8755%	(26,156)	(278,681)	252,525	-91%	73,175	(99,331)	-136%	31,330	(221,195)	-114%

	Current Period	Same Month Prior Years			Year to Date	Prior FYTD vs Current FYTD		
	Feb 2022	Feb 2021	Feb 2020	Feb 2019	FY21/22	Last FY	\$ Diff	% Diff
Albacore Tuna (Oregon) MT	0.0	0.0	0.0	0.0	1,460.5	2,003	(542)	-27.07%
Pink Shrimp (Oregon) MT	0.0	0.0	0.0	0.0	14,433.1	13,924.8	508	3.65%
Dungeness Crab (Coos Bay) MT	83.8	356.9	331.1	787.4	1,641.8	1,488.5	153	10.30%
Tons Sold	31	35	0	79	1,576	273	1,303	477.11%
Total Revenues	3,020	3,201	0	52,523	147,098	25,919	121,179	467.53%
Total Expenses	6,388	5,829	62,421	11,583	289,721	46,166	243,555	527.56%
Net Result	(3,369)	(2,628)	(62,421)	(5,533)	(142,623)	(20,247)	(122,376)	604.41%



Financial Report - Actual vs. Budget
For Period Ending Feb 2022

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			
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				Prior FYTD vs Current FYTD		Jul 2021 - Jun 2022			
	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	-	0	0	-	74	0	74	-	40	34	85%	74	0	-
4290 Other	0	33	(33)	-100%	0	0	-	15,025	267	14,758	5535%	75	14,950	19933%	15,158	400	3690%
Total Operating Income	0	33	(33)	-100%	0	0	-	15,099	267	14,832	5563%	115	14,984	13030%	15,232	400	3708%
Expenses																	
Personnel Services																	
5005 Salaries	7,084	7,082	(2)	0%	6,641	(444)	-7%	57,422	60,213	2,791	5%	54,055	(3,367)	-6%	89,306	92,097	3%
5010 Other compensation	0	191	191	100%	0	0	-	0	1,621	1,621	100%	0	0	-	859	2,480	65%
Total Compensation	7,084	7,273	189	3%	6,641	(444)	-7%	57,422	61,834	4,412	7%	54,055	(3,367)	-6%	90,165	94,577	5%
5100 Federal Payroll taxes	538	556	18	3%	504	(34)	-7%	4,364	4,730	367	8%	4,106	(258)	-6%	6,868	7,235	5%
5105 State Payroll taxes	1	0	(1)	-	2	0	6%	11	0	(11)	-	12	1	6%	11	0	-
5110 Unemployment Insurance	204	94	(110)	-116%	185	(19)	-11%	408	802	394	49%	373	(35)	-9%	832	1,226	32%
5115 Workers compensation	37	30	(6)	-21%	26	(10)	-39%	292	256	(36)	-14%	210	(82)	-39%	428	392	-9%
Total Payroll Taxes	780	681	(99)	-15%	717	(64)	-9%	5,075	5,788	713	12%	4,701	(374)	-8%	8,140	8,853	8%
5200 Medical insurance	1,090	1,208	119	10%	1,133	43	4%	8,718	9,668	950	10%	9,061	343	4%	13,552	14,502	7%
5205 Dental insurance	108	108	0	0%	105	(3)	-3%	861	861	0	0%	837	(24)	-3%	1,291	1,291	0%
5215 Term life insurance	13	13	0	0%	12	(1)	-7%	99	100	1	1%	135	36	27%	149	150	1%
5220 Long Term Disability insurance	47	47	0	0%	41	(5)	-13%	369	375	5	1%	290	(79)	-27%	557	562	1%
5225 PERS Employee Contributions	1,491	1,490	(0)	0%	1,268	(223)	-18%	12,135	12,669	534	4%	10,762	(1,373)	-13%	18,843	19,377	3%
5230 PERS Employer Contributions	425	425	(0)	0%	398	(27)	-7%	3,445	3,613	167	5%	3,383	(63)	-2%	5,359	5,526	3%
Total Insured Benefits	3,172	3,290	118	4%	2,957	(216)	-7%	25,628	27,285	1,657	6%	24,469	(1,159)	-5%	39,751	41,408	4%
Total Personnel Services	11,037	11,244	207	2%	10,314	(723)	-7%	88,125	94,907	6,782	7%	83,224	(4,900)	-6%	138,056	144,838	5%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	333	333	100%	0	0	-	167	500	67%
6025 Travel - lodging & transportation	0	154	154	100%	0	0	-	0	1,233	1,233	100%	0	0	-	617	1,850	67%
6030 Travel - Per Diem & mileage reimbursement	0	103	103	100%	0	0	-	0	823	823	100%	0	0	-	411	1,234	67%
6035 Meals & Entertainment	42	73	31	42%	0	(42)	-	145	583	439	75%	0	(145)	-	436	875	50%
Total Travel & Entertainment	42	372	330	89%	0	(42)	-	145	2,973	2,828	95%	0	(145)	-	1,631	4,459	63%
6050 Office supplies	0	42	42	100%	0	0	-	101	333	233	70%	13	(88)	-687%	267	500	47%
6075 Memberships & dues	2,491	2,392	(100)	-4%	1,471	(1,020)	-69%	19,409	19,133	(276)	-1%	19,225	(184)	-1%	28,976	28,700	-1%
Total Office Expense	2,491	2,433	(58)	-2%	1,471	(1,020)	-69%	19,510	19,467	(43)	0%	19,238	(272)	-1%	29,243	29,200	0%

Financial Report - Actual vs. Budget
For Period Ending Feb 2022

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					
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6260 Consulting services	0	1,062	1,062	100%	0	0	-	481	8,493	8,012	94%	0	(481)	-	4,728	12,740	63%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	721	721	100%	0	0	-
Total Professional Services	0	1,062	1,062	100%	0	0	-	481	8,493	8,012	94%	721	240	33%	4,728	12,740	63%
6310 Marketing supplies	0	396	396	100%	0	0	-	215	3,167	2,952	93%	190	(25)	-13%	1,798	4,750	62%
6315 Advertising	670	1,375	705	51%	0	(670)	-	3,829	10,997	7,168	65%	6,651	2,822	42%	9,327	16,495	43%
6320 Cargo recruitment & development	0	0	0	-	0	0	-	185	0	(185)	-	0	(185)	-	185	0	-
6340 Legislative support	20,500	7,167	(13,333)	-186%	7,728	(12,773)	-165%	87,736	57,333	(30,403)	-53%	53,158	(34,579)	-65%	116,403	86,000	-35%
6345 Community affairs	0	454	454	100%	0	0	-	1,500	3,633	2,133	59%	1,450	(50)	-3%	3,317	5,450	39%
Total Marketing Expense	21,170	9,391	(11,779)	-125%	7,728	(13,443)	-174%	93,465	75,130	(18,335)	-24%	61,449	(32,017)	-52%	131,030	112,695	-16%
Total Goods & Services	23,703	13,258	(10,445)	-79%	9,199	(14,504)	-158%	113,601	106,063	(7,538)	-7%	81,407	(32,194)	-40%	166,632	159,094	-5%
Total Expenses	34,740	24,502	(10,238)	-42%	19,513	(15,227)	-78%	201,726	200,970	(756)	0%	164,631	(37,094)	-23%	304,688	303,932	0%
Operating Results	(34,740)	(24,469)	(10,271)	42%	(19,513)	(15,227)	78%	(186,627)	(200,703)	14,076	-7%	(164,516)	(22,110)	13%	(289,456)	(303,532)	-5%
Other Income & Expenses																	
Other Income																	
Net Result	(34,740)	(24,469)	(10,271)	42%	(19,513)	(15,227)	78%	(186,627)	(200,703)	14,076	-7%	(164,516)	(22,110)	13%	(289,456)	(303,532)	-5%

Financial Report - Actual vs. Budget
For Period Ending Feb 2022

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					
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				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	15,158	10,328	4,829	47%	7,679	7,478	97%	90,963	82,627	8,336	10%	73,139	17,824	24%	132,276	123,940	7%
4010 Property Agreements	6,059	7,975	(1,916)	-24%	5,696	363	6%	61,914	63,800	(1,886)	-3%	55,105	6,809	12%	93,814	95,700	-2%
4290 Other	0	0	0	-	0	0	-	5,000	0	5,000	-	0	5,000	-	5,000	0	-
Total Operating Income	21,216	18,303	2,913	16%	13,375	7,841	59%	157,877	146,427	11,450	8%	128,243	29,634	23%	231,090	219,640	5%
Expenses																	
Personnel Services																	
5005 Salaries	31,899	38,739	6,840	18%	8,846	(23,053)	-261%	263,681	329,360	65,679	20%	69,670	(194,012)	-278%	438,084	503,763	13%
5010 Other compensation	0	1,035	1,035	100%	0	0	-	0	8,796	8,796	100%	0	0	-	4,657	13,453	65%
5015 Overtime	0	155	155	100%	0	0	-	108	1,321	1,213	92%	0	(108)	-	808	2,021	60%
Total Compensation	31,899	39,929	8,030	20%	8,846	(23,053)	-261%	263,789	339,477	75,688	22%	69,670	(194,120)	-279%	443,549	519,237	15%
5100 Federal Payroll taxes	2,385	3,055	669	22%	677	(1,709)	-252%	19,744	25,970	6,226	24%	5,330	(14,414)	-270%	33,496	39,722	16%
5105 State Payroll taxes	11	0	(11)	-	2	(9)	-590%	88	0	(88)	-	12	(77)	-666%	88	0	-
5110 Unemployment Insurance	904	770	(134)	-17%	248	(657)	-265%	4,385	6,547	2,162	33%	495	(3,890)	-785%	7,852	10,014	22%
5115 Workers compensation	37	1,391	1,354	97%	26	(10)	-39%	292	11,826	11,534	98%	210	(82)	-39%	6,554	18,088	64%
Total Payroll Taxes	3,337	5,216	1,879	36%	952	(2,385)	-250%	24,509	44,343	19,834	45%	6,046	(18,463)	-305%	47,990	67,824	29%
5200 Medical insurance	5,511	8,685	3,174	37%	0	(5,511)	-	46,457	69,476	23,020	33%	0	(46,457)	-	81,194	104,214	22%
5205 Dental insurance	468	670	202	30%	50	(418)	-839%	3,931	5,360	1,430	27%	344	(3,587)	-1043%	6,611	8,041	18%
5215 Term life insurance	88	113	25	22%	12	(76)	-648%	744	900	156	17%	142	(602)	-424%	1,194	1,350	12%
5220 Long Term Disability insurance	203	257	54	21%	48	(155)	-320%	1,665	2,057	392	19%	339	(1,326)	-392%	2,693	3,085	13%
5225 PERS Employee Contributions	6,685	8,183	1,498	18%	1,689	(4,997)	-296%	53,142	69,575	16,433	24%	13,817	(39,325)	-285%	89,984	106,417	15%
5230 PERS Employer Contributions	1,906	2,334	427	18%	531	(1,376)	-259%	15,089	19,841	4,752	24%	4,343	(10,746)	-247%	25,595	30,347	16%
Total Insured Benefits	14,861	20,241	5,380	27%	2,329	(12,532)	-538%	121,028	167,210	46,182	28%	18,985	(102,043)	-538%	207,272	253,454	18%
Total Personnel Services	50,097	65,386	15,289	23%	12,128	(37,970)	-313%	409,326	551,031	141,704	26%	94,701	(314,625)	-332%	698,811	840,515	17%
Goods & Services																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	667	667	100%	0	0	-	333	1,000	67%
6025 Travel - lodging & transportation	0	167	167	100%	0	0	-	0	1,333	1,333	100%	0	0	-	667	2,000	67%
6030 Travel - Per Diem & mileage reimbursement	0	8	8	100%	0	0	-	0	67	67	100%	0	0	-	33	100	67%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	59	167	108	65%	16	(43)	-268%	142	250	43%
Total Travel & Entertainment	0	279	279	100%	0	0	-	59	2,233	2,174	97%	16	(43)	-268%	1,176	3,350	65%
6130 Electricity	619	150	(469)	-313%	121	(498)	-410%	1,547	1,200	(347)	-29%	1,052	(495)	-47%	2,147	1,800	-19%
6131 Propane - Operations	88	0	(88)	-	0	(88)	-	88	0	(88)	-	0	(88)	-	88	0	-
6135 Water/Sewer	126	0	(126)	-	0	(126)	-	126	0	(126)	-	0	(126)	-	126	0	-
6155 Environmental Remediation/Mitigation/Monitoring	158	208	50	24%	555	397	71%	538	1,667	1,129	68%	798	260	33%	1,371	2,500	45%
Total Utilities	992	358	(633)	-177%	677	(315)	-47%	2,299	2,867	567	20%	1,850	(449)	-24%	3,733	4,300	13%

**Financial Report - Actual vs. Budget
For Period Ending Feb 2022**

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					
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	3,240	0	(3,240)	-	0	(3,240)	-	14,208	6,000	(8,208)	-137%	0	(14,208)	-	14,208	6,000	-137%
6245 Legal advertising	214	125	(89)	-71%	0	(214)	-	522	1,000	478	48%	0	(522)	-	1,022	1,500	32%
6250 Legal services	0	0	0	-	0	0	-	288	0	(288)	-	0	(288)	-	288	0	-
6260 Consulting services	5,600	10,583	4,983	47%	0	(5,600)	-	10,283	84,667	74,383	88%	0	(10,283)	-	52,617	127,000	59%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	1,775	1,775	100%	0	0	-
6290 Commercial insurance	2,240	838	(1,402)	-167%	901	(1,338)	-148%	9,887	6,703	(3,184)	-48%	6,588	(3,300)	-50%	13,238	10,054	-32%
Total Professional Services	11,294	11,546	253	2%	901	(10,392)	-1153%	35,189	98,369	63,181	64%	8,363	(26,826)	-321%	81,373	144,554	44%
6400 Small equipment & tools	0	42	42	100%	0	0	-	135	333	198	60%	0	(135)	-	302	500	40%
6405 Safety/hazardous materials	348	1,667	1,319	79%	0	(348)	-	4,826	13,333	8,507	64%	7,301	2,475	34%	11,493	20,000	43%
6410 Signage	0	83	83	100%	0	0	-	0	667	667	100%	0	0	-	333	1,000	67%
6415 Clothing	0	96	96	100%	0	0	-	0	767	767	100%	0	0	-	383	1,150	67%
6425 Operational supplies	290	63	(228)	-364%	0	(290)	-	290	500	210	42%	0	(290)	-	540	750	28%
Total Operational Expense	638	1,950	1,312	67%	0	(638)	-	5,251	15,600	10,349	66%	7,301	2,050	28%	13,051	23,400	44%
6510 Repairs & maintenance buildings	142	0	(142)	-	0	(142)	-	263	0	(263)	-	0	(263)	-	263	0	-
6515 Repairs & maintenance land improvements	0	208	208	100%	0	0	-	0	1,667	1,667	100%	0	0	-	833	2,500	67%
6520 Repairs & maintenance docks	32	0	(32)	-	0	(32)	-	32	0	(32)	-	126	93	74%	32	0	-
6575 Waterway Leases	2,250	0	(2,250)	-	0	(2,250)	-	2,250	0	(2,250)	-	0	(2,250)	-	2,250	0	-
6580 Permits	0	83	83	100%	0	0	-	482	667	184	28%	339	(143)	-42%	816	1,000	18%
Total Repair and Maintenance	2,424	292	(2,132)	-731%	0	(2,424)	-	3,027	2,333	(694)	-30%	465	(2,563)	-552%	4,194	3,500	-20%
Total Goods & Services	15,347	14,425	(922)	-6%	1,578	(13,769)	-873%	45,826	121,403	75,577	62%	17,995	(27,831)	-155%	103,527	179,104	42%
Total Expenses	65,445	79,812	14,367	18%	13,706	(51,739)	-377%	455,152	672,433	217,281	32%	112,696	(342,456)	-304%	802,338	1,019,619	21%
Operating Results	(44,228)	(61,508)	17,280	-28%	(331)	(43,898)	13276%	(297,275)	(526,007)	228,731	-43%	15,547	(312,823)	-2012%	(571,248)	(799,979)	-29%
4695 Grants Received - Other	0	0	0	-	0	0	-	3,000	3,000	0	0%	0	3,000	-	8,000	8,000	0%
Total Other Income	0	0	0	-	0	0	-	3,000	3,000	0	0%	0	3,000	-	8,000	8,000	0%
Taxes & Misc Expenses																	
6745 Banking fees	0	833	833	100%	0	0	-	18,430	6,667	(11,764)	-176%	0	(18,430)	-	21,764	10,000	-118%
Total Taxes & Misc Expenses	0	833	833	100%	0	0	-	18,430	6,667	(11,764)	-176%	0	(18,430)	-	21,764	10,000	-118%
7010 Interest payment	0	9,583	9,583	100%	0	0	-	7,962	76,667	68,704	90%	0	(7,962)	-	46,296	115,000	60%
Total Debt Services	0	9,583	9,583	100%	0	0	-	7,962	76,667	68,704	90%	0	(7,962)	-	46,296	115,000	60%
Total Other Expenses	0	10,417	10,417	100%	0	0	-	26,393	83,333	56,941	68%	0	(26,393)	-	68,059	125,000	46%
Net Other Income	0	(10,417)	10,417	-100%	0	0	-	(23,393)	(80,333)	56,941	-71%	0	(23,393)	-	(60,059)	(117,000)	-49%
Net Result	(44,228)	(71,925)	27,697	-39%	(331)	(43,898)	13276%	(320,668)	(606,340)	285,672	-47%	15,547	(336,215)	-2163%	(631,307)	(916,979)	-31%

Financial Report - Actual vs. Budget
For Period Ending Feb 2022

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					
	Feb 2022		\$ Diff	% Diff	Feb 2021		Jul 2021 - Feb 2022		Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022					
	Actual	Budget			Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	13,604	19,529	(5,925)	-30%	22,878	(9,274)	-41%	182,162	146,443	35,719	24%	171,550	10,612	6%	279,719	244,000	15%
4235 Customer Discounts	0	0	0	-	0	0	-	0	0	0	-	(3,950)	3,950	-100%	0	0	-
4260 Rail Operations Revenue	27,760	35,182	(7,422)	-21%	20,071	7,690	38%	222,884	266,343	(43,459)	-16%	171,394	51,490	30%	378,575	422,034	-10%
4265 Rail Surcharges	32,827	41,854	(9,026)	-22%	25,141	7,686	31%	262,320	311,498	(49,177)	-16%	207,610	54,710	26%	442,318	491,495	-10%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	786,453	786,453	0%
Total Operating Income	74,191	96,565	(22,374)	-23%	68,089	6,102	9%	667,367	724,283	(56,917)	-8%	546,604	120,762	22%	1,887,065	1,943,982	-3%
Expenses																	
Personnel Services																	
Goods & Services																	
6035 Meals & Entertainment	0	0	0	-	0	0	-	0	0	0	-	40	40	100%	0	0	-
Total Travel & Entertainment	0	0	0	-	0	0	-	0	0	0	-	40	40	100%	0	0	-
6060 IT supplies	0	0	0	-	0	0	-	0	0	0	-	40	40	100%	0	0	-
Total Office Expense	0	0	0	-	0	0	-	0	0	0	-	40	40	100%	0	0	-
6260 Consulting services	20,877	8,750	(12,127)	-139%	5,950	(14,927)	-251%	85,573	70,000	(15,573)	-22%	41,723	(43,850)	-105%	120,573	105,000	-15%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	18	18	100%	0	0	-
6290 Commercial insurance	3,528	3,039	(488)	-16%	3,042	(486)	-16%	26,722	24,315	(2,407)	-10%	23,238	(3,484)	-15%	38,879	36,472	-7%
Total Professional Services	24,405	11,789	(12,615)	-107%	8,992	(15,413)	-171%	112,295	94,315	(17,981)	-19%	64,979	(47,317)	-73%	159,453	141,472	-13%
6410 Signage	0	667	667	100%	0	0	-	0	5,333	5,333	100%	0	0	-	2,667	8,000	67%
Total Operational Expense	0	667	667	100%	0	0	-	0	5,333	5,333	100%	0	0	-	2,667	8,000	67%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	894	0	(894)	-	20,963	20,069	96%	894	0	-
6510 Repairs & maintenance buildings	0	0	0	-	0	0	-	3,684	0	(3,684)	-	11,651	7,967	68%	3,684	0	-
6515 Repairs & maintenance land improve	0	0	0	-	37,462	37,462	100%	0	0	0	-	37,462	37,462	100%	0	0	-
Total Repair and Maintenance	0	342	342	100%	37,462	37,462	100%	4,578	2,733	(1,845)	-67%	70,076	65,498	93%	5,945	4,100	-45%
Total Goods & Services	24,405	12,798	(11,607)	-91%	46,454	22,049	47%	116,874	102,381	(14,492)	-14%	135,135	18,262	14%	168,064	153,572	-9%
Total Expenses	24,405	12,798	(11,607)	-91%	46,454	22,049	47%	116,874	102,381	(14,492)	-14%	135,135	18,262	14%	168,064	153,572	-9%
Operating Results	49,787	83,767	(33,981)	-41%	21,635	28,151	130%	550,493	621,902	(71,409)	-11%	411,469	139,024	34%	1,719,001	1,790,410	-4%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	0	0	-	0	0	-	439,582	720,000	(280,418)	-39%	317,100	122,482	39%	439,582	720,000	-39%
4915 Insurance Reimbursement	0	0	0	-	0	0	-	767	0	767	-	1,328	(560)	-42%	767	0	-
Total Other Income	0	0	0	-	0	0	-	440,349	720,000	(279,651)	-39%	318,428	121,922	38%	440,349	720,000	-39%
Other Expenses																	
6755 Insurance Claims	0	0	0	-	0	0	-	17,496	0	(17,496)	-	0	(17,496)	-	17,496	0	-
Total Taxes & Misc Expenses	0	0	0	-	0	0	-	17,496	0	(17,496)	-	0	(17,496)	-	17,496	0	-
Debt Services																	
7005 Principal repayment	0	0	0	-	8,555	8,555	100%	479,402	389,754	(89,648)	-23%	363,311	(116,091)	-32%	479,402	389,754	-23%
7010 Interest payment	0	0	0	-	28,736	28,736	100%	26,362	291,794	265,432	91%	318,591	292,229	92%	26,362	291,794	91%
7020 Principal repayment - Vehicles	1,047	1,047	(0)	0%	1,044	(4)	0%	8,371	8,376	5	0%	8,339	(32)	0%	12,559	12,564	0%
7025 Interest payment - Vehicles	12	12	0	4%	16	4	25%	103	97	(6)	-6%	135	32	24%	152	146	-4%
8012 CIP Construction Tunnels	0	0	0	-	0	0	-	0	0	0	-	2,728	2,728	100%	0	0	-
8013 CIP Construction Bridges	0	66,667	66,667	100%	0	0	-	853,192	533,333	(319,858)	-60%	0	(853,192)	-	1,119,858	800,000	-40%
8016 CIP Construction Track	0	8,333	8,333	100%	0	0	-	0	66,667	66,667	100%	0	0	-	33,333	100,000	67%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	21,864	0	(21,864)	-	45,048	23,184	51%	21,864	0	-
8025 CIP Mobile Equipment	1,000	0	(1,000)	-	0	(1,000)	-	1,000	0	(1,000)	-	25,000	24,000	96%	1,000	0	-
Total Debt Services	2,059	76,059	74,000	97%	38,350	36,291	95%	1,390,292	1,290,021	(100,271)	-8%	763,152	(627,140)	-82%	1,694,529	1,594,258	-6%
Total Other Expenses	2,059	76,059	74,000	97%	38,350	36,291	95%	1,407,789	1,290,021	(117,767)	-9%	763,152	(644,637)	-84%	1,712,025	1,594,258	-7%
Net Other Income	(2,059)	(76,059)	74,000	-97%	(38,350)	36,291	-95%	(967,439)	(570,021)	(397,418)	70%	(444,724)	(522,715)	118%	(1,271,676)	(874,258)	45%
Net Result	47,728	7,708	40,019	519%	(16,715)	64,442	-386%	(416,946)	51,881	(468,827)	-904%	(33,255)	(383,691)	1154%	447,325	916,152	-51%

Financial Report - Actual vs. Budget
For Period Ending Feb 2022

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					
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				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																	
4290 Other	0	21,794	(21,794)	-100%	0	0	-	82,015	174,349	(92,334)	-53%	5,739	76,276	1329%	169,189	261,523	-35%
Total Operating Income	0	21,794	(21,794)	-100%	33,950	(33,950)	-100%	82,015	174,349	(92,334)	-53%	39,689	42,326	107%	169,189	261,523	-35%
Expenses																	
Personnel Services																	
5005 Salaries	0	1,490	1,490	100%	11,499	11,499	100%	55	12,671	12,616	100%	63,377	63,322	100%	6,764	19,380	65%
5010 Other compensation	0	0	0	-	0	0	-	0	0	0	-	(9)	(9)	100%	0	0	-
5015 Overtime	0	0	0	-	289	289	100%	0	0	0	-	1,809	1,809	100%	0	0	-
Total Compensation	0	1,490	1,490	100%	11,789	11,789	100%	55	12,671	12,616	100%	65,176	65,121	100%	6,764	19,380	65%
5100 Federal Payroll taxes	0	114	114	100%	853	853	100%	4	970	966	100%	4,762	4,758	100%	517	1,483	65%
5105 State Payroll taxes	0	0	0	-	5	5	100%	0	0	(0)	-	27	27	100%	0	0	-
5110 Unemployment Insurance	0	42	42	100%	312	312	100%	1	355	354	100%	1,131	1,129	100%	189	543	65%
5115 Workers compensation	0	54	54	100%	0	0	-	0	455	455	100%	0	0	-	241	696	65%
Total Payroll Taxes	0	209	209	100%	1,170	1,170	100%	5	1,780	1,774	100%	5,919	5,914	100%	948	2,722	65%
5200 Medical insurance	0	507	507	100%	0	0	-	14	4,314	4,300	100%	0	(14)	-	2,298	6,598	65%
5205 Dental insurance	0	41	41	100%	0	0	-	0	350	350	100%	0	0	-	185	535	65%
5215 Term life insurance	0	3	3	100%	0	0	-	0	29	29	100%	0	(0)	-	15	44	65%
5220 Long Term Disability insurance	0	9	9	100%	0	0	-	0	77	77	100%	0	(0)	-	41	118	65%
5225 PERS Employee Contributions	0	352	352	100%	2,556	2,556	100%	12	2,996	2,985	100%	14,664	14,652	100%	1,598	4,583	65%
5230 PERS Employer Contributions	0	89	89	100%	707	707	100%	3	760	757	100%	4,090	4,086	100%	406	1,163	65%
Total Insured Benefits	0	1,003	1,003	100%	3,263	3,263	100%	29	8,526	8,497	100%	18,753	18,724	100%	4,544	13,041	65%
Total Personnel Services	0	2,702	2,702	100%	16,222	16,222	100%	89	22,976	22,887	100%	89,849	89,759	100%	12,256	35,143	65%
Goods & Services																	
6005 Seminars & training	0	417	417	100%	0	0	-	0	3,333	3,333	100%	0	0	-	1,667	5,000	67%
Total Staff Training	0	417	417	100%	0	0	-	0	3,333	3,333	100%	0	0	-	1,667	5,000	67%
6030 Travel - Per Diem & mileage reimbursement	0	167	167	100%	0	0	-	0	1,333	1,333	100%	0	0	-	667	2,000	67%
Total Travel & Entertainment	0	167	167	100%	0	0	-	0	1,333	1,333	100%	0	0	-	667	2,000	67%
6050 Office supplies	0	42	42	100%	0	0	-	0	333	333	100%	0	0	-	167	500	67%
6070 Postage & courier services	0	0	0	-	0	0	-	0	0	0	-	19	19	100%	0	0	-
Total Office Expense	0	42	42	100%	0	0	-	0	333	333	100%	19	19	100%	167	500	67%
6105 Telephone - mobile	52	0	(52)	-	53	1	2%	300	0	(300)	-	475	175	37%	300	0	-
6155 Environmental Remediation/Mitigation/Monitoring	0	0	0	-	0	0	-	0	0	0	-	380	380	100%	0	0	-
Total Utilities	52	0	(52)	-	53	1	2%	300	0	(300)	-	855	555	65%	300	0	-
6250 Legal services	0	2,083	2,083	100%	0	0	-	0	16,667	16,667	100%	0	0	-	8,333	25,000	67%
6255 Auditing	0	833	833	100%	0	0	-	0	6,667	6,667	100%	0	0	-	3,333	10,000	67%

Financial Report - Actual vs. Budget
For Period Ending Feb 2022

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					
	Feb 2022				Feb 2021			Jul 2021 - Feb 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6290 Commercial insurance	4,787	4,477	(310)	-7%	4,477	(310)	-7%	36,526	35,818	(708)	-2%	36,197	(329)	-1%	54,435	53,727	-1%
Total Professional Services	4,787	7,394	2,607	35%	4,477	(310)	-7%	36,526	59,151	22,625	38%	36,197	(329)	-1%	66,102	88,727	25%
6400 Small equipment & tools	0	0	0	-	0	0	-	214	0	(214)	-	0	(214)	-	214	0	-
6425 Operational supplies	0	4,167	4,167	100%	141	141	100%	0	33,333	33,333	100%	20,181	20,181	100%	16,667	50,000	67%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	5,104	5,104	100%	0	0	-
6450 Fuel - Gas	0	0	0	-	0	0	-	0	0	0	-	1,142	1,142	100%	0	0	-
6455 Fuel - Diesel	0	0	0	-	0	0	-	0	0	0	-	1,184	1,184	100%	0	0	-
Total Operational Expense	0	4,167	4,167	100%	141	141	100%	214	33,333	33,120	99%	27,610	27,397	99%	16,880	50,000	66%
6500 Repairs & maintenance equipment	0	5,417	5,417	100%	0	0	-	0	43,333	43,333	100%	16,646	16,646	100%	21,667	65,000	67%
6505 Repairs & maintenance vehicles	0	1,250	1,250	100%	189	189	100%	81,681	10,000	(71,681)	-717%	6,987	(74,694)	-1069%	86,681	15,000	-478%
6540 Marina dredging	0	0	0	-	(8,600)	(8,600)	100%	0	0	0	-	0	0	-	0	0	-
Total Repair and Maintenance	0	6,667	6,667	100%	(8,411)	(8,411)	100%	81,681	53,333	(28,348)	-53%	23,633	(58,048)	-246%	108,348	80,000	-35%
Total Goods & Services	4,839	18,852	14,013	74%	(3,740)	(8,580)	229%	118,721	150,818	32,097	21%	88,313	(30,408)	-34%	194,130	226,227	14%
Total Expenses	4,839	21,555	16,716	78%	12,482	7,642	61%	118,810	173,794	54,984	32%	178,162	59,352	33%	206,386	261,370	21%
Operating Results	(4,839)	239	(5,078)	-2126%	21,468	(26,308)	-123%	(36,796)	554	(37,350)	-6740%	(138,474)	101,678	-73%	(37,197)	153	-24412%
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	0	0	0	-	0	0	-	1,670	0	1,670	-	0	1,670	-	1,670	0	-
Total Other Income	0	0	0	-	0	0	-	1,670	0	1,670	-	0	1,670	-	1,670	0	-
Net Other Income	0	0	0	-	0	0	-	1,670	0	1,670	-	0	1,670	-	1,670	0	-
Net Result	(4,839)	239	(5,078)	-2126%	21,468	(26,308)	-123%	(35,125)	554	(35,679)	-6438%	(138,474)	103,348	-75%	(35,526)	153	-23320%



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: April 12, 2022

SUBJECT: Commercial/External Affairs/Marketing Management Report

Commercial:

Staff continue to work with inquiries interested in establishing operations at Terminal One in Coos Bay.

EA/BD staff and the Rail General Manager met with two rail customers on the north end of the rail line in early March, and new transportation staff for Sierra Pacific Industries in early April to coordinate rail service, discuss any concerns surrounding service, and opportunities for enhancing or expanding rail service.

Staff are working to develop pricing structures for both ground leasing and tariff rates as the Port continues to work toward an executed contract with NorthPoint Development. Staff are also conducting an analysis of commodities and trade routes shipped to and from the U.S. West Coast to guide efforts in targeting profitable market segments to move through Terminal One.

Staff participated in meetings with four inquiries interested in Coos Bay as a location for future business operations.

Port Property:

Monthly Commercial lease revenue for the month of March 2022 was up 36.2% from March 2021. This increase is due in part to the new lease revenues being generated from the Hub building leases, as well as an increase in the properties rented out in the Charleston Marina Complex over last year.

Vacant Port owned properties include the Fishermen's Wharf and the two small office spaces adjacent to the Charleston Post Office, individual offices in the shared space of the Hub Building, an office on the 4th floor of the Hub Building, as well as 147 S. Broadway in the Hub Building. Staff are working to actively market this space to find a new tenant.

The Port received one inquiry which resulted in a showing of the Fishermen's Wharf facility, as well as one inquiry for the offices located at 145 Central Avenue, and four inquiries resulting in two showings of 147 S. Broadway.

An updated Exhibit A for the Eastside Verizon Wireless lease was received and returned to Verizon, who is looking to site a cell phone tower on Port owned property in Eastside. Verizon anticipates a construction start date of September 2022.

Marketing, Media, and Outreach:

The Port was featured in the following news outlets:

KVAL: [Offshore wind farm in the works for the Port of Coos Bay](#)

KVAL: [Wyden says North Spit container terminal enjoys ‘support across the political spectrum’](#)

KVAL: [Port of Coos Bay hopes for jobs boost with launch of Terminal 1](#)

The World: [Wyden meets with transportation secretary to push port plans](#)

Staff continue working with employees of NorthPoint Development to conduct coordinated community outreach regarding development of the Container Facility. Staff also assisted in coordination and preparation for the three listening sessions with NorthPoint Development that took place in mid-March.

Staff have compiled a comprehensive contact list of Charleston Stakeholders for distribution of a survey that is currently in development. This stakeholder list will include commercial and recreational fishing fleets, Charleston businesses and organizations, seafood processors, Port tenants, and shipyard users. The intent of the survey is to solicit feedback regarding the most critical infrastructure in Charleston as well as recommendations for future infrastructure investment.

Staff are conducting outreach to solicit feedback from community groups and leaders regarding desired future activities and concerns regarding the future development of Terminal One. These outreach efforts to date have included local municipalities, Coos County, Tribal Governments, Community Organizations, and local service providers. Three community meetings will be held beginning April 20 for property owners along the CBRL in Coos Bay and North Bend. Staff also participated in a tour of Terminal One with the City Manager of Veneta as well as a candidate for Lane County Commissioner.

Staff provided a presentation regarding Terminal One at a WBC meeting that took place on Wednesday, March 23. The meeting was well attended and included members of the media.

Staff participated in a Port tour for a new recruitment representative for Business Oregon, providing an overview of Port operations as well as a tour of the Terminal One facility.

Staff participated in a meeting with members of the community and CCD Development Staff to provide input on the development of the updated CEDS document.

The Port’s Instagram account reached 45.3% more accounts over the previous month. Total followers for the account are 1,768, with an increase of 0.70% increase in overall followers for the month of March.

The Port’s LinkedIn page gained 17 new followers, received over 6,800 post impressions (an increase of 228.9% over the previous month), appeared in 295 searches, and had 68 unique visitors. The top post of the past month was: “Extensive work is being conducted in the Coos Bay Rail Yard as a component of the Coalbank Slough Bridge Replacement Project. This project is scheduled to wrap up in the coming weeks, reopening the bridge to rail service. A big thank you to our CBRL crews as well as our prime contractor, Legacy Contracting, Inc. for a job well done! [#project](#) [#work](#) [#thankyou](#)”

Legislative/Advocacy Work:

Staff participated in a meeting sponsored by AAPA with Senator Wyden's staff. Staff also participated in the BizOregon quarterly Federal Legislative Update meeting.

Industry Articles/Information Items:

Freight Waves: [About that 'driver shortage'](#)

Freight Waves: [FMC commissioner red-flags Congress on China's container monopoly](#)

Freight Waves: [Grain shippers want regulators to press railroads on service issues](#)

Freight Waves: [Steel, plywood imports boost Gulf Coast ports' February cargo volumes](#)

Hellenic Shipping News: [Sharp Surge in Port Congestion Foreshadows Shanghai Lockdown](#)

Hellenic Shipping News: [How Soaring Shipping Costs Raise Prices Around the World](#)

KVAL: [Race for Coos County Commissioner Position 2 in full swing](#)

AJOT: [California ports support floating offshore wind development](#)

M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: April 12, 2022

SUBJECT: Port Operations/Asset Management Report

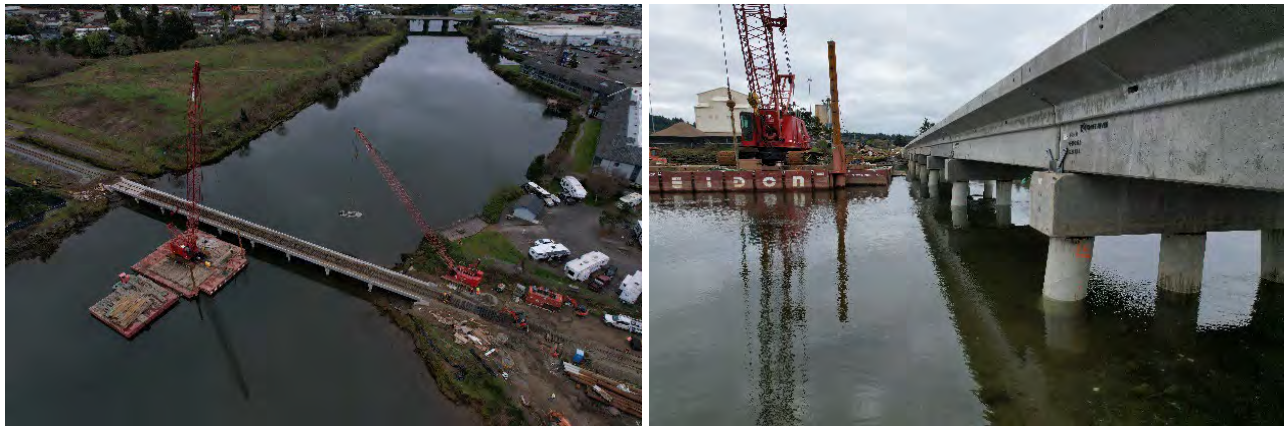
Channel Modification Project:

Staff is working with David Miller and Associates (DMA) to develop a restart schedule and budget for this project. DMA will also begin contacting sub-contractors and define existing and new team members who will be part of the project team.

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:

Coal Bank Slough Bridge: This project is 95% complete and should be 100% complete by the end of April. The bridge and track were turned over to CBRL on March 29. The bioswales and general checklist items are all that remains to be completed.



Vaughn Viaduct: 100% design is complete and we expect to have the ITB solicited by the end of April. Staff is working with MARAD and other agencies to complete the necessary NEPA amendments and permits for the new alternative.

Wildcat Creek Bridges: This contract was awarded to Partney Construction and work will commence in mid-April.

Steel Swing Bridges: Two bids were received for this project on April 8, 2022. Both bids were significantly over the engineers estimate for the project. Inflation and very high steel prices are two of the largest contributors to these high bids. Staff will evaluate each bid and make recommendations on the best path forward.

Reedsport Swing Bridge (DTMF):

Staff continues to work with electricians and vendors to resolve outstanding issues for this project. We expect to have resolution in the near future.

PIDP Grant (Tie and Resurfacing Project):

The Port received authorization to expend pre-obligation funds for this project. This authorization will allow the Port to spend up to \$100,000 on engineering, legal and geometry car services prior to the agreement being signed with MARAD. The Port will use the Port’s match to fund this work.

Safety and Security:

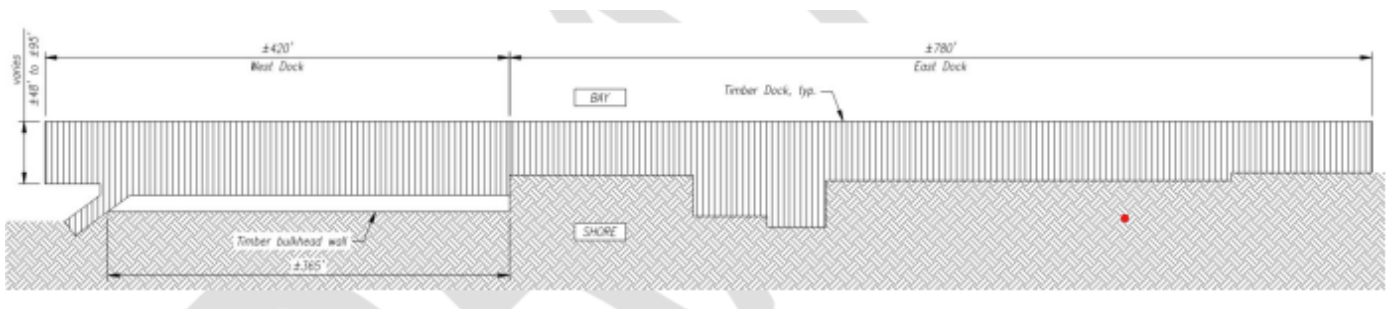
All of the new cameras have been installed at Terminal One. These cameras allow staff to monitor the facility remotely, 24/7. Investment in modern camera systems is paying dividends. We continue to catch thefts and incidents on all of these systems. This video footage is critical for the sheriff’s office and DA to prosecute crimes.

North Jetty:

The North Jetty contracting protest has gone all the way to the Government Accountability Office (GAO). The GAO has until mid-May to make a final determination on the protest.

Terminal One:

McGee engineering was onsite the week of April 4th conducting engineering evaluations of the dock system. The field data is being post processed and evaluated to determine the docks current condition. Once this is determined, the engineers will develop conceptual plans to effect repairs for future use.



The Port signed the State Fiscal Recovery Fund Agreement and a funds transfer for the purchase of Terminal One is being processed for transfer.

Transpacific Parkway Drainage Project (CCURA):

Staff is working with engineers to finalize the Invitation to Bid for this project. We anticipate soliciting bids for this project by the end of April.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: April 12, 2022

SUBJECT: Charleston Operations Management Report

Of the 443 moorage slips, there were 161 annuals, 39 semi-annuals, 48 monthlies and 68 transients. All categories remained similar to the month prior. March ice volume sales totaled 91.5 tons. Total monthly sales were \$9,360.00.

The RV Park had 82% capacity in March. Out of 104 RV Park spaces, we had 86 new check-ins with total sales of \$29,175.00.

Maintenance Projects:

Dock Work: We received 8 new pile hoop brackets for dock repairs. Staff will schedule time to install these new brackets in the last quarter of this fiscal year.

Shipyards Cleanup: Staff continues to work on cleaning up the shipyard grounds and organizing the facility.

Restrooms: An abrasive non-skid system was added to the restroom floors to prevent slips and falls when the floors are wet.

Derelict Vessels:

The Port has hired Arcadia Environmental to test approximately 20 boats for hazardous substances in preparation for destruction of these vessels. There are 23 derelict vessels that the Port owns, either in the water, or in long term storage. These vessels are occupying valuable space and need to be removed. Staff contacted three local companies to obtain quotes to destroy these vessels. Three of the vessels will be paid for by the Oregon Marine Board, through the Derelict Vessel Program.

Section 107 Feasibility Study:

On April 11, 2022, the USACE kicked off the Section 107 feasibility study for dredging at the entrance of the Charleston Marina. The Port is proposing that the USACE assume maintenance from the beginning of the entrance to the launch ramp. This project will take 2 to 3 years to complete and be implemented if successful.

New Tractor:

Charleston took delivery of a new tractor for Charleston Operations. This new tractor will allow staff to utilize multiple implements to accomplish work safely and efficiently.





MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Rich Lopez, General Manager

DATE: April 12, 2022

SUBJECT: Railroad Department Management Report

Operations:

CBRL Carloads:

March = 694 Prior Month = 502 Prior Year March = 566
2021/22 Forecasted Monthly Average 683 exceeded by 11 carloads.

March ended with a record number month for the Coos Bay Rail Line. The team beat the number by 68 carloads. The increase of car movement challenge was met head on by the train crews. The addition of two leased locomotives to add to the fleet helped with the added tonnage being pulled daily. We are excited to see our numbers rise. The completion of the new Coal Bank Slough Bridge will allow for cars to once again move into GMA. They plan on moving cars in early April to Coos Bay from Montana.

The two leased locomotives have arrived and begun their work on the line. The addition has made for less stress on the current fleet and the ability to move more loads more efficiently. The crews are excited to have these welcomed additions. The additions have allowed CBRL to look at other options in servicing customers more efficiently.

Car supply has been steady. The Union Pacific began a tie project in the Eugene Yard. CBRL is working with the UP to minimize delays in and out, as well as tracking car supplies. The project has created some delays but the crews are working hard to maintain CBRL's reliable service.

Mechanical (Car and Locomotive):

The Mechanical Car department has worked hard to increase the number of cars inspected in March increasing the revenue for repairs. Looking into April, the trend will continue. The team has continued to identify and repair defects to keep cars available to the customers.

Locomotive maintenance is current with periodic inspections. The team is working hard to continue to keep our fleet free of defects or repair defects in a timely matter. The addition of the leased locomotives will allow our team to work on smaller issues and repairs that need a little more time to repair or update, such as wiring, contactors, etc.

Maintenance of Way (MOW):

The Maintenance of Way team has begun an abatement program for brush and debris ahead of the fire season. Working through the weather, the team has cleared culverts and bridge structures. The team has also replaced cross ties, and corrected a cross level issue on the north end. As we move into the Spring, the team is working on a sand abatement process between Cordes and Hauser. With the utilization of surplus material from the bridge projects, the team will create barriers to slow the sand from becoming a rail issue.

ODOT/FRA:

CBRL had one on site visit by ODOT Inspector Greg Stang. No violations to report.

Coos Bay Rail Line:

As of April 1, 2022, the CBRL is 81 days' injury free. The CBRL had 1 incident in March. Currently, CBRL has 17 employees and 8 locomotives on property.

Rail Projects:

Coal Bank Slough Project is almost fully completed. The rail portion and bridge were released back to CBRL and first car is expected to traverse the bridge in mid-April.

Wildcat Bridge Project awarded.

Swing Bridge Project bids were due April 8, 2022.



Spotting logs at Ocean Terminal.



Moving Freight Penn Rd.

Action Items

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

DATE: April 12, 2022

PROJECT TITLE: Second Reading and Adoption of Ordinance 147 Amending Ordinance 143 Identifying Registration, Documentation, and Insurance Requirements for Charleston Marina Complex Customers and Agreement Holders

ACTION REQUESTED: Adopt Ordinance 147 and approve resolution 2022Res03 revising the Port of Coos Bay Rate Schedule

BACKGROUND:

At the March 15, 2022 Regular Commission Meeting, Staff presented the first reading of Ordinance 147 amending Ordinance 143 to include registration, documentation, and insurance requirements for Charleston Marina Complex Customers and Agreement Holders.

Background:

A survey was recently conducted consisting of eleven Ports along the Oregon coast from Astoria to Brookings. Three of the eleven do not currently require insurance for moorage and shipyard customers, with the Oregon International Port of Coos Bay being one of the three.

The Port has spent over \$100,000 in the past five years disposing of derelict vessels, inclusive of the recent salvage operation of the uninsured MV Gypsy Artist. The Oregon State Marine Board also recently incurred the expense of disposing of five derelict vessels from the Charleston Marina. The Port currently owns another 20 vessels in the shipyard with costs estimated between \$100,000-\$120,000 to have all vessels environmentally tested and disposed of.

The Port conducted numerous discussions with our insurance carrier regarding any feasible options for the Port to hold greater insurance coverage, specifically regarding wreck removal and pollution coverages. With no viable options that are cost effective to the Port, the best option is for the Port to require all vessels moored in our facilities, as well as vessels utilizing Port services, to have insurance coverage.

Based on the survey of the other eight Ports already requiring insurance coverage for all customers, the Port recommends requiring insurance for all customers that execute moorage agreements and utilize various Port services.

A Charleston Advisory Committee meeting took place February 23, 2022, where the insurance requirements were presented and discussed with the Committee and Charleston customers in attendance. A copy of the Charleston Advisory Committee draft meeting minutes was included in the Information section of the March Commission Meeting packet.

Additional information regarding the Ordinance, the insurance policy requirements, and enforcement, are below.

Ordinance 147:

Ordinance 147 has been drafted to amend Ordinance 143, identifying registration, documentation, and insurance requirements for Charleston Marina Complex Customers and Agreement Holders. The proposed ordinance states:

1. All moored vessels must be currently registered with the State of Oregon or documented with the Coast Guard in the Moorage Holder’s or Vessel Owner’s name.
2. All vessels moored, stored, or using Travel Lift services, must be insured as outlined in the Port of Coos Bay Rate Schedule. These requirements are subject to periodic review by the Port’s Insurance Broker of Record. Current proof of the minimum insurance requirements must be submitted with the appropriate License Agreement, or upon request.
3. Vessel owners with expired registration will be reported to the Marine Patrol and Oregon State Marine Board.
4. If requested by the Marine Patrol or the Oregon State Marine Board, the Port will provide boat owner information for unregistered vessels.

Per a Memorandum of Understanding between the Oregon State Marine Board (OSMB) and the Port of Coos Bay Charleston Marina for participation in OSMB’s Abandoned Vessel Removal Assistance Program, the Charleston Marina is required to adhere to #1 through #4 above.

Ordinance Process:

The process for adopting an ordinance requires the Port to publish a legal advertisement not more than 10 days nor less than 4 days prior to its Board meeting at which time the proposed ordinance or amendment will be read. The first legal ad was published in The World Newspaper on March 8, 2022 prior to the March 15 Regular Commission Meeting. The second legal ad was published in The World Newspaper on April 12, 2022, prior to the April 19 Regular Commission Meeting. After this second reading of the ordinance or amendment, the Commission may consider its adoption. If adopted, the ordinance shall take effect on the 30th day after adoption unless a later date is prescribed by the ordinance. Port Staff is recommending the ordinance shall take effect on May 19, 2022.

Port of Coos Bay Rate Schedule (Insurance Policy Requirements):

Based on recommendations by the Port’s Insurance Broker of Record, as well as following the general insurance requirements of other Ports, the Port of Coos Bay Rate Sheet has been revised to include the following Insurance Requirements:

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

Moored Vessels

General Liability, must include wreck removal and pollution liability\$500,000

Charter/Guide Vessels

General Liability, must include wreck removal and pollution liability\$1,000,000

Travel Lift Services and Short Term Storage of Vessels (in Shipyard)

General Liability, must include wreck removal and pollution liability\$500,000

Long Term Storage of Vessels (in Shipyard)

General Liability, must include pollution liability.....\$250,000

Pursuant to Port Policy, the Rate Schedule must be modified by resolution of the Port Commission. Upon Commission approval of the resolution (coinciding with adoption of the Ordinance), the revised Port of Coos Bay 2021/22 Rate Schedule will be republished with an effective date of May 19, 2022.

Moorage License Agreement:

The Moorage License Agreement has been revised with enhanced terms and conditions, including insurance, registration and documentation requirements.

The remaining Charleston Marina agreements (Travel Lift, Vessel Storage, etc.) will also be revised in the near future to reflect insurance requirements.

Enforcement Process:

Assuming Ordinance 147 is adopted in the time frame described above, new Charleston Marina customers must provide proof of insurance and documentation, effective May 19, 2022. Existing customers will be given until July 19, 2022 to provide proof of insurance and registration/documentation. After the first reading of the Ordinance, a letter was mailed to all customers outlining the proposed insurance and registration/documentation requirements.

Any vessel that does not obtain insurance by July 19, 2022, will be in violation of the Ordinance and may be considered a hazardous vessel and will be treated accordingly to Port Ordinance.

An insurance audit will be conducted at least every six months to ensure customers remain compliant with insurance requirements.

Seaworthiness of vessels will be required. Owners or operators of moored vessels must be able to demonstrate the seaworthiness of their vessels, if requested by the Harbormaster, by getting the vessel underway under its own power.

Packet Materials:

A copy of proposed Ordinance 147, proposed amendment to Ordinance 143 (changes in red text), proposed Moorage License Agreement, proposed Resolution 2022Res03, and the proposed changes to the Port of Coos Bay Rate Schedule (changes in red text) are included within this Commission packet. Port legal counsel has reviewed and approved the proposed Ordinances and Moorage License Agreement.

RECOMMENDED MOTIONS:

1. Approve and adopt Ordinance 147 amending Ordinance 143 to include registration, documentation, and insurance requirements for Charleston Marina Complex Customers and Agreement Holders.
2. Approve Resolution 2022Res03 revising the 2021/22 Port of Coos Bay Rate Schedule to include Insurance Requirements, effective May 19, 2022.

ORDINANCE NO. 147
AN ORDINANCE AMENDING ORDINANCE NO. 143

BE IT ENACTED BY THE BOARD OF COMMISSIONERS OF THE OREGON INTERNATIONAL PORT OF COOS BAY AS FOLLOWS:

Section 1. Ordinance No. 143 is hereby amended to include Ordinance No. 147 identifying registration, documentation and insurance requirements for Charleston Marina Complex customers and Agreement Holders.

Section 2. Chapter 11A: Operational Policies Ordinance 143, Policy 11A.2: Charleston Marina, Section H: Registration / Documentation / Insurance, states:

1. All moored vessels must be currently registered with the State of Oregon or documented with the Coast Guard in the Moorage Holder's or Vessel Owner's name.
2. All vessels moored, stored, or using Travel Lift services, must be insured as outlined in the Port of Coos Bay Rate Schedule. These requirements are subject to periodic review by the Port's Insurance Broker of Record. Current proof of the minimum insurance requirements must be submitted with the appropriate License Agreement, or upon request.
3. Vessel owners with expired registration will be reported to the Marine Patrol and Oregon State Marine Board.
4. If requested by the Marine Patrol or the Oregon State Marine Board, the Port will provide boat owner information for unregistered vessels.

Section 3. This ordinance amendment shall take effect May 19, 2022.

Passed and enacted by the Oregon International Port of Coos Bay Commission this 19th day of April, 2022.

David Kronsteiner, President

ATTEST:

Robert Garcia, Secretary

Policy 11A.1: REGULATIONS OF ALL PROPERTIES OWNED BY THE OREGON INTERNATIONAL PORT OF COOS BAY (ORDINANCE 143)

A. REGULATIONS HAVING GENERAL APPLICATION: Provisions of this Division apply to properties owned, managed or controlled by the Port including, but not limited to, the following: Charleston Marina Complex, Citrus Dock, ORCAS Dock, North Bay Marine Industrial Park (North Spit), Eastside property and Business Center.

B. PROPERTY MANAGEMENT: The Commission shall provide for the management of property owned, controlled or operated by the Port; and hereby delegates to the Port's Chief Executive Officer to carry out specific functions of such management. The Chief Executive Officer, or such persons as may be designated by the Chief Executive Officer, shall manage such properties in an orderly and efficient manner, provide for the collection of fees for services and keep records of the receipt and disbursement of funds.

C. PROPERTY OFFENSES: The following acts are unlawful:

1. Erecting signs or other structures on Port property without written permission of the Port.
2. Discharging firearms on any property owned or managed by the Port, without prior written authorization from the Chief Executive Officer (CEO), or his designee. The CEO, or designee, may issue written authorization to permit the discharge of firearms on any property owned or managed by the Port for the limited purpose of controlling predators or invasive species.
3. Building fire on Port property without permission of the Port.

D. REMOVAL, DISPOSAL AND SALE OF VESSELS AND OTHER PROPERTIES WHICH ARE ABANDONED, HAZARDOUS OR ON WHICH THERE ARE UNPAID CHARGES:

1. Definitions: For purposes of this section, the following definitions will apply:
 - a. A vessel shall be deemed abandoned if the vessel is not registered with the Port within 12 hours of commencement of use of Port moorage; or the vessel is not removed from Port facilities as required under provisions of this Ordinance covering hazardous vessels and termination of moorage.
 - b. Personal property, other than vessels, shall be deemed abandoned if the property is left on or in Port facilities without identification, evidence of ownership, or notification to the Port of ownership for a period of more than five (5) days; or personal property identified to a vessel is left on or in Port facilities in excess of 90 days after expiration of the moorage license agreement for resident vessels or in excess of five (5) days after expiration of the moorage license agreement for transient vessels and guest boats, provided that personal property or gear

associated with a vessel which is deemed abandoned under this ordinance shall likewise be deemed abandoned.

- c. A hazardous vessel is one which is determined by the Harbormaster to be unseaworthy or in a state of disrepair which if unduly prolonged could endanger the marine environment or life or property or become a hazard to navigation.
 - d. Moorage is any place where a vessel lies when at anchor or is made fast to a dock or is laid alongside another vessel made fast to a dock, and shall include side and multi-side ties.
2. Removing or Securing Vessels or Personal Property and Public Sale: The Port may, at its option, employ the following procedures for the collection of delinquent moorage or storage charges, securing or removing vessels or personal property in cases of delinquency or abandonment, and public sale of vessels and personal property:
- a. Prior Notice to Owner and Operator. At least thirty (30) days prior to securing or removal of a resident vessel, the Port shall give the owner a notice setting forth the charges owing and stating that the Port may terminate the moorage license or other ongoing service and seize the vessel or other property if the charges are not paid within thirty (30) days of the date of the notice. The notice shall be delivered by: (A) Posting the notice on the vessel or personal property; and (B) personal delivery to the owner or certified mail, return receipt requested, to the owner at the last address provided to the Port by the owner. The foregoing notice shall be given by the same methods to the operator registered with the Port if different than the owner. In the case of abandoned vessels or property, or where no address was furnished by the owner/operator, the Port is not required to give the foregoing notice prior to securing or removing the vessel or personal property.
 - b. Securing Vessels and Personal Property: In cases of delinquency or abandoned vessels or personal property, the Port may take reasonable measures including, but not limited to, the use of chains, ropes, and locks, removal from the water, or removal to storage area to secure vessels and other personal property so that the same are in the possession and control of the Port and cannot be removed from Port facilities.
 - c. Notice of Securing Vessel or Personal Property: At the time of securing a vessel or other personal property, an authorized Port employee shall attach to such vessel or property a notice which shall contain the following information:
 - I. The date and time of the notice was attached;
 - II. A statement that if the account, together with all expenses incurred in securing the vessel or property and the Port's collection costs, is not paid in full within

sixty (60) days of the date of such notice, the vessel or personal property may be sold at public auction with proceeds applied to satisfy the Port costs;

III. The address and telephone number where additional information may be obtained concerning release of the vessel or personal property;

IV. The notice may also establish the date and time the public auction is to be held and give other information for notices of foreclosure sales under ORS 87.192 (4).

V. Notice of securing a vessel or personal property shall be sent to the owner and, if different, to the operator thereof, by certified mail, return receipt requested, at the last address provided to the Port by the owner and/or operator.

3. Recovery of Possession by Owner or Operator: The owner or operator of a vessel or personal property secured by the Port may recover possession as follows:

a. By making payment to the Port of all Port charges including costs incurred in securing the vessel or property, notification costs, and other collection costs; or

b. By entering into a written agreement satisfactory to the Port for installment payments of the unpaid balance, collection, and other costs, in addition to the payment of future charges when due and, in the case of commercial vessels or commercial property, execution of a confession of judgment for the unpaid sums due at the time of filing of such confession of judgment, including costs, collection expenses, and attorney fees; or

c. By posting with the Port a sufficient cash bond or other acceptable security to be held in trust by the Port pending resolution of any disputed Port charges in a civil action in a court of competent jurisdiction. Upon entry of final judgment in such court, including appeals, or upon any settlement of such dispute between the parties, the trust shall terminate and the Port shall receive so much of the bond or other security as is agreed or as is necessary to satisfy any judgment, costs and interests as may be awarded to the Port. If personal or real property was pledged as security, it shall be executed upon in the manner provided by law.

4. Procedure for Public Sale: If a vessel or other personal property has been secured and the owner or operator does not regain possession by the above methods, the Port may, at its sole option, elect to sell the vessel or property at public sale. Gear or other personal property belonging to or associated with a vessel which has been secured and is being held for public auction under this ordinance may be sold at public auction along with such vessel. The Port adopts the procedures for notification, foreclosure, and sale provided by Sections 87.172 through 87.206, Oregon Revised Statutes for all sales of vessels and other personal property under this Ordinance, except for the sale of documented vessels. The Port may bid all or part of its charges

and expenses at the sale and may become a purchaser at the sale. Sale proceeds shall be applied first to the costs of the sale, including attorney fees, then to discharge of shall be paid as provided by ORS 87.206. For the foreclosure and sale of documented vessels, in addition to the procedures provided herein, the Port shall comply with the requirements of Federal regulations contained in 46 CFR Ch 1, to the extent that they are in addition to or different from the requirements of this Ordinance.

5. Removal of Hazardous Vessels:

- a. A hazardous vessel may immediately and without notice be moved by the Port, secured, placed in a storage or removed from the moorage facilities whenever reasonably necessary for the protection and safety of the Port's property, other navigation vessels or the environment. All risk of loss or damage resulting from such movement shall be borne by the vessel owner and/or operator. All expenses incurred by the Port, including charges for salvage services, are for the account of the owner and/or operator. In the event the vessel is moved to another location or facility, the vessel, its owner and its operator shall, in addition, be liable for the prevailing moorage rate and other fees charged at the location or facility to which the vessel is moved.
- b. The Port shall give written notice requesting removal of hazardous vessels within fifteen (15) days of the date of such notice. Such notice shall be given by (1) posting the hazardous vessel, and (2) by personal delivery to the owner or by certified mail, return receipt requested, to the last address provided to the Port by the owner.
- c. The Port shall make a reasonable effort to give a notice requesting removal prior to moving a hazardous vessel where a non-emergency situation exists, however, the Port may move or remove hazardous vessel as it reasonably deems necessary for the protection of Port property, other vessels, navigation or the environment. If the Port moves the hazardous vessel without prior notice, notice requesting removal under this section shall be given as soon thereafter as practicable.
- d. A hazardous vessel which remains in or on Port facilities in excess of fifteen (15) days from the date of the notice requesting removal may, at the opinion of the Port, be deemed an abandoned vessel.
- e. In the event any such vessel shall capsize, sink or otherwise be disabled in such a manner as to be a hazard to navigation or use of Port facilities, all loss, damage or cost of removing the same shall be chargeable to the vessel owner/operator and/or the person lawfully in possession thereof and/or the person bringing the same onto the Port facilities.

E. TOWING ABANDONED VEHICLES: The Port may tow a vehicle that has been left on Port property and determined to be abandoned after completing the following procedure:

1. The Port shall affix a notice to the vehicle that the vehicle will be towed if it is not removed from Port property. Such notice must remain on the vehicle for 72 hours before the vehicle is towed from the property.
2. The Port shall notify the local law enforcement agency (Coos County Sheriff's Office) of intent to have the vehicle towed.
3. The Port fills out a form that contains (a) a description of the vehicle, (b) the location of the property from which the vehicle is to be towed, and (c) a statement that the Port has complied with ORS 98.830.

Policy 11A.2: CHARLESTON MARINA

A. MARINA: The Charleston Marina includes the Small Boat Basin, the Shipyard, and other property managed by the Port in the Charleston area.

B. MARINA REGULATIONS: At the Charleston Marina, it shall be unlawful for any person:

1. To drive a motor vehicle at speeds in excess of those posted by proper signs within the confines of the Charleston Marina.
2. To park motor vehicles, boat trailers or other wheeled vehicles in excess of time limits or in places designated and marked “no parking” by the Harbormaster.
3. To park or leave a motor vehicle unattended within the confines of the Charleston Marina or on the roads or streets adjacent thereto in such a manner as to cause obstruction or hazard to vehicle or foot traffic.
4. To operate motor marine craft at speeds, or in a manner, dangerous or injurious to other craft or to persons or property.
5. To park recreational vehicles upon the premises of the Marina except in the area that has been designated for this purpose by the Port Commission.
6. To allow any animal within the Charleston Marina unless such animal is on a leash and controlled by the owner, or is on private property. Animals are not permitted on boats used as living quarters at the Charleston Marina and are not permitted on docks except to go directly to or from a boat and must be on a leash and controlled by the owner. No animal shall be left unattended on Marina property, and owners are required to clean up after their animals. Boat owners or users violating or permitting the violation of a provision of this paragraph will be required to pay a charge of \$25.00, and may be denied the use or rental of Port facilities for repeated or continuing violations.
7. To use the facilities of the Charleston Marina without payment in advance of the established fees. The Harbormaster or such other person as may be designated by the Harbormaster, is hereby authorized to impound the equipment, trailers, boats or automobiles of persons using the facilities without paying in advance therefore.
8. To dispose of garbage, oil or refuse within the Marina except in authorized containers.
9. To leave gear, materials, tackle or debris on floats or docks.

10. To use or enter upon the docks at the Charleston Marina from the hours of 10:00 P.M. to 5:00 A.M., unless that person has a boat legally moored at the Marina or is an employee or guest upon said boat.
11. To loan, to allow anyone to use, or to sub-lease a moorage or storage space at the Charleston Marina without the written permission of the Harbormaster.

C. RESTRICTIONS ON VESSELS IN THE MARINA:

1. Unseaworthy Vessels Prohibited in Harbor: A person shall not moor or permit to be moored in the Charleston Marina, a vessel of any kind whatsoever which is unseaworthy or in a badly deteriorated condition or which is likely to sink or to damage docks, wharves, floats or other vessels or which may become a menace to navigation.
2. Correcting Unsafe Berthing: If any vessel shall be found in the judgment of the Harbormaster to be anchored or moored within any harbor or maritime facility in an unsafe or dangerous manner, or in such a way as to create a hazard to other vessels or to persons or property, Harbormaster shall order and direct necessary measures to eliminate such unsafe or dangerous condition. Primary responsibility for compliance with such orders and directions or ordinance shall rest with the owner of the improperly anchored or moored vessel or his authorized agent. In an emergency situation and in the absence of any such responsible person, Harbormaster shall forthwith board such vessel and cause the improper situation to be corrected, and the owner of the vessel shall be liable for any costs incurred by the Port in effecting such correction.
3. Removal and Custody of Illegally Berthed or Abandoned Vessels: If any unattended vessel or unseaworthy vessel shall be found to be anchored or moored illegally within a harbor or maritime facility, or if Harbormaster has reasonable grounds to believe that a vessel has been abandoned within a harbor or maritime facility, the Harbormaster may assume custody of such vessel and cause it to be removed and held or placed in storage. The Port of Harbormaster shall not be held liable for any damage to such vessel or liable to its owners before or after assuming custody. Vessels so taken into custody shall be released to the owner by the Harbormaster only after satisfactory proof of ownership has been presented and full reimbursement made to the Port for all costs incident to recovery, movement and storage as set forth in Policy 11.1, Section D, Number 3.
4. Obstruction of Fairways, Channels or Berthing Spaces and Removal of Sunken Vessels:
 - a. It shall be unlawful to tie up or anchor a vessel at the Charleston Marina in such a manner as to obstruct the fairways or channels or to prevent or obstruct the passage of other vessels; or to voluntarily or carelessly sink or allow to be sunk any vessel in any channel, fairway, berth in space; or to float loose timbers,

debris, logs or piles in any channel, fairway, or berthing space in such a manner as to impede navigation or cause damage to vessels therein. It is understood that wrecked or sunken vessels within a harbor are subject to the published rules and regulations of the United States Coast Guard and any applicable State Law, rules or regulations.

- b. Whenever the navigation of any waters within the Marina, including anchorages and berths therein, shall be obstructed or endangered by any sunken vessel or other obstruction and the obstruction or danger has existed for a period of more than twenty-four (24) hours, the vessel or obstruction shall be subject to removal, sale or other disposition in accordance with Policy 11.1, Section D of this Ordinance. The owner or owners of such vessel or other property causing said obstruction or danger shall be liable to the Port of all costs incident to said removal and disposition, and the Port, its employees, agents, and officers, shall not be liable for the damages of any nature whatsoever arising out of or in any way connected with removal, sale or disposition of such vessel or other property.

D. REGULATION OF MOORAGES AT THE CHARLESTON MARINA:

1. Findings: The Port Commission finds that the Port moorage facilities at its Charleston Marina Complex are designed for use by seaworthy vessels for fishing and recreational uses, and that such facilities are not designed to provide appropriate sanitation and other accommodations for vessels and other structures which are not seaworthy. The Commission further finds that its moorage facilities need additional regulation to protect appropriate uses of its facilities and the public health, safety, and welfare.

2. Definitions: For purposes of this ordinance, the following definitions shall apply:

Harbormaster means and includes the person appointed to the office of Harbormaster or an assistant or acting Harbormaster.

Holding Tank means a receptacle designed for and used on a vessel to retain sewage.

Live-aboard vessel is one which is used as temporary living quarters for members of the crew and passengers.

Moorage shall mean any place where a vessel is made fast to a dock or is laid along side another vessel made fast to a dock, and shall include side and multi-side ties.

Seaworthy shall mean the condition of a vessel which is self-propelled, in sound condition, and capable of operating safely in navigable waters.

Sewage means the wastewater associated with human habitation, including that portion of wastewater commonly known as black water, from toilets of any other receptacles containing human or animal excreta and urine.

Vessel shall mean any sailboat or motor-driven craft that is designed for operation in open waters and is currently documented by the U.S. Coast Guard or registered with a state or foreign country.

3. Permitted Moorages: Moorages at Port facilities shall be limited to seaworthy vessels. Owners or operators of moored vessels must be able to demonstrate the seaworthiness of their vessels, if requested by the Harbormaster, by getting the vessel underway under its own power. No vessel shall be moored at a Port moorage facility for more than twelve (12) hours without it being registered with the Port.
4. Living Quarters: Vessels may be used as temporary living quarters while moored at Port facilities only if they are moored on a day-to-day basis or have a live-aboard permit for a longer period; provided that no live-aboard permit shall be issued for a period in excess of the duration of the moorage license. On application, vessel owners or operators who meet the stipulations of this Ordinance and abide by all federal, state, local, and Port regulations shall be eligible for a live-aboard permit. No vessel moored at Port facilities may be used primarily as a domicile.
5. Moorage Renewal and Termination: The Port has no obligation to issue or renew any moorage license. Vessels remaining on Port premises after the expiration or termination of a license may be deemed abandoned. The Port reserves the right to terminate a moorage for a failure or refusal of a licensee to comply with this ordinance, the terms of the moorage license agreement, or the applicable laws, rules or regulations of the Port, County of Coos, State of Oregon or the United States.
6. Dock Restrictions: Port docks shall be subject to the following restrictions:
 - a. No vessel will be moored in a manner which is hazardous to other dock users or which prevents rapid access to the dock in emergencies.
 - b. Docks and fingers shall be kept clear of obstructions.
 - c. All vessels are required to be tied in a safe and seaman-like manner, and the vessel owners or operators are responsible for any hazards created by mooring lines or the placement of objects on or over the dock or walkways.
 - d. Spray painting, sanding and sandblasting the exterior of vessels is prohibited at Port docks. Limited repair and upkeep of vessels is permitted at the Port docks with the approval of the Harbormaster.
7. Discharge of Sewage: Discharge of sewage from vessels while in the Marina is prohibited. Vessels may use one of the Port's pump-out stations for the purpose of removing sewage from their tanks.

8. Moorage Fees: All vessels moored in excess of four (4) hours will be subject to moorage charges and shall be registered with the Port within twelve (12) hours. Moorage fees will be on an annual, monthly or daily basis. The existing fee schedule for moorages is hereby adopted as a part of this ordinance, and it may be modified by resolution of the Port Commission and become effective immediately for new moorages.

E. LICENSING PRIVATE COMMERCIAL BUSINESSES IN THE MARINA:

1. No person, firm or corporation shall conduct a private commercial business at the Charleston Marina without first obtaining from the Port either a lease which authorizes the conduct of the specific type of business on the premises or a license for such business. The conduct of a “private commercial business” shall include the offering, soliciting, or selling of goods or services, but shall not include governmental or utility services.
2. The Port Commission, by resolution, may adopt and amend a schedule of rules, regulations, rates and fees for the licensing and operation of private commercial businesses at the Charleston Marina, and such rules, regulations, rates and fees shall have the same force and effect as the provisions of this Ordinance. The regulations may provide for licenses to be issued or denied on the basis of whether the goods or services are necessary or convenient in the operation of the Marina.

F. ACCESS TO, AND USE OF, CHARLESTON SHIPYARD:

1. Time Restrictions for Shipyard Access: No person shall be permitted to enter onto the premises of the Charleston Shipyard of the Oregon International Port of Coos Bay between the hours of 10:00 p.m. and 5:00 a.m., unless such person is an agent or employee of the Port or is named in a permit issued by the Port. Persons having leases of Shipyard land and/or buildings from the Port will receive access permits for their premises.
2. Access Permits: Persons not an employee, agent or a lessee of the Port may apply for a revocable permit to be on the Shipyard premises between the hours of 10:00 p.m. and 5:00 a.m. for the purpose of performing work on their vessels, subject to the following:
 - a. The application and the permit will provide the names of the owner, operator, crew members or other persons for whom the permit is to be issued, their address and telephone numbers, the identification of a valid Shipyard storage license, a description of the work to be performed on the vessel and the requested duration of the permit.
 - b. If all conditions for a permit have been met, and if the applicant is not in violation of any applicable laws, ordinances or regulations, then the permit may be issued at the discretion of a Port representative.

- c. A Port representative may revoke a permit at anytime with or without cause.
3. Use Restrictions: Permit holders under the terms of this Ordinance are subject to the following restrictions.
 - a. All work on vessels must be carried out in compliance with regulations adopted by resolutions adopted by resolution of the Port Commission to be known as ‘Best Management Practices’.
 - b. Persons sleeping during restricted hours must do so on vessels in the Shipyard and may not for this purpose use motor vehicles, trailers or other quarters without written permission from the Port justified by special conditions involving health or safety; and such permission shall not be granted for more then thirty days and may be revoked at any time without cause and without prior notice.
 - c. Any minors in the Shipyard area must be directly supervised by an adult.
 - d. No repairs may be made to vehicles or other property except the vessel for which the permit is issued and the tools or equipment used in such repair.
 - e. Permit holders must agree to defend, indemnify, and hold the Port harmless from claims and legal actions arising out of conduct, conditions, lack of due care or failure to comply with laws or regulations while on the premises of the Shipyard.
4. Enforcement: Employees and agents of the Port and law enforcement officers are authorized to enforce the provisions of this Ordinance by denying access to the Shipyard and by excluding or removing unauthorized persons from the Shipyard. Gates to the Shipyard will remain closed between the hours of 10:00 p.m. and 5:00 a.m., except to permit entry of emergency vehicles or authorized Port personnel. Persons on Shipyard premises without authorization or a permit are deemed to be trespassers.

G. MARINA RATES AND DISCOUNTS: (Amended by Ordinance 146)

1. Owners and/or operators of vessels using Port moorage facilities, owners of property contained within Port storage areas, and users of Port services, are responsible for the charges outlined in the current Charleston Marina Rate and Discount Schedule, as adopted periodically by the Port’s Board of Commissioners.
2. Rates and discounts are reviewed each year during the budget development process. Any changes will be reviewed and approved by the Port’s Budget Committee and Board of Commissioners.
3. Discounted rates are offered to monthly and annual moorage customers and monthly RV Park customers who utilize multiple services within the Charleston Harbor, are

current on their account balance, pay for their services/rent in advance, and adhere to Port policies.

4. Current discounts are listed on the published Charleston Marina Rate & Discount Schedule.

H. REGISTRATION / DOCUMENTATION / INSURANCE: (Amended by Ordinance 147)

1. All moored vessels must be currently registered with the State of Oregon or documented with the Coast Guard in the Moorage Holder's or Vessel Owner's name.
2. All vessels moored, stored, or using Travel Lift services, must be insured as outlined in the Port of Coos Bay Rate Schedule. These requirements are subject to periodic review by the Port's Insurance Broker of Record. Current proof of the minimum insurance requirements must be submitted with the appropriate License Agreement, or upon request.
3. Vessel owners with expired registration will be reported to the Marine Patrol and Oregon State Marine Board.
4. If requested by the Marine Patrol or the Oregon State Marine Board, the Port will provide boat owner information for unregistered vessels.

Policy 11A.3: GENERAL PROVISIONS

A. LIABILITY AND INDEMNITY:

1. Neither the Port nor its officers, agent or employees shall be liable for damages to persons or property arising on property owned, managed or operated by the Port caused by the unauthorized or illegal acts or omissions of any person or persons not employed by the Port in the ordinary course of its business; and the injured or damaged party shall rely only on the person or persons whose acts or omissions caused such injury or damage.
2. Any person using, renting or purchasing any services or facilities on property which is under the management and control of the Port shall be deemed to have accepted such facilities or property under the conditions and circumstances then existing and shall not hold the Port nor any of its officers, agents or employees liable for any claim, loss or injury resulting from the condition of such facility or property. The use of Port facilities, whether or not for a charge or other consideration, shall be deemed an acceptance and acknowledgment that the privileges granted for such use are subject to the foregoing provisions.
3. Any person, firm or corporation using any Port property, building or facility under a lease or contract entered into after the effective date of this Ordinance shall indemnify and hold the Port harmless from any injury or damage caused by its acts or omissions or those of its agents or employees or caused by any condition of the property, premises or facility while under the control of such person, firm or corporation.

B. ENFORCEMENT:

1. This Ordinance, having been enacted under the authority of ORS 777.190, may be enforced by any peace officer of the State of Oregon, County of Coos, or Oregon International Port of Coos Bay, who may give a warning or issue a citation for violation of this ordinance. Citations may require appearance in a Court in Coos County, Oregon. The manner of service and the content of the citation shall be as provided by Oregon law.
2. Any person violating a provision of this ordinance will be subject to a civil penalty of not to exceed \$500, and each day that a violation shall continue and persist, after written notice to the offender of the nature of the violation, will be a separate and distinct violation.

C. REPEAL OF ORDINANCES: Ordinances numbered 82, 101, 115, 125, 126, 127, 130, 131, 132, 135, 136 and 138 are hereby repealed; provided, that if there are any conditions, circumstances or proceedings pending under the terms of any of such ordinances at the effective date of this Ordinance, then such proceedings may be continued until their conclusion under the terms of such ordinance.

D. AMENDMENTS AND CODIFICATION: After the enactment of amendments to this ordinance, Port General Counsel, or other official designated by the Board of Commissioners, is hereby authorized to codify the changes in this ordinance, and add a note below the change with the date and number of the amending ordinance.

**DRAFT MOORAGE LICENSE AGREEMENT
GENERAL TERMS AND CONDITIONS**

Moorage Agreement

The Port of Coos Bay Charleston Marina (Port) grants to the designated Moorage Holder a license for moorage of the designated vessel in this agreement.

Rules and Regulations

This Moorage License Agreement is subject to the terms and conditions as set forth below, to the Oregon International Port of Coos Bay Ordinances, and to the Charleston Marina Best Management Practices (BMPs), including any amendments thereto. A copy of the BMPs has been provided with this agreement. Port Ordinances are available upon request and are accessible on the Port's website. The Port reserves the right to terminate a moorage for failure or refusal of a Moorage Holder to comply with this ordinance, the terms of the Moorage License Agreement, Port Ordinances, Port BMPs, or the applicable laws, rules or regulations of the Port, County of Coos, State of Oregon or the United States.

Rates and Fees

Moorage Holder and Vessel Owner (if different) are responsible for the charges and fees incurred as outlined in the Port of Coos Bay Rate Schedule, adopted and periodically amended by the Port of Coos Bay Board of Commissioners. Rates are subject to change with prior written notice. Moorage fees are due and payable in advance for the entire term of the agreement.

Moorage Renewal and Termination

Monthly Moorage License Agreements will be automatically renewed for up to twelve months. After twelve months, a monthly renewal agreement will be mailed. Annual and semi-annual renewal agreements will be mailed prior to expiration of the agreement. Moorage fees are due in advance of the term. Moorage will be terminated 10 days after the renewal date if signed agreements are not returned or moorage renewal fees are not paid. The Port has no obligation to issue or renew any Moorage License. Early cancellations will *not* result in refunds.

Non-Payment or Abandonment

The Port will cancel this Agreement for non-payment by the tenth (10th) business day without further notice. In such case the vessel will incur moorage charges at a daily rate from the date the payment was due (first business day of the contract period). If the matter is not resolved and the account settled within 30 days, the Port will initiate proceedings to impound the vessel with intent to sell it at public auction, as well as turn the delinquent account over to a collection agency and may be subject to a collection fee.

Insurance

All moored vessels must be insured with the minimum limits as outlined in the Port of Coos Bay Rate Schedule. These minimum requirements are subject to periodic review by the Port's Insurance Broker of Record. Current proof of the minimum insurance requirements must be submitted with the Moorage License Agreement, or upon request.

Registration and Documentation

All moored vessels must be currently registered with the State or documented with the Coast Guard in the Moorage Holder's or Vessel Owner's name. Current vessel registration / documentation must be submitted with the Moorage License Agreement and prior to moorage of the vessel, or upon request.

Vessel Condition

Moorage shall be limited to seaworthy vessels. A person shall not moor or be permitted to be moored in the Charleston Marina, a vessel of any kind whatsoever which is unseaworthy or in a badly deteriorated condition or which is likely to sink or to damage docks, wharves, floats or other vessels or which may become a menace to navigation. Owners or operators of moored vessels must be able to demonstrate the seaworthiness of their vessels by getting the vessel underway under its own power. All vessels shall comply with state of Oregon water quality standards and may not discharge hazardous materials or pollutants into the water.

Moorage Holder Initials: _____ Vessel Owner Initials: _____

Change of Address

Moorage Holders are responsible for notifying the Port of any change of mailing address, email address, or phone number. All communication and billings will be deemed delivered when mailed to the address of record supplied by the Moorage Holder.

Assignment and Transfer

This Moorage License Agreement is not transferable and may not be re-assigned or sublet by the Moorage Holder. The sale of the vessel covered by this Agreement transfers no rights or privileges of this Agreement, nor does it guarantee issuance of a new Agreement. The Port must be notified within 10 days if a vessel is sold and remains within the Charleston Marina. Failure to notify the Port may result in fees to the seller and daily moorage rates to the buyer.

Utilities

Use of electrical service is at the Moorage Holder's own risk. The Port does not guarantee the continuity or characteristics of electrical service or its compatibility with the vessel's electrical system. The Port shall not be liable for any damages caused by use of the electrical service. Water, electricity, and trash are included in the moorage rate. Excessive usage may be assessed a fee.

Vessel Access

The Moorage Holder grants the Port access to board or move the vessel at any time, at the discretion of the Port, in an effort to prevent any casualty, potential hazard, or damage to Port or customer property; to mitigate environmental hazard; or for welfare checks of the occupant or the vessel. The Port assumes no responsibility for any damage that may occur arising from the assertion of this right.

Vessel Relocation

The Port reserves the right in its sole discretion and without notice to reassign any vessel to an alternate site of the Port's choosing permanently or temporarily, to accommodate emergency situations, repairs or administrative needs.

Damage to Port Property

Any person, vehicle, or vessel that causes damage to Port property or substantial interference with Port operations shall be liable to the Port for any costs (including but not limited to attorney fees, actual cost of repairs or replacement, staff time, loss of revenue, administrative costs, etc.), or damages incurred by the Port in connection therewith.

Non-Waiver and Jurisdiction

The failure of the Port to enforce all or any part of this agreement shall not constitute a waiver of any rights, including that which may have failed to enforce, under this agreement. This agreement shall be construed under the laws of the State of Oregon.

Liability and Indemnity

The Moorage Holder assumes the risk of any loss or damage occasioned by theft, accident, fire or other hazard to the vessel. The Port shall not be liable for any such loss or damage from any cause; nor shall the Port be responsible for the safety of the vessel. The Moorage Holder shall be responsible for all conditions and activities on the vessel; and the Moorage Holder agrees to indemnify and hold the Port harmless from any claim, liability, damage or legal action caused by acts or omissions of the Moorage Holder, its agents, employees, lessees or assigns, or anyone upon or using the vessel herein described, or which may be caused by any conditions of the vessel herein moored.

Moorage Holder Initials: _____ Vessel Owner Initials: _____

RESOLUTION 2022Res03

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

**RESOLUTION AMENDING AND ADOPTING THE
2021/22 PORT OF COOS BAY RATE SCHEDULE**

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

WHEREAS, users of Port services are responsible for the charges outlined in the Port of Coos Bay Rate Schedule; and

WHEREAS, the Port of Coos Bay Rate Schedule has been revised and updated to include the following insurance requirements:

Insurance Requirements

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

Moored Vessels

General Liability, must include wreck removal and pollution liability.....\$500,000

Charter/Guide Vessels

General Liability, must include wreck removal and pollution liability.....\$1,000,000

Travel Lift Services and Short Term Storage of Vessels (in Shipyard)

General Liability, must include wreck removal and pollution liability.....\$500,000

Long Term Storage of Vessels (in Shipyard)

General Liability, must include pollution liability.....\$250,000

WHEREAS, the Port of Coos Bay Rate Schedule may be modified by, and must be reviewed and approved by, the Port’s Board of Commissioners; and

THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Oregon International Port of Coos Bay that, as authorized by Ordinance No. 143, hereby adopts the Port of Coos Bay Rate Schedule effective May 19, 2022, identified as Exhibit A, attached hereto and incorporated herein by this reference.

APPROVED AND ADOPTED, by the Board of Commissioners of the Oregon International Port of Coos Bay this 19th day or April, 2022.

David Kronsteiner, President

Eric Farm, Vice President



2021/22 Port of Coos Bay Rate Schedule – DRAFT

Proposed to be Effective May 19, 2022

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

Charleston Marina Services

Moorage - Boats 15' and Under

Day.....	\$7.59
Week	\$40.84
Month.....	\$116.70

Moorage - Vessels Greater Than 15'

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

Daily, Per Foot	\$0.583
Monthly, Per Foot	\$0.298
Semi-Annual, Per Foot.....	\$0.199
Annual, Per Foot.....	\$0.177

Launch Ramp

Daily Fee	\$5.00
Annual Permit.....	\$67.00

Ice - Regular Business Hours

Per Ton	\$91.00
Minimum Ice Order	\$61.00
No Show Fee, Cancellation with less than six hours' notice	\$75.00

Ice - After Hours & Holidays

Per Ton	\$91.00
Per Ton Surcharge	\$15.00
Minimum Ice Order	\$61.00
Minimum Surcharge.....	\$61.00
No Show Fee, Cancellation with less than six hours' notice	\$75.00

Public Buying Dock Hoist

Per Hour	\$25.00
Cable Non-Return Fee	\$500.00

Showers

3 Minutes Per Token	\$0.50
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Charleston Marina Shipyard Services

Short Term Work Area – Utility Services

Minimum Per Month	\$53.00
1-30 Days, Per Foot, Per Day.....	\$0.16
31-90 Days, Per Foot, Per Day.....	\$0.28
91-180 Days, Per Foot, Per Day.....	\$0.40
Over 180 Days, Per Foot, Per Day	\$0.54

Long Term Work Area – No Utility Services

Per Foot, Per Calendar Month	\$4.63
Minimum	\$138.77

Environmental Service Charge

Added to all Charleston Shipyard Invoices.....	11%
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Concrete Work Dock

Per Foot, Up To 4 Hours	\$0.82
Per Foot, Per Full Day	\$1.36

Floating Work Dock

Per Foot, Up To 4 Hours	\$0.43
Per Foot, Per Full Day	\$0.70

Boat Travel Lift - Includes 1 Hour Boat Wash

Two Moves	\$603.65
Single Move.....	\$430.73
After Hours Move Surcharge.....	\$280.08
Boat Wash Each Additional Hour	\$70.02

Forklift Service

Per Hour	\$89.12
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Dustless Sanders

Per Day	\$13.79
Per Week	\$64.71

Charleston Marina Storage Units

Storage Unit Rates

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

5' x 10', Per Month.....	\$60.47
10' x 15', Per Month	\$126.25
10' x 20', Per Month	\$147.47
10' x 25', Per Month	\$166.56
10' x 30', Per Month	\$183.54
10' x 35', Per Month	\$197.33

Charleston Marina Dry Storage

<u>Boat Trailers</u>	
Per Month	\$25.46
<u>Boat & Trailer</u>	
Per Foot, Per Month.....	\$2.49
Minimum	\$74.79
<u>Crab Pots & Fishing Gear</u>	
Per Item	\$14.85
Per Square Foot Per Month.....	\$0.20
Prepaid Deposit For Each ID Tag	\$5.83

Charleston Marina RV Park

Additional Fees Added to RV Park Rates

Coos County Lodging Tax	1.5%
Visitor Fee	2%
Extra Vehicles, per day, per vehicle	\$2.00

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

Daily.....	\$42.00
Weekly	\$232.05
Monthly (6 month stay limit within a 12 month period)	\$619.50

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

Daily.....	\$44.10
Weekly	\$246.75
Monthly (6 month stay limit within a 12 month period)	\$655.20

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

Daily.....	\$47.25
Weekly	\$260.40
Monthly (6 month stay limit within a 12 month period)	\$689.85

Yurts

Daily.....	\$59.85
Weekly	\$281.40

RV Storage

Units may be left plugged in when unoccupied, winter season only, subject to availability.

Daily.....	\$4.00
Monthly.....	\$115.00

RV Dump

Per Use	\$7.00
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Propane

Per Gallon	varies on delivered price
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Charleston Marina Administrative Services

Animal Violations

Per Ordinance 143, 11A.2.B.6\$25.00

Business Licenses

Charter Operations, per month\$100.00

General Services, per month.....\$100.00

Food Vendors, self contained, per year\$100.00

Fuel Delivery, per year\$100.00

Fuel Delivery, per gallon\$0.05

Ordinance Violation

Civil Penalty, each day, not to exceed.....\$500.00

General Administrative Services

Labor

Port Staff Labor, per hour\$75.00

Attorney / Legal Counsel.....Current hourly rate charged to Port

Public Records

Black and White Copies, per page.....\$0.25

Color Copies, per page\$0.75

Fax, per page\$1.00

Scan to PDF, per page\$0.25

Digital Files Copied to Digital Media, per CD / Flash Drive\$5.00

Mailed copies, up to 2 pages (plus additional postage fee over 2 pages)\$5.00

Mailed Digital File Copied to Digital Media.....\$10.00

Non-Commercial Firewood Gathering Permit

30 day permit, valid November through April\$5.00

Insurance Requirements

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

Moored Vessels

General Liability, must include wreck removal and pollution liability.....\$500,000

Charter/Guide Vessels

General Liability, must include wreck removal and pollution liability.....\$1,000,000

Travel Lift Services and Short Term Storage of Vessels (in Shipyard)

General Liability, must include wreck removal and pollution liability.....\$500,000

Long Term Storage of Vessels (in Shipyard)

General Liability, must include pollution liability.....\$250,000

Railroad Property Access and Occupancy

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

Administrative Fees

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

Access Fees

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

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

Grade Crossing Occupancy Fees

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

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

Track Lease Occupancy Fees

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

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

Wireline Crossing Occupancy Fees

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

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

Pipeline Crossing Occupancy Fees

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

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

Railroad Property Access and Occupancy, continued

Wireline and Pipeline Longitudinal Crossing

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

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

Outdoor Advertising Occupancy Fees

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

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

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

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

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

Land Lease Occupancy Fees

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

Land Lease.....\$0.80

Miscellaneous

Unloading Platforms, Lessee Maintained\$950.00

Overhead Conveyor, Lessee Maintained\$950.00

Weight Scales, Lessee Maintained\$950.00

Crossing Removal Fee

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

Additional Labor and Equipment, Per Hour\$100.00

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

DATE: April 12, 2022

PROJECT TITLE: Channel Deepening, EcoPort Container Terminal, and CBRL Corridor Improvement Project 2022 IJA MEGA Grant Application

ACTION REQUESTED: Commission authorization for Port Staff to apply for a MEGA Grant with a total project cost of \$1 Billion and to pledge matching funds of 20%

BACKGROUND:

The Port has been working with North Point Development of Kansas City, MO, since March 2021, when the Port and North Point entered into an Exclusive Negotiating Agreement to develop a container terminal on the Port's North Spit property. As part of this development, the project will require the continued upgrading of the Coos Bay Rail Line corridor between Coos Bay and Eugene, the construction of a new eco-friendly Container Terminal, and the planned deepening and widening of the Federal Navigation Channel.

In partnership with North Point Development LLC, Port staff proposes the development of the infrastructure necessary to support the CBRL Corridor, EcoPort Terminal, and Channel Improvement Project. The infrastructure improvements proposed in this application are to ensure that the railroad infrastructure between the North Spit and Eugene is capable of handling the rail volume that will be created by the introduction of Container movements as well as the balance of CBRL rail customers. Also, the funding necessary to fulfill the balance of the work necessary to accommodate the appropriately sized vessels that will call on EcoPort and other marine terminals on the North Spit. The terminal will be designed, engineered, permitted, and constructed to have two wharfs capable of mooring 4 ships at a time and offloading and loading approximately 1 million containers.

Port staff is requesting authorization from the Port Commission to apply for a MEGA 2022 grant that will be used to fund the costs of the CBRL Corridor Improvements, EcoPort Terminal, and Channel Improvement Project. The total estimated project cost is \$1 Billion, with a pledged match of 20%. Matching funds will be provided by North Point Development, by written agreement, prior to executing a grant agreement with the FRA.

RECOMMENDED MOTION:

Authorize Port Staff to apply for a MEGA 2022 Grant for a total project cost of \$1 Billion, with a Port pledged match of 20%.

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

DATE: April 12, 2022

PROJECT TITLE: **EcoPort Container Terminal, and CBRL Corridor Improvement Project** Railroad Rehabilitation Infrastructure Financing (RRIF) Loan Application

ACTION REQUESTED: Authorize Port Staff to apply for a Railroad Rehabilitation Infrastructure Financing (RRIF) Loan to cover cost associated with the 20% match required by the IJA MEGA Grant.

BACKGROUND:

The Port has been working with North Point Development of Kansas City, Mo since March of 2021, when the Port and North Point entered into an Exclusive Negotiating Agreement to develop a container terminal on the Port’s North Spit property. As part of this development, the project will require the continued upgrading of the Coos Bay Rail Line corridor between Coos Bay and Eugene, the construction of a new eco-friendly Container Terminal, and the planned deepening and widening of the Federal Navigation Channel.

Port Staff and North Point have been working to source funding to support the development of Port property to design, build and operate an eco-friendly container terminal and associated infrastructure improvements associated with such development.

The RRIF is led by the Build America Bureau (BAB), which has been in existence for over twenty years. RRIF is a low interest federal financing tool that has been supporting small railroads with maintenance, upgrades, equipment purchases, acquisitions and other innovative necessary projects that strengthens the railroad industry.

In partnership with North Point Development LLC, Port staff proposes the development of the infrastructure necessary to support the CBRL Corridor, EcoPort Terminal, and Channel Improvement Project. The infrastructure improvements proposed in this application are to ensure that the railroad infrastructure between the North Spit and Eugene can handle the rail volume that will be created by the introduction of Container movements as well as the balance of CBRL rail customers. Also, the funding necessary to fulfill the balance of the work necessary to accommodate the appropriately sized vessels that will call on EcoPort and other marine terminals on the North Spit. The terminal will be designed, engineered, permitted, and constructed to have two wharfs capable of mooring 4 ships at a time and offloading and loading approximately 1 million containers.

Port staff is requesting authorization from the Port Commission to apply for a RRIF Loan that will be used to fund the Match requirement of the \$1B MEGA Grant for which the Port is applying. The total amount of the RRIF loan will be repaid by North Point Development, by written agreement, prior to executing a loan agreement with the BAB.

RECOMMENDED MOTION:

Authorize Port Staff to apply for a RRIF Loan covering the 20% matching funds associated with the Port’s MEGA Grant application.

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 / 2018 - 2022

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

	2018		2019		2020		2021		2022	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	580	1,914.0	611	2,016.3	409	1,349.7	346	1,141.8	445	1,468.5
Feb	618	2,039.4	465	1,534.5	400	1,320.0	390	1,287.0	502	1,656.6
Mar	627	2,069.1	547	1,805.1	432	1,425.6	566	1,867.8	694	2,290.2
Apr	574	1,894.2	521	1,719.3	350	1,155.0	621	2,049.3		
May	623	2,055.9	438	1,445.4	394	1,300.2	599	1,976.7		
Jun	594	1,960.2	318	1,049.4	534	1,762.2	625	2,062.5		
Jul	602	1,986.6	346	1,141.8	485	1,600.5	503	1,659.9		
Aug	602	1,986.6	329	1,085.7	467	1,541.1	485	1,600.5		
Sep	472	1,557.6	299	986.7	378	1,247.4	556	1,834.8		
Oct	469	1,547.7	425	1,402.5	431	1,422.3	521	1,719.3		
Nov	268	884.4	348	1,148.4	349	1,151.7	548	1,808.4		
Dec	399	1,316.7	303	999.9	499	1,646.7	453	1,494.9		
Total	6,428	21,212.4	4,950	16,335.0	5,128	16,922.4	6,213	20,502.9	1,641	5,415.3

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

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2022 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:	1,641	rail carloads =	164,100	short tons =	5,415.3	highway truck loads

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

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

Coos Bay Rail Line, Inc. (CBRL) is 81 days injury free as of April 1, 2022!

Mail Tribune, Medford, Ore.

EDITORIAL: A port project that makes sense for Coos Bay



Mail Tribune, Medford, Ore.

April 3, 2022 · 2 min read

In this article:



Joe Biden

46th and current president of the United States

Apr. 3—A proposal to create a container port at Coos Bay would improve port capacity, benefiting the entire West Coast and giving the Oregon Coast a much-needed economic boost. The project makes sense in ways the now-withdrawn natural gas pipeline and export facility never did, and the Biden administration should provide the funding requested by Oregon lawmakers.

We did not support the Jordan Cove project, which would have built a gas pipeline across Southern Oregon so a Canadian company could export liquefied natural gas processed in an earthquake and tsunami zone with little benefit to Oregonians. But Coos Bay is still in need of an economic boost. Handling shipping containers will provide that without the drawbacks of exporting gas and with several advantages.

Existing ports in Los Angeles, Long Beach, Seattle, Tacoma and Oakland handle more than 23 million shipping containers a year. They are among the 10 busiest ports in the country, but they have suffered delays and labor shortages during the pandemic. They also have struggled with a lack of trucking capacity as ships stacked up offshore waiting to unload containers loaded with goods from around the world.

Trucking wouldn't be an issue with Coos Bay, because the port is served by a rail line owned and operated by the Port of Coos Bay. The line sat unused for four years before the port purchased it and reopened it to freight traffic in 2011. Improvements to the line since then have increased train speeds and therefore the time required to haul freight from the coast to Eugene. Federal grants helped with that work as well as repairs to tunnels along the 134-mile route.

A Coos Bay container port would be the first ship-to-rail operation on the West Coast — offering the ability to boost port capacity without increasing greenhouse gas emissions.

Plans for the port include electric power produced from renewable sources that would run cargo-handling equipment and vehicle charging, and allow ships to avoid running their engines to produce power, drastically decreasing emissions while in port.

The port is already working with NorthPoint Development, a Missouri company, to expand the port to handle more than 1 million containers per year.

Oregon lawmakers have written to President Joe Biden asking for a share of the \$1.2 trillion Infrastructure Investments and Jobs Act to help develop the port. We cannot think of a better use for infrastructure money than a project that would create jobs in a struggling coastal city, benefit the West Coast as a whole as well as the rest of the country, and do it all in an environmentally responsible way.

The White House should give Oregon's request prompt and favorable consideration.

ReChargenews: Old Oregon timber port on pole for US floating wind play

By [AAFA](#) | April 1, 2022

'Yes, but not without investment' | Old Oregon timber port on pole for US floating wind play

Study commissioned by French oil major TotalEnergies-led joint venture finds Coos Bay 'one of a handful of ports' that could serve sector along Pacific coast

By [Tim Ferry](#)

Along with Oregon's power wind resources, ambitious state legislation, and support from the federal government, the US west coast state can add deep-water port infrastructure to its many industrial attributes for the emerging floating wind sector, a report from engineering firm Mott MacDonald has concluded.

The study, commissioned by TotalEnergies SBE, the [French oil supermajor's tie-up with Irish offshore wind developer Simply Blue](#), spotlighted the deepwater Port of Coos Bay as having stand-out potential for repurposing as an offshore wind port, supporting the Pacific Northwest state's efforts to move forward with plans for up-to-10GW of capacity in by 2040.

"We knew that Coos Bay was one of a handful of deepwater ports on the West Coast that could support offshore wind, but there hadn't been a feasibility study done on what it could potentially do," [Alana Duerr](#), director of US projects for the JV, told *Recharge*.

"The big questions were, can we integrate turbines in Coos Bay? Can we do deployment in Coos Bay? And now we know, the answer is 'yes'. But not without investment."

The total cost of redeveloping Coos Bay is estimated at \$475m, which would likely be paid for a by a mix of private and public investment. The report estimates that port would ultimately have 350MW of annual manufacturing capacity, enabling it to play a key role in the regional floating wind build-out.

The study, administered by the Oregon Business Development Department, concluded that with 80 acres (32ha) of storage capacity, significant quayside area, and location in southern Oregon near the California border, Coos Bay was "well positioned" to support development of the offshore wind sector in the waters off the Pacific coast.

"The Port of Coos Bay is well positioned and meets all the key criteria to move forward with the necessary investments to enable the deployment of gigawatts of floating wind power in

Oregon and more broadly on the West Coast,” the report states.

Oregon has **long been on the radar for offshore wind**, estimated to have 84GW of “technically feasible” resources to harness, according to the **National Renewable Energy Lab (NREL)**.

The Bureau of Ocean Energy Management (BOEM), the federal regulator for offshore wind, has set up a task force working with state government and stakeholders to establish Call Areas and has scoped out some 17GW of potential sites, with legislation calling for 3GW of offshore wind by 2030.

Despite its ambitions, Oregon is likely to struggle with several obstacles, including waters of 1,300-2,000 metres, deep even for floating wind arrays due to the demands on mooring lines of this length, as well as scant grid capacity or operational deepwater port infrastructure.

On both the US’ Atlantic and Pacific coasts, the absence of adequate **offshore wind port infrastructure** is presenting a serious bottleneck to the sector as it races to meet the **Biden administration’s goal of 30GW by 2030**.

Along with meeting multiple industrial requirements, Coos Bay also has no overhead obstructions that would present an obstacle to transportation and installation of floating wind turbines.

Standard construction practice to date in the floating wind sector has been to assemble the up-to 260-metre tall turbines quayside and tow them out to sea for commissioning. Coos Bay’s obstruction-free seaways would enable the conventional **strategy to** continue to be deployed.

The port, as outlined in the Mott MacDonald study, would, however, require substantial upgrades, including channel widening to support the movement of floating wind foundations of between 200-250 feet wide, along with construction of new berths, wharfs, storage areas, and related dredging, of its waterfront.

Coos Bay is not alone among US west coast ports seeing new market potential in offshore wind, with Humboldt Port in northern California already in redevelopment, having received nearly \$11m in funding from California’s energy commission several weeks ago as seed money to bolster its bid for \$56m in federal grants to fuel its own ambitions of becoming a **regional floating wind hub**.

<https://americanalbacore.com/rechargenews-old-oregon-timber-port-on-pole-for-us-floating-wind-play>