



M E M O R A N D U M

TO: Interested Parties
FROM: David Kronsteiner, President
DATE: June 9, 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 and Budget Hearing at **10:00 a.m., Tuesday, June 16, 2022.**

The purpose of the hearing is to discuss with interested persons the FY 2022/23 budget as approved by the Oregon International Port of Coos Bay’s Budget Committee. Copies of the budget document may be inspected or obtained at www.portofcoosbay.com/finances or by calling the Administrative office at 541-267-7678.

A supplemental budget for the current fiscal year 2021/22 will be considered at this meeting.

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 4:00 p.m. on Wednesday, June 15, 2022. Written comment will be accepted until 4:00 p.m. on Wednesday, June 15, 2022 by sending an email to portcoos@portofcoosbay.com with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, June 16, 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; 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., Thursday, June 16, 2022**

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

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3. PUBLIC COMMENT

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- A. Public Hearing

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11. NEXT MEETING DATE – Tuesday, July 21, 2022, 10:00 a.m.

12. RECESS TO EXECUTIVE SESSION

13. ADJOURN

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
10:00 a.m., Tuesday, May 17, 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; and Kyle Stevens, Commissioner. Bob Garcia, Secretary was absent.

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Margaret Barber, Director of External Affairs and Business Development; Ray Dwire, Security; and Krystal Karcher, Administrative Assistant.

Media & Guests:

None Present.

1. CALL MEETING TO ORDER

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

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

4. PORT PROJECT UPDATE

A. Coal Bank Slough Bridge Completion, Chief Port Operations Officer Mike Dunning

Mike Dunning presented a project update photo slideshow for the completion of the Coal Bank Slough bridge replacement. The first photo showed the decades old bridge, and the next showed the beginning of deconstruction. Piling work was the only item in the contract that was not a lump sum, rather it was priced per foot of driven pile. There will be some cost savings in this area as the pile did not have to be driven as far as anticipated. Another photo showed the contractor utilizing the existing infrastructure to help with the forming and setting of the piling. The old piling under the bridge had been removed as well as the old substructure.

Track work was required in the yard to realign the vertical approach to the bridge; at almost two feet of elevation difference, the contractor had to go 2,800' into the rail yard and raise the tracks to meet the new approach. Some of the ties were replaced as well.

More photos were shared of the completed bridge and the finished yard. The bioswales were required to capture runoff as the bridge is an impervious surface, so drain lines were placed at the north and south ends into the bioswales. The last photo shared showed the surface of the bridge with the safety center rail which prevents a derail of the train on the bridge.

President Kronsteiner stated the savings to the Port on the piling work is not a savings to the contractor. It is a large extra cost to the contractor and should be evaluated differently with contracting of future projects.

5. CONSENT ITEMS

- A. Approval of April 19, 2022 Regular Commission Meeting Minutes
- B. Approval of April Invoices
- C. Approval of April Contracts Awarded
- D. Approval of Community Giving Donation and Scholarship Award

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners voted to approve the April 19, 2022 Regular Commission Meeting Minutes, April Invoices, April Contracts Awarded and Community Giving Donation and Scholarship Award. **Motion Passed.**

5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

6. ACTION ITEMS/REPORTS

A. **Right of Way Vacation at N. 8th Street in Coos Bay**

Per Oregon Revised Statutes 271.180 and 271.190, municipalities are required to seek approval from Ports and other adjoining property owners for proposed vacation of streets, alleys, and common public places within 5,000 feet of the harbor or pier head lines of the Port. Port Policy Manual Section 13.6 Street Vacations in the Cities of Coos Bay and North Bend, states anything within 1,000 feet from the harbor and pier head lines requires Port Commission approval.

Larry Wilson, AIA on behalf of Gregory Drobot has requested the vacation of a 20' by 100' city right of way in support of new development on the adjoining Tax Lot 400. The existing right of way exceeds city standards. The vacation of this property will provide additional area to support parking and service access. *(As required by Resolution 90 91-14, Port must approve proposed vacations within 1,000 feet of the harbor and pierhead line of the Port).*

Port staff have reviewed the area of the proposed vacation and believe the street right of way vacation action will not create a negative impact on the rail or marine transportation infrastructure serving the Coos Bay harbor.

Prior to the City of Coos Bay taking any formal action on the proposed right-of-way, the Port's Board of Commissioners must approve the vacation.

President Kronsteiner stated it is not clear how much of that street remains, but it looks like the vacation will not interfere with adjoining property owners. John Burns confirmed the area of vacation is surrounded by the development.

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners motioned to approve the request for consent from Larry Wilson, AIA on behalf of Gregory Drobot to vacate 20' by 100' on North 8th Street in Coos Bay. **Motion Passed.**

B. Swing Span Steel Trusses Repair Project Bid Award

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 28, 2022, the Oregon International Port of Coos Bay / Coos Bay Rail Line solicited bids for the BUILD project (Phase 3) to effect repairs to the three swing span bridges and their related steel approach spans, on the Coos Bay rail line. Bid responses were due to the Port by 2 p.m. on Wednesday, April 8, 2022. The Port received two bids for this work. Koppers Railroad Structures Inc. for the price of \$15,710,040 and Legacy Contracting Inc. for the price of \$15,103,050. Both bids were well in excess of the engineers' estimates, which by Oregon Revised Statue (ORS) allows the Port to enter into negotiations with the lowest responsive and responsible bidder.

After conducting Value Engineering (VE), Legacy Contracting proposed a reduction of \$702,610 in their total bid price, without reducing the scope of work. After legal and staff review, the Port determined that a reduction of \$699,610 was acceptable.

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 recommends award of the Swing Span Steel Trusses Repair Project to legacy Contracting Inc. in the amount of \$14,403,440.

Commissioner Hanson asked about the budget for this project. Mr. Dunning stated this project is funded by the BUILD grant awarded in 2018.

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners motioned to authorize Chief Executive Officer John Burns to award and enter into a contract for the Swing Span Steel Trusses Repair Project (BUILD Phase 3) with Legacy Contracting Inc. in the amount of \$14,403,440. **Motion Passed.**

7. OTHER

8. COMMISSION COMMENTS

9. NEXT MEETING DATE – Tuesday, June 21, 2022, 10:00 a.m.

Mr. Burns requested the Commissioners consider a request to change the meeting date to June 28, one week later than currently scheduled, to allow attendance and presentation at the Pacific Northwest

Waterways Association Summer Conference. President Kronsteiner stated Commissioners will coordinate the date and staff will announce.

10. ADJOURN

President Kronsteiner adjourned the meeting at 10:17 a.m. and entered into Executive Session 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.

OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
BUDGET COMMITTEE MEETING
12:00 p.m., Wednesday, May 25, 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; and Kyle Stevens, Commissioner. Bob Garcia, Secretary, was absent.

Budget Committee:

Maeora Mosieur; Lou Leberti; Nick Edwards; Steve Scheer; and George Wales.

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Megan Richardson, Director of Finance and Accounting; Margaret Barber, Director of External Affairs and Business Development; Mike Dunning, Chief Port Operations Officer; Rich Lopez, General Manager, Coos Bay Rail Line; Mary Green, Fiscal Support Technician; and Krystal Karcher, Administrative Assistant.

Media & Guests:

Kyle Viksnehill; Ed Fleming; and Heather Mann.

1. CALL MEETING TO ORDER

Vice President Farm called the meeting to order at 12:05 p.m.

2. INTRODUCTIONS

3. SELECTION OF BUDGET COMMITTEE CHAIR

Upon a motion by Eric Farm (second by Maeora Mosieur), the Budget Committee voted to appoint Eric Farm as Budget Committee Chair. **Motion Passed.**

4. RECEIVE FY 2022/23 BUDGET MESSAGE BY JOHN BURNS, CHIEF EXECUTIVE OFFICER

John Burns stated when looking ahead to the next budget cycle, it is important to also look back. Fiscal year 2021/22 was a year of growth and also retrenching. The impacts of the pandemic were still being felt, as well as the impact of the supply chain issues both locally and globally. Two major events took place for the Port. The first being the purchase of the former Georgia-Pacific mill site, now Terminal One. The other is the agreement entered into for the development of the container terminal on the North Spit.

There are also continuing changes in the fishing community. Although data from the State of Oregon shows the value for fish landings increased from 2020 to 2021 by about 40%, the number of commercial vessels in Oregon decreased by about 11.5% in that time frame of 2020 to 2021. From the Port's budget standpoint, the loss of vessels can have an adverse impact.

On the Railroad, there was an increase of about 42% in carloads for the current fiscal year when compared to the prior year. The number of cars from the Union Pacific were down while interline moves were drastically up. The CBRL moved about 2,500 more interline cars than in previous years. This dynamic is important because there is more revenue to be made from the UP originated cars than the interline.

The Port's mission is to enhance the economy of Southwest Oregon and the State. While the past year has seen continued investments in the Charleston, Maritime and Rail business lines, there are steps the Port is taking for the future, including the purchase of the Hub Building, purchase of the former GP mill site, and infrastructure improvements. FY 2021/22 was a year of infrastructure growth which took place with the same personnel count as previous years. There were no additional staff members brought on to carry out that workload.

As the Port moves into the new year, it brings with it the challenge of rapidly rising prices and the threat of recession. Although the CPI increase in the past year is greater than 8%, the Port is working to shield customers and leaseholders from the total brunt of the increase. A cost of living adjustment for staff in the amount of 8.1% is being recommended for July 1, 2022. The CPI adjustment has been a cornerstone of the Port's compensation package for over a decade now. The current state of worker drain is being felt across all industries, and in order to attract and retain the best possible workforce it is important to address these issues.

The recommended rate increase for most Charleston services this year is 6%, while the cost of doing business increased more than this in most areas. The Port strives to support Charleston by keeping the rate increases at a manageable level in this budget cycle. Staff will continue to provide quality service and infrastructure investments with these proposed rates, due to the anticipated increase in revenue from Rail Operations. There have been discussions in the past and concerns had been raised about the value of the railroad. It is now the revenue projections from the railroad, moving from about 9,000 carloads to over 16,000 per year, that will contribute to other areas of Port operations.

Port staff will continue to review operations and evaluate properties to ensure the highest and best use of all assets. Staff are working to deliver a survey to stakeholders in the Charleston Marina Complex to aid in the understanding of current needs. Once staff has a good understanding, then recommendations can be made as to where efforts and funding should be focused. In the meantime, capital improvements will continue throughout the Complex. Port staff are also working with seafood processors to find a solution to meet the stricter requirements of the 900J permitting process.

Staff will continue to move forward on a number of significant projects, including the application just filed on Monday of this week to the Federal Government for a MEGA grant in the amount of \$1.2 billion. This grant will support the construction of the container terminal facility and includes channel deepening and railroad improvements to handle the 500,000 carloads per year on the railroad infrastructure.

5. REVIEW THE PROPOSED BUDGET DOCUMENT

A. Overview of the Budget Funds: General, Special Projects, Reserve, and Dredge – Megan Richardson, Director of Finance & Accounting

The General Fund covers all operational activities of the Port with an anticipated total income of \$10.8 million. 72% of revenue comes from operations across five departments including leases, property agreements, Marina services, rail operations, and administration fees. 19% of revenue comes from property taxes while 9% comes from other sources, such as interest earned, small grants, and rail line tax credits. General Fund has a gross expense of \$10.8 million. The Port requires a balanced budget, appropriated across personnel services, materials and services, contingency, and a transfer to the Reserve Fund. There is no unappropriated ending fund balance this year.

The Special Projects Fund contains large grants and loan funded projects, outside of normal Port operations. This year there are four major projects budgeted for a total of \$37 million. The Bridge Rehabilitation Project at \$20.6 million is funded by the Federal BUILD grant and State ConnectOregon grant. The tie and resurfacing project at \$10 million is funded through a Federal PIDP grant. The Channel Modification is a \$15 million project, but only \$4.5 million is budgeted for this year. Dock rehabilitation is budgeted for Terminal One using loan funds.

The Reserve Fund has a projected beginning balance of \$2.1 million. There is a budgeted transfer of \$1 million from the General Fund for future capital needs. Additionally, \$120,000 will be transferred from the Reserve Fund to the Special Projects Fund for the Port match on the PIDP project.

The Dredge Fund includes all activity related to the State-owned dredge and associated equipment and is separate from Port Operations. There has been no customer identified and all expenditures are related to repairs and maintenance. Any funds not spent are categorized as unappropriated ending fund balance and are reserved for future use of the dredge.

B. Administration – Lanelle Comstock, Chief Administrative Officer

The Administration Department continues to oversee the administrative functions for the Port and provide managerial services for the Hub Building. Strategic goal emphasis for the upcoming year is to prepare for extreme growth in the near future by streamlining processes, clarifying and enhancing policies, and training employees.

Major goals include improving the functionality of the online customer portal to encourage better utilization, continuing to implement and improve the onboarding process for new employees, Commissioners, and committee members with the fundamentals necessary to succeed with the Port and Rail, collaborate with the community to provide education and training of local residents for Port and Rail careers, enhancing the preservation, maintenance and security of the Hub Building while minimizing vacancies, and implementing an online RV Park reservation system.

Administrative department resources remain consistent with prior years and include property taxes, interest earnings, the Urban Renewal administration fee, building lease revenue and the Southport note principal repayment. Expenses include personnel services for 9.5 FTE, including current staff in the Administrative office and the Charleston Marina office, and the addition of a Human Resources Generalist and a Seasonal Marina Office Assistant (June through October). The Port anticipates a

continued growth in staff over the next few years and having a dedicated HR person is necessary for recruitment and development of quality employees, creating a solid company culture, as well as staying apprised of ever-changing labor laws to protect the organization from potential vulnerabilities. This year the Port will see an increase in the costs of benefits, 8.2% for health insurance and 14% for workers compensation insurance. There is an 8.1% cost of living increase budgeted for all employees. This is based on the Western US Urban Average Consumer Price Index for the month of February, published in March by the US Department of Labor. In an effort to retain employees and to attract new employees in this difficult labor market, it is essential to increase employee salaries to keep up with the economy and continue to provide an advantageous benefits package.

Materials and Services expenses include the overhead costs associated with the Port's administrative office, Hub Building management, and costs necessary to support the administrative functions. Major differences in the proposed budget include increased staff travel necessitated by project support, as well as IT supplies for new employees, consulting services for the implementation of the online RV Park reservation system, repairs and maintenance of the Hub Building including a partial roof replacement and replacement of failing HVAC, and capital outlay for installation of security cameras and a fire detection system in the Hub Building.

Steve Scheer stated the budget for consulting services for the online RV Park reservation system is \$15,000 and asked whether Port staff has considered partnering with the Coos County Parks Department, who have an online reservations system. There may be a cost savings if the Port is able to work with their system. Lanelle Comstock stated the issue is integrating the reservation system with the Port's existing accounting software program but is something staff will look into.

C. Charleston, Dredge Operations – Mike Dunning, Chief Port Operations Officer

Strategic goals for Charleston this year are to improve infrastructure, staff training and education, and development of a comprehensive maintenance plan for both short and long-term needs. This plan will help staff to understand the needs across the Marina Complex including buildings, docks, and all facilities, with a budget number associated.

Total operating revenue for Charleston Operations is \$2,673,153 with total expenses of \$2,722,665. The additional funds needed are covered by the General Fund and the other operations of the Port. Personnel Services are budgeted at \$837,063 and include 9.0 FTE with eight Maintenance staff and one Marina Manager (currently a vacant position). Materials and Services are budgeted at \$1.4 million, and utilities make up nearly \$500,000 of that amount.

Infrastructure repairs and improvements budgeted include \$110,000 for Marina dredging. Piling replacement throughout the facility is budgeted at \$50,000. Marina office rehabilitation of \$30,000 includes painting the building, installing new gutters, and new windows. General dock maintenance is budgeted at \$60,000. Additionally, there is \$150,000 budgeted for a feasibility study for the Coast Guard Continuing Authorities Program Section 107 project. This would be for the US Army Corps to assume dredging responsibility at the entrance of the channel by Point Adams to the boat ramp which has been a problem area in the past. If approved, the Federal Government would dredge this area each year and the Port would pay 10% of the cost. This would be a significant cost savings in the future. There is \$75,000 budgeted for the 900J Wastewater Feasibility Study and \$50,000 of that is a Business Oregon Grant.

Recommended rate changes at the Marina Complex this year include a 6% rate increase on most services. The CPI for this region is 8.1% but staff is only recommending a rate increase of 6%. This will include all services except ice, the Shipyard work docks, semi-annual moorage, and long-term work area. The Environmental Fee will increase from 11% to 15%, due to increasing costs of permitting and stricter mitigation requirements. Staff are proposing a change to the Shipyard long-term work area, where rates will increase by 6% on July 1, 2022 then beginning on January 1, 2023 rates will increase 25% and each six months after that for two years will increase another 25%. There is currently a waiting list of ten customers who need to utilize the long-term work area and boats that have been in this storage for 30 years or more. After the four increases of 25% the rate would be locked with the exception of any future annual CPI increase.

Maeora Mosieur asked about operational supplies being projected at substantially lower than the current year to date activity, and whether there is sufficient money in the budget to cover the expense. Megan Richardson stated this will be accounted for with a balancing of other line items and there is sufficient funding. Mike Dunning stated the operational supplies included \$120,000 for the Stormwater system media replacement, which takes place every five years.

Ms. Richardson stated there was a typo in the budget document for Charleston Operations revenue. On page 12, line 21 there is a period instead of a description and it should read Other Revenue. This line includes revenues from the public buying dock, Shipyard items, shower tokens, merchandise, and other small revenue services.

Mr. Dunning stated in addition to the recommended rate increases discussed, shower tokens will also be increasing from \$0.50 for 3 minutes to \$1.00 for 3 minutes. This is due to continued increases in the price of water and electricity, as well as vandalism of the machines and shower facilities.

Nick Edwards stated it looks like the Port is on track to reach the 3,300 ton goal for ice sales and asked how many customers would be utilizing the discounted rate that was reached as a compromise with last year's budget. He stated that he has bought 100 tons from the Port and has been a 25-year customer. Mr. Edwards shared appreciation that the rates are not increasing for the work docks but then asked what happens to the long-term customers who don't reach the volume rate. Mr. Edwards stated he is glad to see the budget for hiring a new harbormaster, and the number of derelict vessels in the Shipyard need to be addressed. The stakeholder outreach is another important item for Charleston; many customers are worried there won't be a Shipyard even though that is not the Port's intent.

President Kronsteiner asked for a point of order to return to discussion of the budget. Mr. Edwards stated this is important to the people of Charleston and he is speaking on their behalf.

Mr. Edwards stated when the Port initiates stakeholder engagement, it is vitally important to retain the Shipyard and to retain long-term customers. Commissioner Farm asked Mr. Edwards how many tons of ice he has purchased so far this year, and how much more is anticipated by the end of June. Mr. Edwards stated he is currently at 100.6 tons but in the past has purchased as much as 218 tons. Fishermen are limited to what the plants can process. Ms. Mosieur asked for clarification that there is no planned increase to the price of ice. Mr. Dunning confirmed. Ms. Richardson stated the volume discount for ice sales is if a customer purchases enough ice to reach the first threshold at 150 tons, there would be a \$6 discount applied per ton (150-199 tons price is \$85 per ton); and if the second threshold is reached at 200 tons the discount is then \$11 per ton for a price of \$80.

Mr. Scheer stated to retain long-term customers, there may be a way to further calibrate the volume discount based upon longevity of doing business with the Port. Mr. Edwards stated he would like the analysis of how many people will be using the volume discount. Commissioner Farm stated the discounted rate was set based on estimated usage and asked if those numbers can be provided, including expenses and projected sales. Ms. Richardson stated those reports will be printed out and brought to the committee before the end of the meeting.

Commissioner Farm reminded the guests present there will be a public comment period before the end of the meeting.

D. External Affairs, Business Development – Margaret Barber, Director of External Affairs and Business Development

The mission of the External Affairs and Business Development department includes maximizing revenue for the Port's business lines, effective and clear communications, and coordination with Federal, State, and local elected officials and stakeholder management. The emphasis for this year will be on enhancing existing customer relationships and new business development opportunities with a focus on the new Terminal One facility.

Department staff represents the Port's interest in the marketplace and conduct industry analyses to better understand the competitive advantage of the Port. This includes looking at pricing strategies and commodity segments. Stakeholder engagement includes developing strategies for effective communication and can include attending community events or making presentations to industry groups. Governmental affairs include interfacing with the legislative officials.

The department's primary focus this year will be to continue legislative and advocacy coordination. The Port works closely with Federal and State lobbyists and will look to initiate more legislative tours during the upcoming session. Staff have been working on lease structure and pricing, especially related to the Terminal One development.

There will be an increase in department staff expenses this year, as an additional staff member will be added as well as an increase for staff travel. Memberships and subscriptions for the organization are all contained in the External Affairs department budget. Advertising expenses are consistent with last year. Legislative support expenses are up slightly, due to more engagement with the lobbyists associated with the development of the container facility.

Lou Leberti asked about future plans to sell or develop the Port's Eastside property, stating with future project developments that housing will be needed. Mr. Burns stated there are about 100 acres currently zoned residential and with any increase in employment, that could exacerbate the situation with housing. The Port is looking to potentially work with someone to develop that property in the future to accommodate job growth.

E. Port Operations – Mike Dunning, Chief Port Operations Officer

The Port Operations department focuses on preparing for the future while maintaining present day operations. There are vacant positions within the department, including a new position for a Terminal Manager, a Maintenance Operator for the Upper Bay and Terminal One properties, a Contracting and

Procurement Specialist to alleviate some of the administrative work for the project management team, and one Security officer position which is currently being filled with a temporary employee.

The strategic emphasis is consistent with last year, while also focusing on new developments. This includes restarting the Channel Modification Project, shipping opportunities, terminal development, pilot initiatives, safety and training programs, emergency response planning, environmental affairs, and other operational functions of the Port. Budget overview for the department shows revenues are estimated at \$332,476 and expenses are \$1,427,850.

Within the Special Projects Fund, there is \$4.5 million budgeted for the Channel Modification Project. Staff will continue to work to develop and oversee safety and security programs for the Port; manage accident investigations and evaluate security needs; provide project support for the new Pacific Intermodal Container Port project on the North Spit; participate on local and state committees and boards including the Partnership for Coastal Watersheds and the Coos Watershed Association; provide permitting support for all Port projects by advising staff on current regulations and procedures; manage the Unified Dredging Permit for the various terminals in the Bay; and act as a grants liaison to ensure the adherence to grant conditions and requirements. The proposed Contracting and Procurement Specialist will help to develop contracts for large projects and support grant management functions.

Capital Projects for this next year include the PIDP Project for ties and resurfacing, estimated at \$10 million and anticipated to begin just after the start of the fiscal year. The project should be complete in less than one year. The Rail Bridge Rehabilitation project is the ongoing BUILD project work. The Coal Bank Slough Bridge Replacement Project was just completed at close to \$5 million.

Commissioner Hanson asked if grant writing is completed by Port Staff. Mr. Dunning confirmed. Mr. Burns stated the only grant not written in-house was the recent MEGA grant.

F. Railroad Operations – Rich Lopez, General Manager Coos Bay Rail Line

The Railroad Department provides oversight of the Coos Bay Rail Line, Inc. operations. Strategic goals include to always provide safe reliable service while overseeing Port infrastructure and assets. The railroad directly supports 1,000 employees on the rail line and contributes to \$500 million in annual economic activity by the customers on the line.

Department budget is based on 16,422 carloads, nearly double that of last year. This comes from the collaboration, hard work and dedication of staff. Since the Port took operations in-house in 2018, safety, reliability and infrastructure has steadily improved and customers are seeing that. Total revenues are \$5,023,185 and of that \$1 million will go into the Reserve fund for future asset and infrastructure needs. Expenses are budgeted at \$1.8 million.

Capital improvement projects for this fiscal year include the ties and resurfacing project, which will replace approximately 60,000 to 70,000 ties. The estimated number is due to the fluctuation of lumber prices for ties and other track materials. The Rail Bridge Rehabilitation Project will continue this fiscal year. The Coal Bank Slough bridge was recently completed. The Wildcat Creek bridges start Monday at a cost of \$1.8 million. The swing span steel trusses repair project will kick off soon at a cost of \$14.4 million and the Vaughn Viaduct Rehabilitation is estimated to begin later this year. This

work will help to increase the velocity of the rail line, increasing from 10 mph currently up to 20 mph, with future plans to average 35-40 mph.

Mr. Edwards asked about the \$14.4 million being invested into swing bridge repair. Rich Lopez stated this amount is for the three swing spans, in North Bend, Reedsport, and Cushman. Mr. Edwards asked about future plans for the bridge in North Bend. Mr. Lopez stated the steel structures of these bridges will continue to be evaluated for repair and replacement to ensure reliable service. There are also contract services in place to monitor the center span for any movement.

Commissioner Farm stated the Port budget for the railroad includes capital and asset related expenses. Operations of the railroad are in a separate budget and that meeting will take place immediately following this meeting. Ms. Mosieur asked about the numbers on the capital projects slide and how those numbers connect back to the budget document. Mr. Lopez stated those expenditures are in the Special Projects Fund.

G. Charleston Operations – Continued Discussion

Ms. Richardson shared financial reports from March showing year-to-date ice sales of 1,667 tons out of a budgeted 3,296 tons. As of today, there has been 1,855 tons sold. In order to meet the budget projection, another 1,441 tons need to be sold. Ms. Richardson stated the budget actual amount shows year-to-date having sold \$155,000 of the budgeted \$300,000.

Commissioner Farm stated the price of ice and volume sales projections should be looked at closer next year. Mr. Edwards stated his revenue this year will be stagnant due to many outside issues such as the price of fuel and a delayed start to the season. Mr. Dunning stated the Port took these factors into consideration when deciding not to raise the price of ice. Mr. Burns stated the cost to produce the ice is only going up, and the Port has done its' best to protect the fleet from those cost impacts as much as possible. Mr. Edwards asked how many customers have made the mark to receive the discount. Ms. Richardson stated some customers have made the first tier and there will likely be a few of those who will make the second tier.

6. CONCLUDING COMMENTS BY JOHN BURNS, CHIEF EXECUTIVE OFFICER

Mr. Burns stated Port staff spend a great deal of time and contemplation in preparing the budget and began working on it at the beginning of the year. Deliberations surround what is needed and what will best benefit the community and Port stakeholders. Budget committee members have a good understanding of this process. Although the process is built to be as transparent as possible, it is regrettable not all members of the public have the same understanding. It is important for people to understand this process is completed with great care and contemplation.

Much of what the Port has planned will be supported by the increased revenue realized from the Railroad. After continued investment, the Port will now begin seeing the return. Mr. Burns stated there is good intention to the saying that a rising tide lifts all boats, and the Port will work to ensure to the greatest extent possible that everyone has a boat to be in when that tide goes up. The budget presented today is a representation of what the Port is working to accomplish.

7. PUBLIC COMMENT

Ed Fleming stated he would like to discuss the proposed changes to the long-term work area from the customer's perspective. With a compounding rate increase for a 40' boat from July 1, 2022 to July 1, 2024 the monthly rate would go from \$226 up to \$560. This is a 244% increase figured without any CPI or environmental fee increases. Annual expense for the 40' boat would go from \$2,712 to \$6,612. Mr. Fleming stated he would expect more abandoned boats to be acquired by the Port with the added cost of demolishing these boats, as a result of the proposed extreme fee increase. Mr. Fleming suggested if the rate is approved, there be one increase at 6 months this fiscal year, and then take another look at future increases with the budget process in future fiscal years. Mr. Fleming also suggested the Port notify customers of this plan by mail. If not, it will catch many customers by surprise. Mr. Fleming further asked if the Port is able to propose a budget increase for future fiscal years, and stated it is confusing for people to know how they will be affected. Mr. Fleming expressed hope the Port would take another look at restructuring changes to the fee increase.

George Wales asked about the requirement for wreck removal insurance and whether that has been utilized in the past. Mr. Dunning stated the requirement was just approved by the Commission and went into effect on May 19, 2022.

Heather Mann thanked Mr. Burns for his comment about losing fishing boats being a negative for the Port. Ms. Mann stated the Port of Newport just approved a resolution to put forward seven steps to be considered by the Bureau of Energy Management for development of wind energy, specifically related to the siting and placement of the wind farms. This is an important issue to the fishing industry. Ms. Mann stated that Mr. Edwards had brought copies of the resolution to this meeting. Commissioner Farm stated the copies have been received; if there is more discussion on this item it will need to be moved to a Commission meeting.

8. COMMITTEE COMMENT

Mr. Edwards stated he was recently speaking to Representative David Brock Smith and driving on Troller Road, adding that the road is getting worse every day and asked whether the Port can work with Representative Smith to take action. Mr. Burns stated the Port will work with anyone to get the road fixed, but it may actually be in Representative Boomer Wright's district. The Port has had discussions with the County regarding the maintenance of the road, which they have vacated.

Mr. Leberti stated the salary increase for all employees at 8.1% seems excessive and suggested that anyone making over \$70,000 (twice the minimum low-income range in Coos County) not take the increase and that money then be put towards the Charleston Marina Complex. Mr. Scheer agreed and added that 8.1% is misleading, if expenses for benefits are included then it is closer to 9.5-10%.

Ms. Mosieur first thanked Port staff for putting together a very comprehensive budget package and presentation. Ms. Mosieur then stated the idea of cutting off wage increases at a certain level brings with it the risk of losing very key people at the higher level. Commissioner Stevens added that hiring can be difficult right now and the Port has a great team. In Coos County, a family of two adults and two children (one preschool and one school age) need to make \$61,797 to not be on any self-sufficiency programs. That is about 229% of what can be made on minimum wage or about 100

hours per week. President Kronsteiner stated it is very difficult to fill positions and there are current vacancies, adding the wage increase is a small portion of the overall budget.

Mr. Scheer asked whether the Port has plans to reduce its' dependency on property taxes. Mr. Burns stated the goal in the future is to be self-sufficient and not rely on the tax base. This will be accomplished through development projects including Terminal One. Commissioner Farm stated the tax revenue is currently 19% of the total budget funds. Mr. Scheer stated the Port's purchasing of property has implications to the tax base for the County.

9. PRESENT THE MOTIONS TO RECOMMEND THE BUDGET TO THE PORT COMMISSION FOR ADOPTION, OR SCHEDULE A FOLLOW UP MEETING

Upon a motion by Nick Edwards (Second by Brianna Hanson) the Budget Committee voted to approve imposing the Port's maximum permanent tax rate of \$0.6119 per \$1,000 taxable assessed value for fiscal year 2022/23, and to approve the proposed budget for fiscal year 2022/23 and recommend to the Board of Commissioners for adoption. Commissioners Hanson, Stevens, Kronsteiner, and Farm voted in favor of the motion. Budget Committee members Mosieur and Edwards voted in favor of the motion. Budget Committee members Leberti and Scheer opposed the motion. Budget Committee member Wales was not present for the vote. **Motion Passed.**

10. ADJOURN MEETING

Budget Chair Farm adjourned the meeting at 1:50 p.m.



M E M O R A N D U M

To: John Burns, Chief Executive Officer
From: Mary Green, Accounting Clerk
Date: June 9, 2022
Subject: Invoices Paid for Commission Approval through May 2022

A/P checks issued per NetSuite financial system	304,090.88
Payroll disbursement per Umpqua Bank statement	119,887.80
Misc electronic disbursements per Umpqua Bank statement	2,921,061.15
Total Disbursements	<u>\$ 3,345,039.83</u>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Accounting Manager

DATE: June 9, 2022

SUBJECT: May 2022 Contracts Awarded

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

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

Contract	Description	Cost
Billeter Marine LLC	Demolition and Complete Disposal of 22 Derelict Vessels	\$75,304.00
Legacy Contracting	Swing Span Steel Trusses Project	\$14,403,440.00
Total Contracts Awarded for this period:		\$14,478,744.00

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: June 9, 2022
SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- CCURA Board of Directors Meeting & Budget Hearing: Tuesday, June 16, 7:30 am
- CBRL Board of Directors Meeting & Budget Hearing: Tuesday, June 16, 9:30 am
- June Regular Commission Meeting & Budget Hearing: Tuesday, June 16, 10:00 am
- Juneteenth (Observed) – Offices Closed: Monday, June 20
- 4th of July – Offices Closed: Monday, July 4

Open Enrollment:

- The month of June is the open enrollment period for the Port and Rail employee's medical, dental and voluntary life insurance for the plan year beginning July 1. This is the only opportunity for employees to make changes to their insurance coverage for the next fiscal year (unless they have a qualifying event such as marriage, the birth of a child, loss of other health coverage, etc.).
- Each year we meet with our health insurance broker to review our medical and dental insurance plans and to receive quotes on other possible medical and dental insurance plans. This year, the cost of our existing medical insurance coverage through PacificSource is increasing 6.8% for the Port, and 20.2% for the Rail for fiscal year 2022/23. After very careful consideration, in an effort to maintain continuity for our employees and to provide the best benefits at the associated cost, we have chosen to renew medical, vision, and dental insurance with PacificSource, administered through the Bend Chamber of Commerce.

Hub Building Vacancies:

The Port of Coos Bay is looking for tenants to lease the following spaces in the Hub Building. Interested parties should contact Margaret Barber for more information at (541) 267-7678.

- **125 Central Avenue, Suite 290** - Approximately 2,674 square feet of office space on the second floor of the Hub Building, containing 8 offices/meeting spaces, a receptionist area, and storage rooms.
- **147 S Broadway** - Approximately 2,366 square feet of prime storefront space located on Highway 101 southbound.
- **145 Central Avenue** - Four individual offices in a space shared by an economic development group, conveniently located in downtown Coos Bay.

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.
- **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.
- **Maintenance Apprentice** - The Port of Coos Bay is hiring a Maintenance Apprentice to participate as a key team member in maintenance and repairs of equipment and facilities operated by the Port. Located at the Charleston Marina, the Maintenance Apprentice maintains facilities and grounds to a safe, clean and sanitary condition. Essential job functions include the routine maintenance and repair of facilities to ensure cleanliness and safety for Port customers, disinfecting and cleaning public restrooms, and performing landscaping tasks such as mowing, weed eating, and tree trimming. Required qualifications include knowledge of marina and boatyard operations, the ability to operate heavy equipment, and the knowledge and ability to operate basic hand and power tools and equipment.
- **Maintenance Operator** - The Port of Coos Bay is hiring a Maintenance Operator to participate as a key team member in maintenance and repairs of equipment and facilities operated by the Port. Located at the Charleston Marina, the Maintenance Operator possesses advanced mechanical skills, operates heavy equipment and leads major projects. Essential job functions include safely operating heavy equipment such as boats, forklifts, travel lift, and the State-owned dredge and its related equipment, conducting routine maintenance and repair of facilities to ensure cleanliness and safety for Port customers, and leading small teams on complex projects. Required qualifications include possessing leadership skills to efficiently mentor and lead junior maintenance employees and an intermediate to advanced knowledge of carpentry, welding, plumbing, electrical and hydraulics.
- **Administrative Assistant** - The Port of Coos Bay is hiring an Administrative Assistant to provide quality support to all departments and employees through the functions of Office Administration, Administrative Support, Information Systems, and Records Management. Essential job functions include greeting all guests and answering and directing phone calls to Port staff; providing secretarial and administrative support to the Chief Executive Officer, Board of Commissioners, and senior management staff; preparing committee meeting notices and agendas, proofreading and maintaining meeting packet contents; and assisting in maintaining the file structure for electronic and physical records. Required qualifications include an Associates degree and 5 years of experience in a similar position or, an equivalent combination of education and experience sufficient to successfully perform the essential duties of the job.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Megan Richardson, Director of Finance
DATE: June 9, 2022
SUBJECT: Accounting & Finance Management Report

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

Operating Revenue:

Total operating revenues were \$334K which was \$31K 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. Rail Ops fell short due to lower than anticipated rail property agreements. However, it should be noted that Rail Ops performed better than plan on the operations side with 668 carloads. This was an increase to the surcharge revenue and the management fee paid to the Port from CBRL. External Affairs exceeded revenue due to a professional services agreement. Port Ops increased lease revenue this month with dock fees at Terminal One which were not anticipated. Charleston had higher revenues than planned which were across all areas of operations except Travel lift. This was unanticipated and will continue for the remainder of the fiscal year.

Operating Expense:

Operating expenses totaled \$344K, which was \$73K less than budget. All departments, except External Affairs underspent their budget this month. External Affairs had an increase in legislative expenses this month that were recouped through a professional services agreement.

Operating Result:

The Port ended April with a \$10K loss against a planned deficit of \$115K, which is better than plan by \$105K. All departments, with the exception of Rail Ops, performed better than plan this month.

Other Income & Expense:

Total other revenues totaled \$46K, which is greater than budget by \$26K. Other revenues are greater due to the unanticipated surplus sale of items from Terminal One and insurance reimbursements. Other expenses totaled \$52K this period, which was underspent by \$60K. The Financial Expenses and taxes are for expenses related to insurance claims for damage done to the ice plant and repairing the Giddings Roof storm damage. The Capital outlays are related to the roof replacement on the Maintenance Shop in the Charleston Marina.

Net Result & Year to Date:

April had a net loss of \$16K compared to a budgeted net loss of \$206K resulting in a \$191K positive variance. Year to date net result amounted to a gain of \$361K compared to a budgeted loss of \$842K resulting in a positive variance of \$1.2 Million. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

Other Comments:

The total cash balances in all bank accounts May month end were 8,428,875.71 which is decrease of \$923K from April with interest earnings of \$1,500.64. 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 0.75% from 0.63% pa. This is an increase of the pool interest rate by 0.15% since the start of the fiscal year. The large cash balance is still due to the American Rescue Plan Act (ARPA) funds received. These will be paid to the principal balance of the loan used to purchase Terminal One earlier this year.

The end of the year is fast approaching. In addition to seeking adoption of the annual budget for next fiscal year we will also be presenting a supplemental budget. The supplemental budget seeks to reallocate from the contingency category to External Affairs and Rail Ops departments. This reallocation is less than 15% of the total budget so this may be approved by the board of commissioners and does not require a supplemental budget hearing.

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



		Current Period				Same Month Last Year			Year to Date				Year End					
		Apr 2022				Apr 2021			Jul 2021 - Apr 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	14,603	16,721	(2,117)	(13%)	1,371	13,233	965%	107,002	167,206	(60,204)	(36%)	21,713	85,289	393%	140,443	200,647	(30%)
3	External Affairs	15,000	33	14,967	44905%	4	14,996	374900%	60,128	333	59,795	17940%	119	60,009	50428%	60,195	400	14949%
5	Port Operations	21,796	18,303	3,493	19%	16,024	5,772	36%	201,399	183,033	18,366	10%	160,291	41,108	26%	238,006	219,640	8%
6	Railroad Operations	91,314	101,033	(9,719)	(10%)	105,143	(13,829)	(13%)	882,411	943,269	(60,858)	(6%)	755,654	126,756	17%	1,883,124	1,943,982	(3%)
8	Charleston Operations																	
9	Building & Dock Leases	24,767	24,442	325	1%	24,489	277	1%	244,764	244,417	348	0%	208,488	36,276	17%	293,648	293,300	0%
11	Marina	100,709	94,749	5,960	6%	99,162	1,547	2%	889,137	797,756	91,381	11%	870,065	19,073	2%	1,106,209	1,014,828	9%
12	Shipyards	25,248	21,094	4,154	20%	28,674	(3,425)	(12%)	237,936	210,938	26,998	13%	208,079	29,857	14%	280,123	253,125	11%
13	RV Park	28,055	12,675	15,380	121%	24,755	3,300	13%	397,789	277,359	120,430	43%	310,009	87,780	28%	456,830	336,400	36%
14	Ice Plant	8,192	7,534	658	9%	1,487	6,705	451%	163,650	222,986	(59,335)	(27%)	27,679	135,971	491%	240,665	300,000	(20%)
16	Travel Lift	3,622	5,231	(1,609)	(31%)	8,791	(5,169)	(59%)	37,426	43,188	(5,761)	(13%)	41,358	(3,931)	(10%)	54,239	60,000	(10%)
17	Other	795	1,017	(221)	(22%)	513	282	55%	(37,874)	(12,333)	(25,541)	207%	14,272	(52,147)	(365%)	(43,341)	(17,800)	143%
18	Total Charleston Operations	191,388	166,741	24,647	15%	187,871	3,517	2%	1,932,828	1,784,309	148,519	8%	1,679,949	252,879	15%	2,388,372	2,239,853	7%
19	Total Operating Income	334,102	302,831	31,271	10%	310,413	23,689	8%	3,183,768	3,078,150	105,618	3%	2,617,727	566,041	22%	4,710,140	4,604,522	2%
21	Operating Expenses																	
22	Administration	115,176	152,197	37,020	24%	111,767	(3,409)	(3%)	1,237,074	1,596,754	359,680	23%	1,206,613	(30,461)	(3%)	1,541,467	1,901,147	19%
23	External Affairs	34,299	24,502	(9,797)	(40%)	25,229	(9,070)	(36%)	275,864	254,927	(20,937)	(8%)	216,700	(59,165)	27%	324,869	303,932	7%
24	Port Development	0	0	0	-	17,905	17,905	100%	0	0	0	-	185,147	185,147	(100%)	0	0	-
25	Port Operations	60,391	79,812	19,421	24%	14,671	(45,720)	(312%)	601,283	859,996	258,713	30%	146,148	(455,134)	311%	760,906	1,019,619	(25%)
26	Railroad Operations	6,724	12,798	6,074	47%	3,042	(3,682)	(121%)	141,721	127,977	(13,744)	(11%)	141,469	(252)	0%	167,316	153,572	9%
28	Charleston Operations	127,685	148,361	20,676	14%	125,711	(1,973)	(2%)	1,443,116	1,535,312	92,197	6%	1,350,741	(92,375)	7%	1,739,836	1,832,033	(5%)
29	Total Expenses	344,275	417,669	73,394	18%	298,327	(45,948)	(15%)	3,698,694	4,374,967	676,272	15%	3,246,817	(451,878)	(14%)	4,534,031	5,210,303	13%
31	Operating Results																	
32	Administration	(100,573)	(135,476)	34,903	(26%)	(110,397)	9,824	(9%)	(1,130,073)	(1,429,548)	299,476	(21%)	(1,184,900)	54,828	(5%)	(1,401,024)	(1,700,500)	(18%)
33	External Affairs	(19,299)	(24,469)	5,170	(21%)	(25,225)	5,926	(23%)	(215,736)	(254,594)	38,858	(15%)	(216,581)	844	(0%)	(264,675)	(303,532)	(13%)
34	Port Development	0	0	0	-	(17,905)	17,905	(100%)	0	0	0	-	(185,147)	185,147	(100%)	0	0	-
35	Port Operations	(38,595)	(61,508)	22,913	(37%)	1,353	(39,948)	(2953%)	(399,884)	(676,963)	277,079	(41%)	14,143	(414,026)	(2927%)	(522,900)	(799,979)	(35%)
36	Railroad Operations	84,591	88,235	(3,645)	(4%)	102,101	(17,511)	(17%)	740,690	815,292	(74,602)	(9%)	614,186	126,504	21%	1,715,808	1,790,410	(4%)
38	Charleston Operations	63,703	18,381	45,323	247%	62,160	1,544	2%	489,713	248,996	240,716	97%	329,209	160,504	49%	648,536	407,820	59%
39	Totals Operating Results	(10,173)	(114,837)	104,664	(91%)	12,086	(22,259)	(184%)	(514,927)	(1,296,817)	781,890	(60%)	(629,090)	114,164	(18%)	176,109	(605,781)	(129%)
41	Tax Collected	16,234	12,651	3,583	28%	16,045	189	1%	2,381,010	2,687,281	(306,271)	(11%)	2,160,919	220,090	10%	2,435,289	2,741,560	(11%)
42	Financial Income	8,735	8,174	561	7%	9,172	(436)	(5%)	86,138	82,439	3,699	4%	91,553	(5,415)	(6%)	102,186	98,487	4%
43	Grant Income	0	0	0	-	5,175	(5,175)	(100%)	3,000	8,175	(5,175)	(63%)	53,958	(50,958)	(94%)	8,000	13,175	(39%)
45	Other Income	21,470	0	21,470	-	501	20,969	4185%	578,009	0	578,009	-	33,035	544,973	1650%	878,009	300,000	193%
46	Total Other Income	46,439	20,825	25,614	123%	30,892	15,547	50%	3,048,156	2,777,895	270,261	10%	2,339,467	708,690	30%	3,423,483	3,153,222	9%
48	Financial Expenses & Taxes	27,892	3,375	(24,517)	726%	2,153	(25,739)	1196%	186,455	43,750	(142,705)	326%	68,119	(118,336)	174%	193,205	50,500	(283%)
49	Debt Service	4,678	12,071	7,393	(61%)	4,782	104	(2%)	912,600	1,309,799	397,198	(30%)	914,547	1,947	(0%)	936,742	1,333,940	30%
50	Capital Outlays	19,520	96,917	77,397	(80%)	0	(19,520)	-	1,073,077	969,167	(103,911)	11%	176,042	(897,035)	510%	1,266,911	1,163,000	(9%)
52	Total Other Expenses	52,090	112,362	60,272	(54%)	6,935	(45,155)	651%	2,172,133	2,322,715	150,582	(6%)	1,158,708	(1,013,424)	87%	2,396,858	2,547,440	(6%)
54	Net Result	(15,824)	(206,374)	190,550	92%	36,043	(51,867)	(144%)	361,097	(841,637)	1,202,734	143%	551,668	(190,571)	35%	1,202,735	1	(120273406%)

Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Apr 2022				Apr 2021			Jul 2021 - Apr 2022				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%	96,977	157,206	(60,229)	-38%	3,641	93,335	2563%	128,418	188,647	-32%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	10,000	10,000	0	0%	10,000	0	0%	12,000	12,000	0%
4290 Other	5	0	5	-	0	5	-	25	0	25	-	8,072	(8,047)	-100%	25	0	-
Total Operating Income	14,603	16,721	(2,117)	-13%	1,371	13,233	965%	107,002	167,206	(60,204)	-36%	21,713	85,289	393%	140,443	200,647	-30%
Expenses																	
Personnel Services																	
5005 Salaries	51,750	52,849	1,099	2%	51,690	(60)	0%	550,280	581,545	31,264	5%	582,534	32,254	6%	655,978	687,242	5%
5010 Other compensation	0	1,128	1,128	100%	0	0	-	0	12,409	12,409	100%	0	0	-	2,255	14,664	85%
5050 Merit Pool	0	1,538	1,538	100%	0	0	-	0	16,924	16,924	100%	0	0	-	3,076	20,000	85%
Total Compensation	51,750	55,515	3,765	7%	51,690	(60)	0%	550,280	610,877	60,597	10%	582,534	32,254	6%	661,309	721,906	8%
5100 Federal Payroll taxes	3,875	3,820	(54)	-1%	5,536	1,661	30%	36,340	42,036	5,697	14%	35,150	(1,189)	-3%	43,980	49,677	11%
5105 State Payroll taxes	12	0	(12)	-	11	(1)	-10%	127	0	(127)	-	114	(14)	-12%	127	0	-
5110 Unemployment Insurance	980	749	(231)	-31%	946	(34)	-4%	8,319	8,242	(77)	-1%	7,614	(705)	-9%	9,817	9,740	-1%
5115 Workers compensation	1,848	185	(1,663)	-897%	104	(1,744)	-1673%	4,149	2,040	(2,109)	-103%	265	(3,883)	-1464%	4,520	2,411	-87%
Total Payroll Taxes	6,715	4,755	(1,960)	-41%	6,597	(118)	-2%	48,935	52,318	3,383	6%	43,144	(5,791)	-13%	58,445	61,828	5%
5200 Medical insurance	6,834	7,750	916	12%	6,459	(375)	-6%	68,343	77,502	9,158	12%	75,614	7,271	10%	83,844	93,002	10%
5205 Dental insurance	882	869	(13)	-2%	822	(60)	-7%	8,822	8,688	(134)	-2%	8,866	44	1%	10,560	10,426	-1%
5215 Term life insurance	100	100	0	0%	94	(6)	-7%	1,117	1,000	(117)	-12%	1,182	65	6%	1,317	1,200	-10%
5220 Long Term Disability insurance	310	360	50	14%	292	(17)	-6%	3,362	3,595	233	6%	2,530	(832)	-33%	4,081	4,314	5%
5225 PERS Employer Contributions	11,129	11,223	94	1%	12,457	1,327	11%	108,227	123,500	15,273	12%	83,648	(24,580)	-29%	130,673	145,946	10%
5230 PERS Employee Contributions	3,105	3,132	27	1%	3,915	810	21%	29,749	34,462	4,713	14%	26,291	(3,459)	-13%	36,013	40,726	12%
5295 Allocations	0	(126)	(126)	100%	0	0	-	0	(1,389)	(1,389)	100%	0	0	-	(253)	(1,642)	85%
Total Insured Benefits	22,360	23,307	947	4%	24,039	1,679	7%	219,620	247,358	27,738	11%	198,130	(21,490)	-11%	266,234	293,972	9%
Total Personnel Services	80,825	83,576	2,752	3%	82,326	1,501	2%	818,835	910,553	91,718	10%	823,808	4,972	1%	985,988	1,077,706	9%
Goods & Services																	
6005 Seminars & training	0	826	826	100%	375	375	100%	1,409	8,258	6,850	83%	865	(544)	-63%	3,060	9,910	69%
Total Staff Training	0	826	826	100%	375	375	100%	1,409	8,258	6,850	83%	865	(544)	-63%	3,060	9,910	69%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	417	417	100%	0	0	-	83	500	83%
6025 Travel - lodging & transportation	1,529	167	(1,362)	-817%	0	(1,529)	-	1,529	1,667	138	8%	0	(1,529)	-	1,862	2,000	7%
6030 Travel - Per Diem & mileage reimbursement	1,404	125	(1,279)	-1023%	0	(1,404)	-	1,404	1,250	(154)	-12%	0	(1,404)	-	1,654	1,500	-10%
6035 Meals & Entertainment	123	233	110	47%	75	(49)	-65%	1,190	2,333	1,144	49%	365	(825)	-226%	1,656	2,800	41%
Total Travel & Entertainment	3,056	567	(2,490)	-439%	75	(2,982)	-3981%	4,123	5,667	1,544	27%	365	(3,757)	-1029%	5,256	6,800	23%
6050 Office supplies	3,191	750	(2,441)	-326%	1,617	(1,574)	-97%	7,018	7,500	482	6%	4,792	(2,227)	-46%	8,518	9,000	5%
6055 Kitchen supplies	99	295	196	67%	190	91	48%	1,575	2,950	1,375	47%	1,465	(110)	-8%	2,165	3,540	39%
6060 IT supplies	1,560	583	(977)	-167%	230	(1,330)	-578%	5,064	5,833	769	13%	24,574	19,509	79%	6,231	7,000	11%

Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Apr 2022				Apr 2021			Jul 2021 - Apr 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
6070 Postage & courier services	800	333	(467)	-140%	3	(797)	-25297%	3,316	3,333	17	1%	2,503	(813)	-32%	3,983	4,000	0%
6080 Office lease	0	0	0	-	8,046	8,046	100%	24,139	0	(24,139)	-	79,630	55,491	70%	24,139	0	-
6085 Office equipment lease	0	178	178	100%	0	0	-	1,604	1,783	179	10%	1,604	0	0%	1,961	2,140	8%
6087 Office equipment repairs & maintenance	156	375	219	58%	100	(55)	-55%	1,823	3,750	1,927	51%	1,418	(404)	-29%	2,573	4,500	43%
6090 IT SW subscriptions & licenses	13,095	11,165	(1,930)	-17%	8,831	(4,265)	-48%	109,317	111,650	2,333	2%	95,616	(13,701)	-14%	131,647	133,980	2%
6095 Commission expenses	0	125	125	100%	52	52	100%	38	1,250	1,212	97%	52	14	27%	288	1,500	81%
Total Office Expense	18,901	13,805	(5,096)	-37%	19,070	168	1%	153,894	138,050	(15,844)	-11%	211,653	57,759	27%	181,504	165,660	-10%
6100 Telephone - landline	675	490	(185)	-38%	474	(201)	-42%	4,847	4,900	53	1%	4,366	(481)	-11%	5,827	5,880	1%
6105 Telephone - mobile	420	555	135	24%	462	42	9%	4,006	5,550	1,544	28%	4,460	454	10%	5,116	6,660	23%
6110 Internet services	604	618	15	2%	604	0	0%	6,036	6,183	147	2%	6,036	0	0%	7,273	7,420	2%
6115 Cable TV	0	0	0	-	0	0	-	0	0	0	-	303	303	100%	0	0	-
6130 Electricity	844	833	(10)	-1%	387	(457)	-118%	7,111	8,333	1,223	15%	4,644	(2,467)	-53%	8,777	10,000	12%
6135 Water/Sewer	243	208	(35)	-17%	0	(243)	-	1,429	2,083	654	31%	0	(1,429)	-	1,846	2,500	26%
6140 Garbage/Sanitation Collection	272	267	(5)	-2%	0	(272)	-	1,907	2,667	760	28%	0	(1,907)	-	2,440	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	3,057	2,972	(86)	-3%	1,926	(1,131)	-59%	30,735	29,717	(1,019)	-3%	19,809	(10,926)	-55%	36,679	35,660	-3%
6200 Temporary/Contract help	0	0	0	-	2,643	2,643	100%	0	0	0	-	27,369	27,369	100%	0	0	-
6205 Janitorial services	1,284	1,250	(34)	-3%	484	(800)	-165%	10,635	12,500	1,865	15%	4,835	(5,800)	-120%	13,135	15,000	12%
6215 Payroll services	640	792	152	19%	189	(451)	-239%	6,523	7,917	1,394	18%	6,392	(130)	-2%	8,106	9,500	15%
6245 Legal advertising	102	167	65	39%	0	(102)	-	206	1,667	1,461	88%	0	(206)	-	539	2,000	73%
6250 Legal services	3,687	12,500	8,813	71%	2,786	(901)	-32%	128,236	125,000	(3,236)	-3%	33,248	(94,988)	-286%	153,236	150,000	-2%
6255 Auditing	0	4,833	4,833	100%	0	0	-	48,950	48,333	(617)	-1%	58,100	9,150	16%	58,617	58,000	-1%
6260 Consulting services	0	92	92	100%	0	0	-	3,750	917	(2,834)	-309%	0	(3,750)	-	3,934	1,100	-258%
6265 Recruiting services	0	208	208	100%	0	0	-	0	2,083	2,083	100%	0	0	-	417	2,500	83%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	82	82	100%	0	0	-
6290 Commercial insurance	2,208	2,453	245	10%	1,846	(361)	-20%	12,522	24,530	12,008	49%	17,299	4,776	28%	17,428	29,436	41%
Total Professional Services	7,920	22,295	14,375	64%	7,948	28	0%	210,822	222,947	12,126	5%	147,326	(63,496)	-43%	255,410	267,536	5%
6351 Awards & Recognitions	0	283	283	100%	0	0	-	2,199	2,833	635	22%	2,475	276	11%	2,765	3,400	19%
Total Marketing Expense	0	283	283	100%	0	0	-	2,199	2,833	635	22%	2,475	276	11%	2,765	3,400	19%
6400 Small equipment & tools	0	0	0	-	0	0	-	271	0	(271)	-	0	(271)	-	271	0	-
6415 Clothing	0	35	35	100%	0	0	-	0	354	354	100%	0	0	-	71	425	83%
6420 Janitorial supplies	244	208	(36)	-17%	0	(244)	-	911	2,083	1,172	56%	0	(911)	-	1,328	2,500	47%
6425 Operational supplies	10	0	(10)	-	0	(10)	-	40	0	(40)	-	0	(40)	-	40	0	-
6450 Fuel - Gas	86	83	(3)	-3%	13	(73)	-586%	516	833	318	38%	179	(336)	-188%	682	1,000	32%
Total Operational Expense	340	327	(13)	-4%	13	(328)	-2614%	1,738	3,271	1,533	47%	179	(1,559)	-869%	2,392	3,925	39%

**Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Apr 2022				Apr 2021			Jul 2021 - Apr 2022				Jul 2021 - Jun 2022					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6505 Repairs & maintenance vehicles	97	27	(70)	-260%	0	(97)	-	668	271	(397)	-147%	0	(668)	-	722	325	-122%
6510 Repairs & maintenance buildings	979	3,333	2,354	71%	0	(979)	-	12,250	33,333	21,084	63%	92	(12,158)	-13215%	18,917	40,000	53%
Total Repair and Maintenance	1,077	3,377	2,301	68%	35	(1,042)	-2976%	12,957	33,771	20,814	62%	133	(12,824)	-9624%	19,711	40,525	51%
6599 Budget Contingency	0	24,169	24,169	100%	0	0	-	0	241,688	241,688	100%	0	0	-	48,338	290,025	83%
Total Goods & Services	34,352	68,620	34,268	50%	29,441	(4,911)	-17%	417,876	686,201	268,325	39%	382,806	(35,071)	-9%	555,116	823,441	33%
Total Expenses	115,176	152,197	37,020	24%	111,767	(3,409)	-3%	1,236,711	1,596,754	360,043	23%	1,206,613	(30,098)	-2%	1,541,104	1,901,147	19%
Operating Results	(100,573)	(135,476)	34,903	-26%	(110,397)	9,824	-9%	(1,129,710)	(1,429,548)	299,839	-21%	(1,184,900)	55,191	-5%	(1,400,661)	(1,700,500.00)	-18%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	11,601	10,001	1,600	16%	10,760	840	8%	1,860,756	1,925,272	(64,516)	-3%	1,775,615	85,140	5%	1,907,044	1,971,560	-3%
4410 Property Taxes - Prior Years	4,622	2,651	1,971	74%	5,275	(653)	-12%	80,561	42,009	38,552	92%	68,057	12,504	18%	88,552	50,000	77%
4505 Interest - Bank	1,361	800	561	70%	1,798	(436)	-24%	12,399	8,700	3,699	43%	17,814	(5,415)	-30%	13,699	10,000	37%
4506 Interest - Southport Note	1,771	1,771	0	0%	1,936	(165)	-9%	18,334	18,334	0	0%	19,970	(1,635)	-8%	21,834	21,834	0%
4515 Principal Repayment - Southport Note	5,603	5,603	0	0%	5,438	165	3%	55,405	55,405	0	0%	53,770	1,635	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	(6,055)	0	(6,055)	-	1	(6,056)	-605574%	96,184	0	96,184	-	146	96,038	65888%	96,184	0	-
4915 Insurance Reimbursement	0	0	0	-	500	(500)	-100%	139,060	0	139,060	-	22,849	116,211	509%	139,060	0	-
Total Other Income	18,902	20,825	(1,923)	-9%	25,708	(6,805)	-26%	2,262,699	2,049,720	212,979	10%	2,007,004	255,695	13%	2,333,026	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	-	18,416	0	(18,416)	-	0	(18,416)	-	18,416	0	-
6740 Merchant fees	2,617	2,500	(117)	-5%	1,670	(947)	-57%	27,587	25,000	(2,587)	-10%	23,118	(4,469)	-19%	32,587	30,000	-9%
6745 Banking fees	175	42	(133)	-320%	0	(175)	-174720%	1,760	417	(1,343)	-322%	66	(1,694)	-2585%	1,843	500	-269%
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	20,294	20,294	100%	0	0	-
Total Taxes & Misc Expenses	2,792	2,542	(250)	-10%	1,670	(1,122)	-67%	47,763	25,417	(22,346)	-88%	43,513	(4,250)	-10%	52,846	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%
7010 Interest payment	255	0	(255)	-	0	(255)	-	255	0	(255)	-	0	(255)	-	255	0	-
7020 Principal repayment - Vehicles	3,098	539	(2,558)	-474%	830	(2,268)	-273%	7,307	5,393	(1,915)	-36%	8,165	858	11%	8,386	6,471	-30%
7025 Interest payment - Vehicles	78	85	8	9%	147	70	47%	629	851	222	26%	1,605	977	61%	799	1,021	22%
Total Debt Services	3,430	624	(2,806)	-449%	977	(2,453)	-251%	8,191	162,243	154,053	95%	9,771	1,580	16%	9,439	163,492	94%
Total Other Expenses	6,222	3,166	(3,056)	-97%	2,647	(3,575)	-135%	55,954	187,660	131,706	70%	53,284	(2,670)	-5%	62,286	193,992	68%
Net Other Income	12,680	17,659	(4,979)	-28%	23,060	(10,380)	-45%	2,206,745	1,862,060	344,685	19%	1,953,720	253,025	13%	2,270,740	1,926,055	18%
Net Result	(87,893)	(117,817)	29,924	-25%	(87,337)	(556)	1%	1,077,035	432,512	644,524	149%	768,820	308,216	40%	870,079	225,555	286%

Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Apr 2022				Apr 2021			Jul 2021 - Apr 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	24,767	24,442	325	1%	24,489	277	1%	244,764	244,417	348	0%	208,488	36,276	17%	293,648	293,300	0%
4100 Annual Moorage	44,604	49,879	(5,275)	-11%	41,610	2,994	7%	325,194	299,272	25,923	9%	339,879	(14,685)	-4%	454,737	428,814	6%
4105 Semi-Annual Moorage	16,764	4,904	11,860	242%	14,631	2,132	15%	99,078	49,180	49,899	101%	78,360	20,718	26%	107,179	57,280	87%
4110 Monthly Moorage	13,464	12,933	531	4%	13,172	292	2%	162,264	162,943	(679)	0%	162,856	(593)	0%	187,788	188,467	0%
4115 Transient Moorage	5,344	6,166	(822)	-13%	5,162	182	4%	77,609	77,687	(79)	0%	75,752	1,857	2%	89,778	89,857	0%
4118 Work Dock	6,819	5,417	1,402	26%	9,512	(2,694)	-28%	62,722	54,167	8,556	16%	34,293	28,429	83%	73,556	65,000	13%
4120 Metered Utilities	30	125	(95)	-76%	30	0	0%	300	1,250	(950)	-76%	760	(460)	-61%	550	1,500	-63%
4125 Launch Ramp	1,629	3,083	(1,454)	-47%	4,410	(2,781)	-63%	36,897	30,833	6,064	20%	33,516	3,382	10%	43,064	37,000	16%
4135 Storage Yard	3,333	3,333	(0)	0%	2,971	362	12%	30,908	33,333	(2,426)	-7%	29,150	1,758	6%	37,574	40,000	-6%
4140 Storage Unit	15,956	15,193	764	5%	17,842	(1,886)	-11%	157,708	151,925	5,783	4%	150,445	7,264	5%	188,093	182,310	3%
4145 Long Term Boat Storage	7,783	7,725	58	1%	8,887	(1,104)	-12%	87,044	77,250	9,794	13%	91,378	(4,334)	-5%	102,494	92,700	11%
4150 Short Term Boat Storage	4,833	3,219	1,614	50%	3,207	1,626	51%	34,188	32,188	2,000	6%	39,315	(5,127)	-13%	40,625	38,625	5%
4155 Boat Wash	0	83	(83)	-100%	136	(136)	-100%	665	833	(168)	-20%	1,012	(347)	-34%	832	1,000	-17%
4165 Space Rents	26,363	11,803	14,560	123%	23,844	2,519	11%	379,634	260,519	119,115	46%	297,983	81,650	27%	435,115	316,000	38%
4173 Laundry	311	149	162	108%	218	94	43%	4,957	3,298	1,659	50%	2,745	2,212	81%	5,659	4,000	41%
4175 Propane	1,018	374	644	172%	555	462	83%	11,037	8,244	2,793	34%	6,689	4,348	65%	12,793	10,000	28%
4180 Merchandise	28	19	9	50%	28	0	0%	365	412	(47)	-11%	356	10	3%	453	500	-9%
4185 Visitor Convention Bureau Fee	113	131	(18)	-14%	176	(64)	-36%	3,023	2,885	138	5%	3,103	(80)	-3%	3,638	3,500	4%
4190 Ice	8,192	7,534	658	9%	1,487	6,705	451%	163,650	222,986	(59,335)	-27%	27,679	135,971	491%	240,665	300,000	-20%
4200 Boat Lifts	4,053	5,231	(1,178)	-23%	8,791	(4,738)	-54%	41,432	43,188	(1,755)	-4%	43,448	(2,016)	-5%	58,245	60,000	-3%
4230 Environmental Fee	2,590	2,083	507	24%	2,954	(363)	-12%	24,878	20,833	4,045	19%	20,231	4,648	23%	29,045	25,000	16%
4235 Customer Discounts	(97)	(417)	319	-77%	(167)	69	-42%	(4,548)	(4,167)	(381)	9%	(2,967)	(1,581)	53%	(5,381)	(5,000)	8%
4290 Other	3,493	3,333	160	5%	3,924	(431)	-11%	41,998	33,333	8,665	26%	35,479	6,519	18%	48,665	40,000	22%
4295 Bad Debt Expense	0	0	0	-	0	0	-	(52,941)	(22,500)	(30,441)	135%	0	(52,941)	-	(60,441)	(30,000)	101%
Total Operating Income	191,388	166,741	24,647	15%	187,871	3,517	2%	1,932,828	1,784,309	148,519	8%	1,679,949	252,879	15%	2,388,372	2,239,853	7%
Expenses																	
Personnel Services																	
5005 Salaries	32,785	34,689	1,904	5%	41,218	8,434	20%	360,136	381,709	21,573	6%	380,046	19,909	5%	429,514	451,087	5%
5010 Other compensation	0	1,621	1,621	100%	0	0	-	3,216	17,835	14,619	82%	2,000	(1,216)	-61%	6,457	21,076	69%
5015 Overtime	219	1,615	1,396	86%	437	219	50%	3,059	17,771	14,713	83%	1,666	(1,393)	-84%	6,288	21,001	70%
Total Compensation	33,003	37,924	4,921	13%	41,656	8,653	21%	366,411	417,316	50,905	12%	383,711	17,301	5%	442,259	493,164	10%
5100 Federal Payroll taxes	2,466	2,901	435	15%	6,462	3,996	62%	27,168	31,925	4,756	15%	28,194	1,026	4%	32,971	37,727	13%
5105 State Payroll taxes	12	0	(12)	-	18	6	33%	132	0	(132)	-	164	32	20%	132	0	-
5110 Unemployment Insurance	935	791	(144)	-18%	1,143	208	18%	7,659	8,706	1,047	12%	8,086	428	5%	9,241	10,288	10%
5115 Workers compensation	3,323	2,137	(1,186)	-56%	2,047	(1,276)	-62%	33,230	23,514	(9,716)	-41%	20,466	(12,764)	-62%	37,504	27,788	-35%
Total Payroll Taxes	6,736	5,829	(907)	-16%	9,671	2,935	30%	68,189	64,144	(4,045)	-6%	56,911	(11,278)	-20%	79,848	75,803	-5%
5200 Medical insurance	7,138	11,509	4,371	38%	(7,926)	(15,064)	190%	100,535	115,093	14,558	13%	116,761	16,226	14%	123,554	138,112	11%
5205 Dental insurance	570	814	244	30%	(897)	(1,467)	164%	7,895	8,139	244	3%	10,113	2,218	22%	9,522	9,766	2%
5215 Term life insurance	75	113	38	34%	(57)	(132)	231%	1,217	1,125	(92)	-8%	1,610	393	24%	1,442	1,350	-7%
5220 Long Term Disability insurance	98	240	142	59%	(115)	(213)	185%	2,421	2,400	(21)	-1%	2,211	(210)	-9%	2,901	2,880	-1%
5225 PERS Employee Contributions	11,041	8,150	(2,891)	-35%	15,735	4,694	30%	83,647	89,682	6,035	7%	93,862	10,215	11%	99,946	105,981	6%
5230 PERS Employer Contributions	3,816	2,178	(1,637)	-75%	4,492	676	15%	23,114	23,969	855	4%	26,749	3,635	14%	27,470	28,325	3%
5295 Allocations	0	(2,576)	(2,576)	100%	0	0	-	0	(28,349)	(28,349)	100%	0	0	-	(5,152)	(33,501)	85%
Total Insured Benefits	22,738	20,428	(2,310)	-11%	11,232	(11,506)	-102%	218,829	212,058	(6,770)	-3%	251,305	32,477	13%	259,683	252,913	-3%

Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Apr 2022				Apr 2021			Jul 2021 - Apr 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Personnel Services	62,477	64,181	1,704	3%	62,558	82	0%	653,428	693,518	40,090	6%	691,928	38,499	6%	781,790	821,880	5%
Goods & Services																	
6005 Seminars & training	0	0	0	-	(375)	(375)	100%	0	0	0	-	0	0	-	0	0	-
Total Staff Training	0	0	0	-	(375)	(375)	100%	0	0	0	-	0	0	-	0	0	-
6020 Travel - airfare	0	42	42	100%	0	0	-	0	417	417	100%	0	0	-	83	500	83%
6025 Travel - lodging & transportation	0	83	83	100%	0	0	-	0	833	833	100%	584	584	100%	167	1,000	83%
6030 Travel - Per Diem & mileage reimbursement	0	21	21	100%	139	139	100%	407	208	(199)	-95%	389	(18)	-5%	449	250	-80%
6035 Meals & Entertainment	0	25	25	100%	0	0	-	60	250	190	76%	0	(60)	-	110	300	63%
Total Travel & Entertainment	0	171	171	100%	139	139	100%	468	1,708	1,241	73%	973	505	52%	809	2,050	61%
6050 Office supplies	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
6055 Kitchen supplies	98	250	152	61%	183	85	46%	1,402	2,500	1,098	44%	1,159	(243)	-21%	1,902	3,000	37%
6060 IT supplies	0	0	0	-	(120)	(120)	100%	0	0	0	-	0	0	-	0	0	-
6070 Postage & courier services	0	83	83	100%	66	66	100%	182	833	651	78%	323	141	44%	349	1,000	65%
6090 IT SW subscriptions & licenses	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Office Expense	98	333	235	71%	129	31	24%	1,584	3,333	1,750	52%	1,481	(102)	-7%	2,250	4,000	44%
6100 Telephone - landline	175	200	25	12%	183	8	4%	1,793	2,000	207	10%	1,839	47	3%	2,193	2,400	9%
6105 Telephone - mobile	496	530	34	6%	497	2	0%	4,604	5,300	696	13%	4,967	362	7%	5,664	6,360	11%
6110 Internet services	1,357	1,405	48	3%	1,236	(120)	-10%	12,451	14,050	1,599	11%	12,620	169	1%	15,261	16,860	9%
6115 Cable TV	919	948	29	3%	676	(243)	-36%	9,007	9,478	470	5%	8,041	(967)	-12%	10,903	11,373	4%
6130 Electricity	19,641	20,833	1,193	6%	19,951	310	2%	193,491	208,333	14,843	7%	182,714	(10,777)	-6%	235,157	250,000	6%
6131 Propane - Operations	195	125	(70)	-56%	91	(104)	-114%	1,639	1,250	(389)	-31%	770	(870)	-113%	1,889	1,500	-26%
6135 Water/Sewer	6,530	6,250	(280)	-4%	8,262	1,732	21%	76,674	62,500	(14,174)	-23%	64,780	(11,893)	-18%	89,174	75,000	-19%
6140 Garbage/Sanitation Collection	8,361	5,833	(2,528)	-43%	4,908	(3,453)	-70%	65,920	58,333	(7,587)	-13%	47,309	(18,612)	-39%	77,587	70,000	-11%
6145 Hazardous material disposal	1,765	333	(1,432)	-430%	760	(1,005)	-132%	7,732	3,333	(4,399)	-132%	2,255	(5,477)	-243%	8,399	4,000	-110%
6150 Derelict boat disposal	342	1,250	908	73%	0	(342)	-	4,748	12,500	7,752	62%	15	(4,733)	-31553%	7,248	15,000	52%
6155 Environmental Remediation/Mitigation/Monitoring	365	250	(115)	-46%	153	(212)	-139%	5,785	2,500	(3,285)	-131%	2,284	(3,501)	-153%	6,285	3,000	-109%
Total Utilities	40,146	37,958	(2,188)	-6%	36,717	(3,428)	-9%	383,844	379,577	(4,267)	-1%	327,593	(56,251)	-17%	459,760	455,493	-1%
6200 Temporary/Contract help	0	2,917	2,917	100%	6,280	6,280	100%	16,709	29,167	12,458	43%	48,745	32,036	66%	22,542	35,000	36%
6205 Janitorial services	28	55	27	49%	23	(5)	-24%	321	550	229	42%	292	(29)	-10%	431	660	35%
6210 Vending machine services	0	125	125	100%	0	0	-	1,156	1,250	95	8%	1,328	172	13%	1,406	1,500	6%
6245 Legal advertising	386	108	(278)	-256%	0	(386)	-	1,816	1,083	(732)	-68%	778	(1,038)	-133%	2,032	1,300	-56%
6250 Legal services	0	0	0	-	(1,425)	(1,425)	100%	713	0	(713)	-	0	(713)	-	713	0	-
6260 Consulting services	258	582	324	56%	0	(258)	-	4,616	5,817	1,200	21%	0	(4,616)	-	5,780	6,980	17%
6270 Contracted Services	0	0	0	-	2,268	2,268	100%	0	0	0	-	7,745	7,745	100%	0	0	-
6290 Commercial insurance	7,940	7,908	(32)	0%	7,733	(208)	-3%	78,297	79,083	786	1%	71,577	(6,720)	-9%	94,114	94,900	1%
Total Professional Services	10,212	11,695	1,483	13%	14,878	4,666	31%	105,227	116,950	11,723	10%	130,464	25,237	19%	128,617	140,340	8%
6350 Employee sponsorships	0	0	0	-	0	0	-	786	0	(786)	-	0	(786)	-	786	0	-
Total Marketing Expense	106	0	(106)	-	0	(106)	-	892	0	(892)	-	0	(892)	-	892	0	-
6400 Small equipment & tools	802	500	(302)	-60%	186	(617)	-332%	5,532	5,000	(532)	-11%	1,751	(3,781)	-216%	6,532	6,000	-9%
6405 Safety/hazardous materials	0	0	0	-	0	0	-	639	0	(639)	-	11,041	10,402	94%	639	0	-
6410 Signage	0	63	63	100%	141	141	100%	132	625	493	79%	288	156	54%	257	750	66%
6415 Clothing	0	425	425	100%	175	175	100%	872	4,250	3,378	79%	1,518	646	43%	1,722	5,100	66%
6420 Janitorial supplies	2,000	1,042	(959)	-92%	81	(1,919)	-2361%	13,146	10,417	(2,729)	-26%	9,242	(3,904)	-42%	15,229	12,500	-22%
6425 Operational supplies	1,013	10,000	8,987	90%	489	(524)	-107%	138,299	100,000	(38,299)	-38%	5,048	(133,251)	-2640%	158,299	120,000	-32%

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

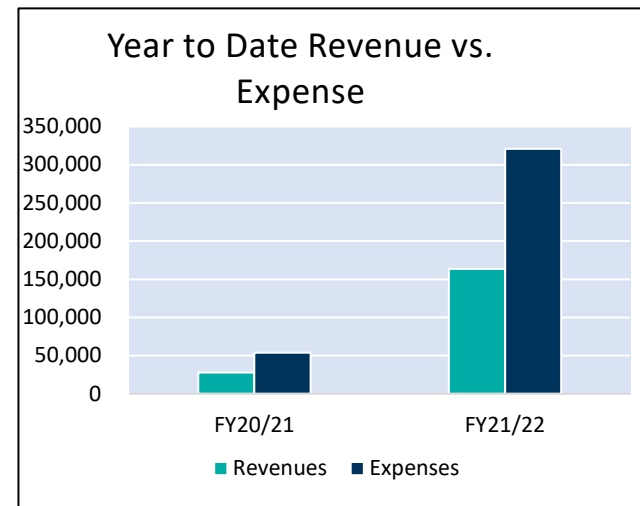
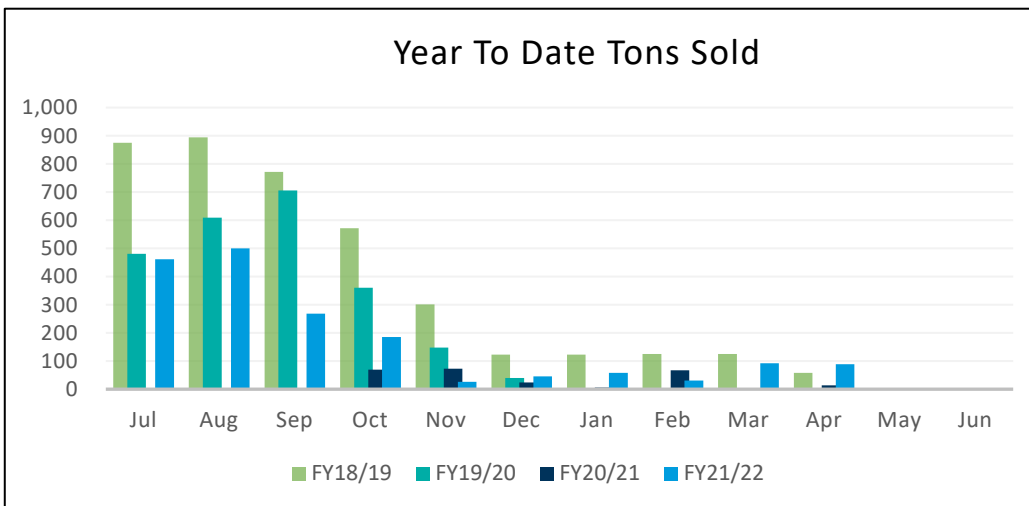
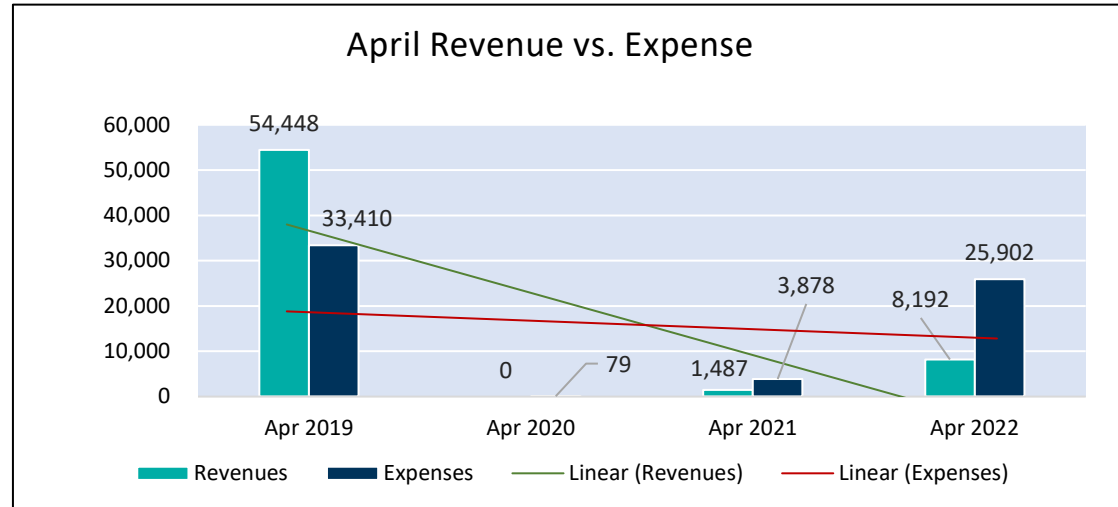
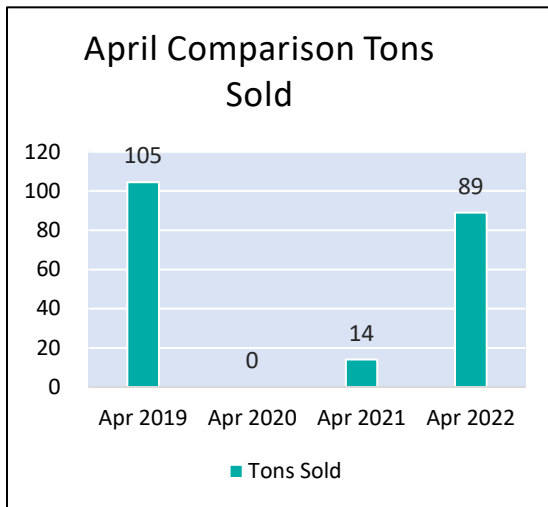
amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2022				Apr 2021			Jul 2021 - Apr 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	111	833	722	87%	85	(26)	-30%	2,451	8,333	5,882	71%	85	(2,366)	-2784%	4,118	10,000	59%
6450 Fuel - Gas	0	1,167	1,167	100%	1,085	1,085	100%	7,252	11,667	4,415	38%	6,992	(260)	-4%	9,585	14,000	32%
6455 Fuel - Diesel	115	83	(32)	-38%	59	(56)	-96%	1,921	833	(1,088)	-131%	399	(1,523)	-382%	2,088	1,000	-109%
6481 Propane - Retail	1,084	417	(667)	-160%	628	(456)	-73%	9,375	4,167	(5,208)	-125%	4,899	(4,476)	-91%	10,208	5,000	-104%
Total Operational Expense	5,126	14,529	9,403	65%	2,929	(2,197)	-75%	179,620	145,292	(34,328)	-24%	41,264	(138,357)	-335%	208,678	174,350	-20%
6500 Repairs & maintenance equipment	2,301	6,250	3,949	63%	1,456	(845)	-58%	31,598	62,500	30,902	49%	30,439	(1,159)	-4%	44,098	75,000	41%
6505 Repairs & maintenance vehicles	1,027	1,694	667	39%	361	(666)	-184%	4,930	16,943	12,013	71%	31,787	26,856	84%	8,319	20,332	59%
6510 Repairs & maintenance buildings	2,674	3,741	1,067	29%	1,965	(709)	-36%	18,507	37,407	18,900	51%	7,275	(11,232)	-154%	25,988	44,888	42%
6515 Repairs & maintenance land improvements	0	250	250	100%	71	71	100%	1,038	2,500	1,462	58%	2,210	1,172	53%	1,538	3,000	49%
6520 Repairs & maintenance docks	3,519	4,167	648	16%	3,070	(449)	-15%	22,934	41,667	18,733	45%	6,912	(16,022)	-232%	31,267	50,000	37%
6540 Marina dredging	0	0	0	-	1,814	1,814	100%	0	0	0	-	39,674	39,674	100%	0	0	-
6575 Waterway Leases	0	2,917	2,917	100%	0	0	-	34,492	29,167	(5,326)	-18%	33,482	(1,010)	-3%	40,326	35,000	-15%
6580 Permits	0	475	475	100%	0	0	-	4,554	4,750	196	4%	5,261	707	13%	5,504	5,700	3%
Total Repair and Maintenance	9,520	19,493	9,973	51%	8,737	(784)	-9%	118,053	194,933	76,880	39%	157,038	38,985	25%	157,040	233,920	33%
Total Goods & Services	65,208	84,179	18,971	23%	63,153	(2,055)	-3%	789,687	841,794	52,107	6%	658,813	(130,874)	-20%	958,046	1,010,153	5%
Total Expenses	127,685	148,361	20,676	14%	125,711	(1,973)	-2%	1,443,116	1,535,312	92,197	6%	1,350,741	(92,375)	-7%	1,739,836	1,832,033	5%
Operating Results	63,703	18,381	45,323	247%	62,160	1,544	2%	489,713	248,996	240,716	97%	329,209	160,504	49%	648,536	407,820	59%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	12	0	12	-	10	2	23%	111	0	111	-	147	(36)	-24%	111	0	-
4650 Grants Received - MAP	0	0	0	-	5,175	(5,175)	-100%	0	5,175	(5,175)	-100%	5,175	(5,175)	-100%	0	5,175	-100%
4905 Other	2,400	0	2,400	-	0	2,400	-	61,712	0	61,712	-	45	61,667	137037%	61,712	0	-
4915 Insurance Reimbursement	5,225	0	5,225	-	0	5,225	-	5,225	0	5,225	-	8,668	(3,443)	-40%	5,225	0	-
Total Other Income	7,637	0	7,637	-	5,185	2,452	47%	67,048	5,175	61,873	1196%	14,035	53,013	378%	67,048	5,175	1196%
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	25,100	0	(25,100)	-	0	(25,100)	-	90,250	0	(90,250)	-	9,168	(81,082)	-884%	90,250	0	-
Total Taxes & Misc Expenses	25,100.00	-	(25,100.00)	-	0	(25,100)	-	100,362	10,000.00	(90,362)	-904%	19,009	(81,353)	-428%	100,362	10,000.00	-904%
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	760	756	(4)	-1%	436	(324)	-74%	8,819	7,555	(1,264)	-17%	4,345	(4,474)	-103%	10,330	9,066	-14%
7025 Vehicle Interest payment	44	48	4	9%	15	(29)	-189%	741	484	(257)	-53%	167	(574)	-343%	838	581	-44%
8010 CIP Buildings	19,520	13,333	(6,187)	-46%	0	(19,520)	-	22,268	133,333	111,065	83%	10,000	(12,268)	-123%	48,935	160,000	69%
8011 CIP Docks	0	8,583	8,583	100%	0	0	-	99,500	85,833	(13,667)	-16%	0	(99,500)	-	116,667	103,000	-13%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	68,494	0	(68,494)	-	14,860	(53,634)	-361%	68,494	0	-
Total Debt Services	20,324	22,721	2,397	11%	451	(19,873)	-4404%	548,188	578,749	30,560	5%	202,732	(345,457)	-170%	593,630	624,190	5%
Total Other Expenses	45,424	22,721	(22,703)	-100%	451	(44,973)	-9967%	648,551	588,749	(59,802)	-10%	221,741	(426,810)	-192%	693,992	634,190	-9%
Net Other Income	(37,787)	(22,721)	(15,067)	66%	4,733	(42,521)	-898%	(581,503)	(583,574)	2,071	0%	(207,706)	(373,797)	180%	(626,944)	(629,015)	0%
Net Result	25,916	(4,340)	30,256	-697%	66,893	(40,977)	-61%	(91,791)	(334,577)	242,787	-73%	121,503	(213,293)	-176%	21,592	(221,195)	-110%

	Current Period	Same Month Prior Years			Year to Date	Prior FYTD vs Current FYTD		
	Apr 2022	Apr 2021	Apr 2020	Apr 2019	FY21/22	Last FY	\$ Diff	% Diff
Tons Sold	89	14	0	105	1,756	290	1,466	505.59%
Total Revenues	8,192	1,487	0	54,448	163,650	27,679	135,971	491.24%
Total Expenses	25,902	3,878	79	33,410	320,684	53,725	266,959	496.90%
Net Result	(17,710)	(2,391)	(79)	(25,435)	(157,034)	(26,046)	(130,988)	502.91%



Financial Report - Actual vs. Budget
For Period Ending Apr 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			
	Apr 2022				Apr 2021			Jul 2021 - Apr 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	-	4	(4)	-100%	78	0	78	-	44	34	77%	78	0	-
4290 Other	15,000	33	14,967	44905%	0	15,000	-	60,050	333	59,717	17917%	75	59,975	79967%	60,117	400	14929%
Total Operating Income	15,000	33	14,967	44905%	4	14,996	374900%	60,128	333	59,795	17940%	119	60,009	50428%	60,195	400	14949%
Expenses																	
Personnel Services																	
5005 Salaries	7,084	7,082	(2)	0%	6,973	(112)	-2%	75,133	77,932	2,799	4%	71,321	(3,812)	-5%	89,298	92,097	3%
5010 Other compensation	0	191	191	100%	0	0	-	0	2,098	2,098	100%	0	0	-	382	2,480	85%
Total Compensation	7,084	7,273	189	3%	6,973	(112)	-2%	75,133	80,030	4,897	6%	71,321	(3,812)	-5%	89,680	94,577	5%
5100 Federal Payroll taxes	538	556	18	3%	532	(7)	-1%	5,711	6,122	411	7%	5,419	(292)	-5%	6,824	7,235	6%
5105 State Payroll taxes	2	0	(2)	-	2	0	2%	15	0	(15)	-	16	1	9%	15	0	-
5110 Unemployment Insurance	204	94	(110)	-116%	195	(9)	-5%	919	1,038	119	11%	854	(65)	-8%	1,107	1,226	10%
5115 Workers compensation	37	30	(6)	-21%	26	(10)	-39%	365	331	(34)	-10%	262	(103)	-39%	426	392	-9%
Total Payroll Taxes	780	681	(99)	-15%	754	(26)	-3%	7,010	7,491	482	6%	6,551	(458)	-7%	8,371	8,853	5%
5200 Medical insurance	1,090	1,208	119	10%	1,133	43	4%	10,898	12,085	1,187	10%	11,327	429	4%	13,315	14,502	8%
5205 Dental insurance	108	108	0	0%	105	(3)	-3%	1,076	1,076	0	0%	1,047	(30)	-3%	1,291	1,291	0%
5215 Term life insurance	13	13	0	0%	12	(1)	-7%	137	125	(12)	-9%	158	22	14%	162	150	-8%
5220 Long Term Disability insurance	47	47	0	0%	41	(5)	-13%	510	468	(41)	-9%	373	(137)	-37%	603	562	-7%
5225 PERS Employee Contributions	1,491	1,490	(0)	0%	1,997	506	25%	15,861	16,397	536	3%	14,058	(1,803)	-13%	18,841	19,377	3%
5230 PERS Employer Contributions	425	425	(0)	0%	628	202	32%	4,508	4,676	168	4%	4,419	(89)	-2%	5,358	5,526	3%
Total Insured Benefits	3,172	3,290	118	4%	3,915	742	19%	32,989	34,827	1,838	5%	31,382	(1,608)	-5%	39,570	41,408	4%
Total Personnel Services	11,037	11,244	207	2%	11,641	604	5%	115,132	122,349	7,217	6%	109,254	(5,878)	-5%	137,621	144,838	5%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	417	417	100%	0	0	-	83	500	83%
6025 Travel - lodging & transportation	0	154	154	100%	0	0	-	0	1,542	1,542	100%	0	0	-	308	1,850	83%
6030 Travel - Per Diem & mileage reimbursement	0	103	103	100%	0	0	-	0	1,028	1,028	100%	0	0	-	206	1,234	83%
6035 Meals & Entertainment	0	73	73	100%	0	0	-	811	729	(82)	-11%	0	(811)	-	957	875	-9%
Total Travel & Entertainment	0	372	372	100%	0	0	-	811	3,716	2,905	78%	0	(811)	-	1,554	4,459	65%
6050 Office supplies	18	42	24	57%	18	0	1%	119	417	298	72%	31	(88)	-281%	202	500	60%
6075 Memberships & dues	2,506	2,392	(115)	-5%	2,377	(129)	-5%	24,392	23,917	(475)	-2%	25,831	1,439	6%	29,175	28,700	-2%
Total Office Expense	2,524	2,433	(91)	-4%	2,396	(129)	-5%	24,511	24,333	(177)	-1%	25,862	1,351	5%	29,377	29,200	-1%

Financial Report - Actual vs. Budget
For Period Ending Apr 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			
	Apr 2022				Apr 2021			Jul 2021 - Apr 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
6260 Consulting services	32	1,062	1,030	97%	0	(32)	-	513	10,617	10,104	95%	0	(513)	-	2,636	12,740	79%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	721	721	100%	0	0	-
Total Professional Services	32	1,062	1,030	97%	0	(32)	-	513	10,617	10,104	95%	721	208	29%	2,636	12,740	79%
6310 Marketing supplies	0	396	396	100%	0	0	-	215	3,958	3,743	95%	190	(25)	-13%	1,007	4,750	79%
6315 Advertising	0	1,375	1,375	100%	0	0	-	3,830	13,746	9,916	72%	6,651	2,821	42%	6,579	16,495	60%
6320 Cargo recruitment & development	0	0	0	-	0	0	-	185	0	(185)	-	0	(185)	-	185	0	-
6340 Legislative support	20,706	7,167	(13,539)	-189%	11,193	(9,513)	-85%	129,168	71,667	(57,501)	-80%	72,573	(56,596)	-78%	143,501	86,000	-67%
6345 Community affairs	0	454	454	100%	0	0	-	1,500	4,542	3,042	67%	1,450	(50)	-3%	2,408	5,450	56%
Total Marketing Expense	20,706	9,391	(11,315)	-120%	11,193	(9,513)	-85%	134,898	93,913	(40,986)	-44%	80,864	(54,035)	-67%	153,681	112,695	-36%
Total Goods & Services	23,262	13,258	(10,004)	-75%	13,588	(9,674)	-71%	160,733	132,579	(28,154)	-21%	107,446	(53,287)	-50%	187,248	159,094	-18%
Total Expenses	34,299	24,502	(9,797)	-40%	25,229	(9,070)	-36%	275,864	254,927	(20,937)	-8%	216,700	(59,165)	-27%	324,869	303,932	-7%
Operating Results	(19,299)	(24,469)	5,170	-21%	(25,225)	5,926	-23%	(215,736)	(254,594)	38,858	-15%	(216,581)	844	0%	(264,675)	(303,532)	-13%
Net Result	(19,299)	(24,469)	5,170	-21%	(25,225)	5,926	-23%	(215,736)	(254,594)	38,858	-15%	(216,581)	844	0%	(264,675)	(303,532)	-13%

Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Apr 2022				Apr 2021			Jul 2021 - Apr 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	15,498	10,328	5,169	50%	10,328	5,169	50%	122,128	103,283	18,845	18%	93,795	28,333	30%	142,785	123,940	15%
4010 Property Agreements	6,299	7,975	(1,676)	-21%	5,696	603	11%	74,271	79,750	(5,479)	-7%	66,496	7,775	12%	90,221	95,700	-6%
4290 Other	0	0	0	-	0	0	-	5,000	0	5,000	-	0	5,000	-	5,000	0	-
Total Operating Income	21,796	18,303	3,493	19%	16,024	5,772	36%	201,399	183,033	18,366	10%	160,291	41,108	26%	238,006	219,640	8%
Expenses																	
Personnel Services																	
5005 Salaries	31,736	38,739	7,004	18%	8,846	(22,889)	-259%	343,704	426,284	82,580	19%	91,785	(251,919)	-274%	421,183	503,763	16%
5010 Other compensation	0	1,035	1,035	100%	0	0	-	0	11,384	11,384	100%	0	0	-	2,069	13,453	85%
5015 Overtime	0	155	155	100%	0	0	-	108	1,710	1,602	94%	0	(108)	-	419	2,021	79%
Total Compensation	31,736	39,929	8,194	21%	8,846	(22,889)	-259%	343,812	439,379	95,567	22%	91,785	(252,027)	-275%	423,670	519,237	18%
5100 Federal Payroll taxes	2,377	3,055	678	22%	677	(1,700)	-251%	25,760	33,613	7,853	23%	7,021	(18,738)	-267%	31,869	39,722	20%
5105 State Payroll taxes	11	0	(11)	-	1	(10)	-871%	114	0	(114)	-	15	(99)	-665%	114	0	-
5110 Unemployment Insurance	901	770	(131)	-17%	248	(653)	-264%	6,666	8,474	1,808	21%	1,115	(5,551)	-498%	8,206	10,014	18%
5115 Workers compensation	37	1,391	1,354	97%	26	(10)	-39%	365	15,306	14,941	98%	262	(103)	-39%	3,147	18,088	83%
Total Payroll Taxes	3,325	5,216	1,891	36%	952	(2,373)	-249%	32,904	57,392	24,488	43%	8,413	(24,491)	-291%	43,336	67,824	36%
5200 Medical insurance	4,266	8,685	4,418	51%	0	(4,266)	-	54,990	86,845	31,856	37%	0	(54,990)	-	72,358	104,214	31%
5205 Dental insurance	374	670	296	44%	50	(324)	-650%	4,679	6,701	2,022	30%	444	(4,235)	-955%	6,019	8,041	25%
5215 Term life insurance	88	113	25	22%	12	(76)	-648%	994	1,125	131	12%	165	(829)	-501%	1,219	1,350	10%
5220 Long Term Disability insurance	203	257	54	21%	48	(154)	-319%	2,257	2,571	314	12%	435	(1,822)	-418%	2,771	3,085	10%
5225 PERS Employee Contributions	6,162	8,183	2,021	25%	2,533	(3,629)	-143%	69,018	90,050	21,032	23%	18,039	(50,979)	-283%	85,385	106,417	20%
5230 PERS Employer Contributions	1,757	2,334	576	25%	796	(961)	-121%	19,616	25,680	6,064	24%	5,670	(13,946)	-246%	24,283	30,347	20%
Total Insured Benefits	12,850	20,241	7,391	37%	3,439	(9,411)	-274%	151,554	212,972	61,418	29%	24,753	(126,801)	-512%	192,036	253,454	24%
Total Personnel Services	47,910	65,386	17,476	27%	13,237	(34,673)	-262%	528,271	709,743	181,472	26%	124,952	(403,319)	-323%	659,043	840,515	22%
Goods & Services																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	833	833	100%	0	0	-	167	1,000	83%
6025 Travel - lodging & transportation	0	167	167	100%	289	289	100%	0	1,667	1,667	100%	289	289	100%	333	2,000	83%
6030 Travel - Per Diem & mileage reimbursement	0	8	8	100%	0	0	-	0	83	83	100%	0	0	-	17	100	83%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	59	208	149	72%	16	(43)	-268%	101	250	60%
Total Travel & Entertainment	0	279	279	100%	289	289	100%	59	2,792	2,733	98%	305	246	81%	617	3,350	82%
6130 Electricity	1,242	150	(1,092)	-728%	122	(1,121)	-922%	4,182	1,500	(2,682)	-179%	1,303	(2,879)	-221%	4,482	1,800	-149%
6131 Propane - Operations	22	0	(22)	-	0	(22)	-	110	0	(110)	-	0	(110)	-	110	0	-
6135 Water/Sewer	2,048	0	(2,048)	-	0	(2,048)	-	2,633	0	(2,633)	-	0	(2,633)	-	2,633	0	-
6155 Environmental Remediation/Mitigation/Monitoring	719	208	(510)	-245%	122	(597)	-489%	1,257	2,083	827	40%	1,143	(114)	-10%	1,673	2,500	33%
Total Utilities	4,031	358	(3,672)	-1025%	244	(3,787)	-1554%	8,181	3,583	(4,598)	-128%	2,446	(5,735)	-235%	8,898	4,300	-107%

Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Apr 2022				Apr 2021			Jul 2021 - Apr 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	0	0	0	-	0	0	-	17,448	6,000	(11,448)	-191%	0	(17,448)	-	17,448	6,000	-191%
6245 Legal advertising	0	125	125	100%	0	0	-	522	1,250	728	58%	0	(522)	-	772	1,500	49%
6260 Consulting services	5,600	10,583	4,983	47%	0	(5,600)	-	20,923	105,833	84,910	80%	0	(20,923)	-	42,090	127,000	67%
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%	14,366	8,379	(5,988)	-71%	8,390	(5,976)	-71%	16,042	10,054	-60%
Total Professional Services	7,840	11,546	3,707	32%	901	(6,938)	-770%	53,260	121,462	68,202	56%	10,166	(43,094)	-424%	76,352	144,554	47%
6400 Small equipment & tools	0	42	42	100%	0	0	-	461	417	(44)	-11%	0	(461)	-	544	500	-9%
6405 Safety/hazardous materials	494	1,667	1,173	70%	0	(494)	-	6,459	16,667	10,208	61%	7,815	1,356	17%	9,792	20,000	51%
6410 Signage	0	83	83	100%	0	0	-	67	833	766	92%	0	(67)	-	234	1,000	77%
6415 Clothing	0	96	96	100%	0	0	-	0	958	958	100%	0	0	-	192	1,150	83%
6425 Operational supplies	11	63	52	83%	0	(11)	-	426	625	199	32%	0	(426)	-	551	750	26%
6450 Fuel - Gas	44	0	(44)	-	0	(44)	-	44	0	(44)	-	0	(44)	-	44	0	-
6455 Fuel - Diesel	0	0	0	-	0	0	-	63	0	(63)	-	0	(63)	-	63	0	-
Total Operational Expense	549	1,950	1,401	72%	0	(549)	-	7,520	19,500	11,980	61%	7,815	295	4%	11,420	23,400	51%
6510 Repairs & maintenance buildings	62	0	(62)	-	0	(62)	-	1,126	0	(1,126)	-	0	(1,126)	-	1,126	0	-
6515 Repairs & maintenance land improvements	0	208	208	100%	0	0	-	226	2,083	1,857	89%	0	(226)	-	643	2,500	74%
6520 Repairs & maintenance docks	0	0	0	-	0	0	-	32	0	(32)	-	126	93	74%	32	0	-
6575 Waterway Leases	0	0	0	-	0	0	-	2,250	0	(2,250)	-	0	(2,250)	-	2,250	0	-
6580 Permits	0	83	83	100%	0	0	-	357	833	476	57%	339	(18)	-5%	524	1,000	48%
Total Repair and Maintenance	62	292	230	79%	0	(62)	-	3,992	2,917	(1,075)	-37%	465	(3,527)	-759%	4,575	3,500	-31%
Total Goods & Services	12,481	14,425	1,944	13%	1,434	(11,047)	-770%	73,012	150,253	77,241	51%	21,197	(51,816)	-244%	101,863	179,104	43%
Total Expenses	60,391	79,812	19,421	24%	14,671	(45,720)	-312%	601,283	859,996	258,713	30%	146,148	(455,134)	-311%	760,906	1,019,619	25%
Operating Results	(38,595)	(61,508)	22,913	-37%	1,353	(39,948)	-2953%	(399,884)	(676,963)	277,079	-41%	14,143	(414,026)	-2927%	(522,900)	(799,979)	-35%
4695 Grants Received - Other	0	0	0	-	0	0	-	3,000	3,000	0	0%	0	3,000	-	8,000	8,000	0%
4905 Other	19,900	0	19,900	-	0	19,900	-	241,401	0	241,401	-	0	241,401	-	241,401	0	-
Total Other Income	19,900	0	19,900	-	0	19,900	-	244,401	3,000	241,401	8047%	0	244,401	-	249,401	8,000	3018%
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	125	0	(125)	-	0	(125)	-	125	0	-
6745 Banking fees	0	833	833	100%	0	0	-	20,645	8,333	(12,311)	-148%	0	(20,645)	-	22,311	10,000	-123%
Total Taxes & Misc Expenses	0	833	833	100%	0	0	-	20,770	8,333	(12,436)	-149%	0	(20,770)	-	22,436	10,000	-124%
7010 Interest payment	0	9,583	9,583	100%	0	0	-	10,455	95,833	85,379	89%	0	(10,455)	-	29,621	115,000	74%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	6,760	0	(6,760)	-	0	(6,760)	-	6,760	0	-
Total Debt Services	0	9,583	9,583	100%	0	0	-	17,215	95,833	78,619	82%	0	(17,215)	-	36,381	115,000	68%
Total Other Expenses	0	10,417	10,417	100%	0	0	-	37,984	104,167	66,182	64%	0	(37,984)	-	58,818	125,000	53%
Net Other Income	19,900	(10,417)	30,317	-291%	0	19,900	-	206,417	(101,167)	307,583	-304%	0	206,417	-	190,583	(117,000)	-263%
Net Result	(18,695)	(71,925)	53,230	-74%	1,353	(20,048)	-1482%	(193,467)	(778,129)	584,663	-75%	14,143	(207,610)	-1468%	(332,316)	(916,979)	-64%

Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Jul 2021 - Jun 2022 Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	12,473	26,571	(14,098)	-53%	32,626	(20,153)	-62%	234,381	206,626	27,756	13%	243,552	(9,170)	-4%	271,756	244,000	11%
4235 Customer Discounts	0	0	0	-	0	0	-	0	0	0	-	(3,950)	3,950	-100%	0	0	-
4260 Rail Operations Revenue	36,982	36,031	951	3%	33,378	3,604	11%	299,030	340,829	(41,799)	-12%	234,674	64,356	27%	380,235	422,034	-10%
4265 Rail Surcharges	41,859	38,431	3,428	9%	39,139	2,721	7%	348,999	395,814	(46,815)	-12%	281,379	67,620	24%	444,680	491,495	-10%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	786,453	786,453	0%
Total Operating Income	91,314	101,033	(9,719)	-10%	105,143	(13,829)	-13%	882,411	943,269	(60,858)	-6%	755,654	126,756	17%	1,883,124	1,943,982	-3%
Expenses																	
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	2,696	8,750	6,054	69%	0	(2,696)	-	88,269	87,500	(769)	-1%	41,723	(46,546)	-112%	105,769	105,000	-1%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	268	268	100%	0	0	-
6290 Commercial insurance	3,528	3,039	(488)	-16%	3,042	(486)	-16%	33,777	30,393	(3,384)	-11%	29,322	(4,455)	-15%	39,856	36,472	-9%
Total Professional Services	6,224	11,789	5,566	47%	3,042	(3,182)	-105%	122,046	117,893	(4,153)	-4%	71,312	(50,734)	-71%	145,625	141,472	-3%
6410 Signage	0	667	667	100%	0	0	-	0	6,667	6,667	100%	0	0	-	1,333	8,000	83%
Total Operational Expense	0	667	667	100%	0	0	-	0	6,667	6,667	100%	0	0	-	1,333	8,000	83%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	830	0	(830)	-	20,963	20,133	96%	830	0	-
6510 Repairs & maintenance buildings	500	0	(500)	-	0	(500)	-	4,184	0	(4,184)	-	11,651	7,467	64%	4,184	0	-
6515 Repairs & maintenance land improve	0	0	0	-	0	0	-	14,660	0	(14,660)	-	37,462	22,802	61%	14,660	0	-
Total Repair and Maintenance	500	342	(158)	-46%	0	(500)	-	19,674	3,417	(16,257)	-476%	70,076	50,402	72%	20,357	4,100	-397%
Total Goods & Services	6,724	12,798	6,074	47%	3,042	(3,682)	-121%	141,721	127,977	(13,744)	-11%	141,469	(252)	0%	167,316	153,572	-9%
Total Expenses	6,724	12,798	6,074	47%	3,042	(3,682)	-121%	141,721	127,977	(13,744)	-11%	141,469	(252)	0%	167,316	153,572	-9%
Operating Results	84,591	88,235	(3,645)	-4%	102,101	(17,511)	-17%	740,690	815,292	(74,602)	-9%	614,186	126,504	21%	1,715,808	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	-	34,427	0	34,427	-	1,328	33,099	2493%	34,427	0	-
Total Other Income	0	0	0	-	0	0	-	474,009	720,000	(245,991)	-34%	318,428	155,581	49%	474,009	720,000	-34%
Other Expenses																	
6755 Insurance Claims	0	0	0	-	483	483	100%	17,560	0	(17,560)	-	483	(17,078)	-3539%	17,560	0	-
Total Taxes & Misc Expenses	0	0	0	-	483	483	100%	17,560	0	(17,560)	-	483	(17,078)	-3539%	17,560	0	-
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	479,402	389,754	(89,648)	-23%	363,311	(116,091)	-32%	479,402	389,754	-23%
7010 Interest payment	0	0	0	-	0	0	-	26,362	291,794	265,432	91%	318,591	292,229	92%	26,362	291,794	91%
7020 Principal repayment - Vehicles	433	1,047	614	59%	1,044	611	58%	30,139	10,470	(19,669)	-188%	10,427	(19,712)	-189%	32,233	12,564	-157%
7025 Interest payment - Vehicles	11	12	1	9%	15	4	26%	125	122	(4)	-3%	165	40	24%	150	146	-2%
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	666,667	(186,525)	-28%	0	(853,192)	-	986,525	800,000	-23%
8015 CIP Land Improvements	0	0	0	-	0	0	-	0	0	0	-	83,862	83,862	100%	0	0	-
8016 CIP Construction Track	0	8,333	8,333	100%	0	0	-	0	83,333	83,333	100%	0	0	-	16,667	100,000	83%
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	0	0	0	-	0	0	-	1,000	0	(1,000)	-	25,000	24,000	96%	1,000	0	-
Total Debt Services	444	76,059	75,615	99%	1,059	615	58%	1,412,084	1,442,140	30,056	2%	843,676	(568,407)	-67%	1,564,202	1,594,258	2%
Total Other Expenses	444	76,059	75,615	99%	1,542	1,097	71%	1,429,644	1,442,140	12,496	1%	844,159	(585,485)	-69%	1,581,762	1,594,258	1%
Net Other Income	(444)	(76,059)	75,615	-99%	(1,542)	1,097	-71%	(955,635)	(722,140)	(233,495)	32%	(525,731)	(429,904)	82%	(1,107,753)	(874,258)	27%
Net Result	84,146	12,176	71,970	591%	100,560	(16,413)	-16%	(214,945)	93,152	(308,097)	-331%	88,455	(303,399)	-343%	608,055	916,152	-34%

Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Apr 2022				Apr 2021			Jul 2021 - Apr 2022				Jul 2021 - Jun 2022					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4287 Dredging Services	0	0	0	-	0	0	-	0	0	0	-	33,950	(33,950)	-100%	0	0	-
4290 Other	85,130	21,794	63,336	291%	(5,739)	90,868	-1583%	167,144	217,936	(50,792)	-23%	0	167,144	-	210,731	261,523	-19%
Total Operating Income	85,130	21,794	63,336	291%	(5,739)	90,868	-1583%	167,144	217,936	(50,792)	-23%	33,950	133,194	392%	210,731	261,523	-19%
Expenses																	
Personnel Services																	
5005 Salaries	147	1,490	1,344	90%	1,172	1,025	87%	201	16,399	16,198	99%	72,676	72,475	100%	3,182	19,380	84%
5010 Other compensation	0	0	0	-	0	0	-	0	0	0	-	(9)	(9)	100%	0	0	-
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	1,853	1,853	100%	0	0	-
Total Compensation	147	1,490	1,344	90%	1,172	1,025	87%	201	16,399	16,198	99%	74,519	74,318	100%	3,182	19,380	84%
5100 Federal Payroll taxes	10	114	104	91%	87	77	88%	14	1,255	1,241	99%	5,439	5,424	100%	242	1,483	84%
5105 State Payroll taxes	0	0	(0)	-	0	0	89%	0	0	(0)	-	30	30	100%	0	0	-
5110 Unemployment Insurance	4	42	38	91%	32	28	88%	5	460	454	99%	1,379	1,373	100%	89	543	84%
5115 Workers compensation	0	54	54	100%	0	0	-	0	589	589	100%	0	0	-	107	696	85%
Total Payroll Taxes	14	209	195	93%	120	105	88%	20	2,303	2,284	99%	6,848	6,828	100%	438	2,722	84%
5200 Medical insurance	42	507	466	92%	21,916	21,875	100%	56	5,583	5,528	99%	21,916	21,861	100%	1,070	6,598	84%
5205 Dental insurance	6	41	35	86%	2,103	2,097	100%	6	453	447	99%	2,103	2,097	100%	88	535	84%
5215 Term life insurance	0	3	3	89%	209	209	100%	1	37	37	99%	209	209	100%	7	44	83%
5220 Long Term Disability insurance	1	9	8	90%	393	392	100%	1	100	99	99%	393	392	100%	19	118	84%
5225 PERS Employee Contributions	33	352	320	91%	264	231	88%	44	3,878	3,834	99%	16,799	16,755	100%	749	4,583	84%
5230 PERS Employer Contributions	9	89	81	90%	72	63	88%	12	984	972	99%	4,650	4,638	100%	191	1,163	84%
Total Insured Benefits	90	1,003	913	91%	24,957	24,867	100%	119	11,035	10,916	99%	46,070	45,951	100%	2,125	13,041	84%
Total Personnel Services	251	2,702	2,451	91%	26,248	25,997	99%	340	29,738	29,398	99%	127,437	127,097	100%	5,745	35,143	84%
Goods & Services																	
6005 Seminars & training	0	417	417	100%	0	0	-	0	4,167	4,167	100%	0	0	-	833	5,000	83%
Total Staff Training	0	417	417	100%	0	0	-	0	4,167	4,167	100%	0	0	-	833	5,000	83%
6030 Travel - Per Diem & mileage reimbursement	0	167	167	100%	0	0	-	0	1,667	1,667	100%	0	0	-	333	2,000	83%
Total Travel & Entertainment	0	167	167	100%	0	0	-	0	1,667	1,667	100%	0	0	-	333	2,000	83%
6050 Office supplies	0	42	42	100%	0	0	-	0	417	417	100%	0	0	-	83	500	83%
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	417	417	100%	19	19	100%	83	500	83%
6105 Telephone - mobile	52	0	(52)	-	52	0	0%	404	0	(404)	-	580	176	30%	404	0	-
6155 Environmental Remediation/Mitigation/Monitoring	0	0	0	-	0	0	-	0	0	0	-	380	380	100%	0	0	-
Total Utilities	52	0	(52)	-	52	0	0%	404	0	(404)	-	960	556	58%	404	0	-
6250 Legal services	0	2,083	2,083	100%	0	0	-	0	20,833	20,833	100%	0	0	-	4,167	25,000	83%
6255 Auditing	0	833	833	100%	0	0	-	0	8,333	8,333	100%	0	0	-	1,667	10,000	83%

Financial Report - Actual vs. Budget
For Period Ending Apr 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					
	Apr 2022				Apr 2021			Jul 2021 - Apr 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
6290 Commercial insurance	4,787	4,477	(310)	-7%	4,477	(310)	-7%	46,101	44,773	(1,328)	-3%	45,152	(949)	-2%	55,055	53,727	-2%
Total Professional Services	4,787	7,394	2,607	35%	4,477	(310)	-7%	46,101	73,939	27,838	38%	45,152	(949)	-2%	60,889	88,727	31%
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%	0	0	-	0	41,667	41,667	100%	27,011	27,011	100%	8,333	50,000	83%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	5,104	5,104	100%	0	0	-
6450 Fuel - Gas	0	0	0	-	22	22	100%	0	0	0	-	1,454	1,454	100%	0	0	-
6455 Fuel - Diesel	0	0	0	-	0	0	-	0	0	0	-	1,206	1,206	100%	0	0	-
Total Operational Expense	0	4,167	4,167	100%	22	22	100%	214	41,667	41,453	99%	34,775	34,561	99%	8,547	50,000	83%
6500 Repairs & maintenance equipment	0	5,417	5,417	100%	0	0	-	0	54,167	54,167	100%	16,646	16,646	100%	10,833	65,000	83%
6505 Repairs & maintenance vehicles	0	1,250	1,250	100%	0	0	-	81,681	12,500	(69,181)	-553%	6,987	(74,694)	-1069%	84,181	15,000	-461%
Total Repair and Maintenance	0	6,667	6,667	100%	0	0	-	81,681	66,667	(15,014)	-23%	23,633	(58,048)	-246%	95,014	80,000	-19%
Total Goods & Services	4,839	18,852	14,013	74%	4,551	(288)	-6%	128,399	188,523	60,123	32%	104,538	(23,862)	-23%	166,104	226,227	27%
Total Expenses	5,090	21,555	16,464	76%	30,800	25,709	83%	128,740	218,261	89,521	41%	231,975	103,235	45%	171,849	261,370	34%
Operating Results	80,039	239	79,800	33412%	(36,538)	116,577	-319%	38,404	(325)	38,729	-11928%	(198,025)	236,429	-119%	38,882	153	25313%
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	273	0	273	-	0	273	-	2,366	0	2,366	-	0	2,366	-	2,366	0	-
Total Other Income	273	0	273	-	0	273	-	2,366	0	2,366	-	0	2,366	-	2,366	0	-
Net Other Income	273	0	273	-	0	273	-	2,366	0	2,366	-	0	2,366	-	2,366	0	-
Net Result	80,312	239	80,073	33526%	(36,538)	116,850	-320%	40,771	(325)	41,096	-12656%	(198,025)	238,795	-121%	41,249	153	26860%



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: June 9, 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. Staff participated in meetings with five new and existing customers across business lines looking to either establish a footprint on Port property or expand existing operations.

Staff also participated in a meeting with existing rail customers to seek feedback on service to determine opportunities for expanded services.

Staff provided a tour of the Terminal One facility to the group that participated in the Off Shore Wind Energy fly in event.

Staff are working to research various structures of ground leases and conduct data mining to determine appropriate rates, as well as overall anticipated annual expenses for the Terminal One facility.

The Mega Grant proposal supporting the Pacific Coast Intermodal Port was completed and submitted. Staff participated in the review team of the document, as well as in soliciting letters of support for the project. In total, 72 letters were collected and submitted in support of the project representing a broad base of Federal, State, and local elected officials, municipalities, local and regional businesses, organizations, and associations.

Port Property:

Monthly Commercial lease revenue for the month of May 2022 was up 39.7% over May 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, as well as 147 S. Broadway in the Hub Building. Staff received notice from the Coastal Center on the second floor of the Hub Building that they will be vacating that space in July of 2022 as they have purchased a building. Staff are working to actively market this space to find a new tenant.

Two new inquiries were received for available space at Terminal One, with ongoing discussions continuing with four inquiries. Staff received one inquiry on the Fishermen's Wharf property and showed the facility.

Marketing, Media, and Outreach:

Staff provided a presentation to students in a business class at Southwestern Oregon Community College, discussing the Port's three primary business lines as well as current and upcoming projects. Staff also participated in the City of North Bend's Economic Opportunities Analysis project meeting.

The Port was featured in the following news outlets:

- Progressive Railroading: <https://www.progressiverailroading.com/intermodal/news/Coos-Bay-port-inks-lease-agreement-for-new-intermodal-site--66663>
- Oregon Business: <https://www.oregonbusiness.com/article/economy/item/19535-written-on-the-wind>
- Big News Country: https://www.bigcountrynewsconnection.com/bentz-gop-lawmakers-petition-biden-for-coos-bay-port-money/article_20e06363-b68b-589e-8fa5-a89931790d71.html
- The World: https://theworldlink.com/news/hoyle-brings-her-campaign-to-south-coast/article_ea05fa6e-d173-11ec-a9f0-d7fa84796a0b.html
- Salem Reporter: <https://www.salemreporter.com/posts/6561/their-words-those-who-want-to-be-governor-answer-for-rural-matters>

Staff have compiled a comprehensive contact list of Charleston Stakeholders for distribution of a survey that is currently in development. This stakeholder list includes 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. The survey is being finalized in coordination with the leadership team and will likely be distributed within the next month, with results anticipated to be compiled by the end of summer.

The Port's Instagram account has seen a 1.4% increase in followers over the last three month period and reached 68.7% more accounts as compared to the previous three month period. The top post from the month was: "Port of Coos Bay announces lease execution with NorthPoint Development for the future Pacific Coast Intermodal Port (PCIP)! The Port is partnered with NorthPoint Development to construct a state of the art, rail served maritime Port capable of processing over 1 million containers annually." This post received a total of 36 likes and was shared three times, reaching a total of 390 accounts.

The Port's LinkedIn page gained 38 new followers, received over 12,100 post impressions (an increase of 68% over the previous month), appeared in 350 searches, and had 87 unique visitors.

The top post of the past month was the same as the top post for the Instagram account, receiving 76 likes, 2,064 impressions of which 1,432 were unique impressions.

Legislative/Advocacy Work:

Port staff have begun planning a Legislative tour for this summer in conjunction with Markee and Associates. This will be the first tour hosted by the Port since COVID restrictions have been lifted. The intention of the tour will be to provide State Legislators with a broad understanding of the three primary business lines of the Port while providing an opportunity to see first hand the various assets of the Port including the Federal Navigation Channel and the Coos Bay Rail Line. Current and upcoming projects will also be discussed throughout the course of the tour.

Port staff provided a tour of the Port to Katherine Ambrose, a staffer for the House T&I committee, which included a tour of Terminal One as well as to the North Spit to see the future site of the PCIP.

Staff also participated in the monthly OPPA business meeting.

Industry Articles/Information Items:

- Hellenic Shipping: <https://www.hellenicshippingnews.com/shipping-companies-added-capacity-but-now-containers-are-stuck-in-port/>
- Freight Waves: https://www.freightwaves.com/news/fmc-could-investigate-numerous-charges-in-ocean-shipping?utm_source=sfmc&utm_medium=email&utm_campaign=as_daily_6_1_22&utm_term=FMC+could+investigate+%e2%80%98numerous+charges%e2%80%99+in+ocean+shipping&utm_id=153235&sfmc_id=41820914
- Freight Waves: https://www.freightwaves.com/news/what-does-the-common-carrier-obligation-mean-for-us-railroads?utm_source=sfmc&utm_medium=email&utm_campaign=as_daily_5_31_22&utm_term=What+does+the+common+carrier+obligation+mean+for+US+railroads%3f&utm_id=152972&sfmc_id=41820914
- Freight Waves: https://www.freightwaves.com/news/southern-california-ports-rank-dead-last-on-global-efficiency-index?utm_source=sfmc&utm_medium=email&utm_campaign=as_week_in_review_5_28_22&utm_term=Southern+California+ports+rank+dead+last+on+global+efficiency+index&utm_id=152199&sfmc_id=41820914
- Hellenic Shipping: <https://www.hellenicshippingnews.com/container-shipping-situation-worsens-due-to-congestion-delays-and-empty-containers/>

M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: June 9, 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. We are finalizing all requirements to accept funds from Biz Oregon, and expect to reinitiate work sometime in June or early July.

Rail Bridge Rehabilitation Project:

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

Vaughn Viaduct: 100% design is complete and we expect to have the ITB solicited by mid-June. Staff is working with ODEQ to finalize the 401 certification for the permit modification.

Wildcat Creek Bridges: Physical construction has begun for this phase of the project. The contractor has 360 days to complete the work.



Steel Swing Bridges: The contract for this project has been awarded. Staff will be scheduling a preconstruction meeting with the contractor and project team meetings in the near future.

PIDP Grant (Tie and Resurfacing Project):

The final draft agreement was received from MARAD in early June. This agreement was reviewed by staff and legal counsel. Minor changes related to construction start dates were made, and the agreement was sent back to MARAD for signature. It will take approximately two months for the agreement to be routed for signature at MARAD. While we wait for the final agreement, staff will be working on the ITB and Geo-car survey.

Safety and Security:

We continue to experience vandalism to the shower token machine at the inner basin restroom. Staff is working on ways to prevent and deter these behaviors. Our camera system was successful at catching two separate thefts of coolers from the back of trucks. Both of these instances were charter boat guests, early in the morning. Staff is on the lookout for the vehicle involved in each theft and will report to the Sheriffs if it is seen on property.

North Jetty:

Staff received a report of another claim filed against the bid for this project. The USACE believes it will take 100 days or less to resolve the claim.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: June 9, 2022

SUBJECT: Charleston Operations Management Report

Of the 443 moorage slips, there were 161 annuals, 51 semi-annuals, 50 monthlies and 207 transients. All categories remained similar to the month prior. May ice volume sales totaled 165 tons. Total monthly sales were \$15,053.00.

The RV Park had an average capacity of 61% in May. Out of 104 RV Park spaces, we had 93 new check-ins with total sales of \$41,626.22.

Maintenance Projects:

Dock Work: Staff repaired electrical brackets on DWF dock and electricians repaired multiple splices that were severely deteriorated. The ice dock repairs are completed following damage from a vessel allision late last year. These repairs are being covered by the vessel's insurance.

Shipyard Cleanup: The contract for derelict vessel destruction was awarded in May, and equipment has been mobilized to start work. The contractor has until the end of July to destroy all 22 vessels. Total contract price is \$75,304.00.

Dredge Pit: Maintenance staff have been grubbing the Barview dredge pit. This work was previously done with Shutter Creek crews, but since the closing last year, staff has taken on this task. We are looking to purchase a brush hog for the new tractor to help make this task more efficient.

Shop Roof: The materials for this project are starting to arrive onsite and we expect the work to begin in June.

State Dredge Equipment: Staff continues to complete maintenance on the dredge equipment in preparation for the next dredge project. The state recently approved the purchase of additional dredge pipe to replace worn sections from previous dredging activities. We also conducted an inventory of consumable parts and placed in order to restock items that are needed.

Section 107 Feasibility Study: We continue to work with the Corps on this study. We are seeing significant shoaling occur at Pt Adams again.

Marina Office: Staff is installing the two new teller windows at the office. These new windows will allow office staff to interact with customers in a safer manner.



Shoaling at Pt Adams



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Rich Lopez, General Manager

DATE: June 9, 2022

SUBJECT: Railroad Department Management Report

Operations:

CBRL Carloads:

May = 707 Prior Month = 668 Prior Year April = 599

2021/22 Forecasted Monthly Average 683 exceeded by 24 carloads.

The month of May was a strong month for the CBRL, moving more car loads versus the previous month and maintaining safe and consistent service. The crews have stepped up to meet the challenges of moving more freight along the system and are at the ready for the continued growth the CBRL plans to see. May also gave the maintenance staff some challenges with weather related issues and rail maintenance repairs. The CBRL presented the Budget to the CBRL Budget Committee which was voted to go to the Board of Directors for approval. CBRL's teams are at the ready to continue to move forward in the new fiscal year.

The Union Pacific continues to keep the pool fleet for center beams at a reduced number. This was seen last month and will most likely continue into the summer months. The Union Pacific has stated they had planned to release cars back to the pool after Memorial Day Weekend.

The Wild Cat Creek Steel Bridges project kicked off this month. The bridge project started at MP 698.78 and will continue to move up the line for the next year.

Mechanical (Car and Locomotive):

The Mechanical Car department is continuing their process of inspecting all cars on line. With the current program of all cars going to Mapleton for inspection, the team was able to manage car repairs. They did this with the quick turn needed from cars coming on line to being spotted to the customers.

Locomotive maintenance team was able to perform multiple periodic inspections on 3 locomotives with one including a tri-annual. Mr. Scott Hutton was brought on to assist the team with the repairs and handle some line of road repairs as well. The team has worked hard to keep the fleet running and available while making repairs in timely manner.

Maintenance of Way (MOW):

The Maintenance of Way team continues their abatement process for the fire season. They continued to remove down trees from the line due to weather and performed several maintenance repairs along the line. They replaced several locations where broken rail was found during their inspections. The MOW team also replaced Reedsport Swing Span’s clutch to assist with better operations of the bridge.

ODOT/FRA:

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

Coos Bay Rail Line:

As of June 1, 2022, the CBRL is 142 days injury free. The CBRL had 0 incident in May. Currently, CBRL has 18 employees and 8 locomotives on property.

Rail Projects:

Wildcat Bridge Project began.

Swing Bridge Project awarded.



Examples of broken rail at 2 locations

Action Items

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

DATE: June 9, 2022

PROJECT TITLE: Resolution 2022Res04: Adoption of Budget, Making Appropriations, Imposing and Categorizing Taxes – Combined for the 2022/23 Fiscal Year

ACTION REQUESTED: Approval of Resolution 2022Res04: Adoption of Budget, Making Appropriations, Imposing and Categorizing Taxes – Combined for the 2022/23 Fiscal Year

BACKGROUND:

The Port’s Budget Committee approved the proposed 2022/23 Fiscal Year Budget after its first budget committee meeting May 25, 2022. Each year, following the Budget Committee’s approval of the budget, the Commission is required to hold a public hearing. The objective of the public hearing is to receive testimony from any person present. The public hearing is scheduled for 10:00 a.m., June 16, 2022, prior to the regular Commission meeting.

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

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

RECOMMENDED MOTION:

Approve Resolution 2022Res04, a resolution adopting a budget, making appropriations, imposing and categorizing taxes – combined for the 2022/23 fiscal year.

Resolution 2022Res04

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

**A RESOLUTION ADOPTING A BUDGET, MAKING APPROPRIATIONS, IMPOSING AND
CATEGORIZING TAXES - COMBINED FOR THE FISCAL YEAR 2022/2023**

BE IT RESOLVED that the Board of Commissioners of the Oregon International Port of Coos Bay adopts the 2022/23 fiscal year budget as approved by the Budget Committee in the amount of \$ 51,672,925 now on file at the Oregon International Port of Coos Bay.

BE IT ALSO RESOLVED that the Board of Commissioners of the Oregon International Port of Coos Bay hereby imposes the taxes provided for in the adopted budget at the rate of .6119 per \$1,000 of assessed value and no taxes imposed this year for bonds. These taxes are hereby imposed and categorized for tax year 2022/2023 upon the assessed value of all taxable property within the district as of January 1, 2022.

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

BE IT RESOLVED that the amounts for the fiscal year beginning July 1, 2022, and for the purposes shown below are hereby appropriated as follows:

<u>GENERAL FUND</u>		
Administration	\$	1,942,034
Charleston Operations		2,332,377
External Affairs		543,394
Port Ops		1,312,854
Railroad Operations		1,740,193
Non-departmental		
Debt Service		1,289,108
Transfers to other funds		1,000,000
Contingency		668,314
TOTAL GENERAL FUND	\$	10,828,275
 <u>SPECIAL PROJECTS FUND:</u>		
Materials and Services	\$	5,353,000
Capital Outlay		31,662,000
Transfers to other funds		-
TOTAL SPECIAL PROJECTS FUND		37,015,000
 <u>RESERVE FUND</u>		
Transfers to other funds		120,000
TOTAL RESERVE FUND		120,000
 <u>DREDGE FUND</u>		
Personnel Services		44,191
Materials & Services		128,911
Capital Outlay		100,000
TOTAL DREDGE FUND		273,102
 TOTAL APPROPRIATIONS ALL FUNDS	\$	48,236,377
 TOTAL APPROPRIATIONS	\$	48,236,377
 UNAPPROPRIATED ENDING BALANCE & RESERVED FOR FUTURE EXPENDITURE		3,436,548
Total budget	\$	51,672,925

APPROVED AND ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 16th day of June 2022.

David Kronsteiner, President

Eric Farm, Vice President

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

DATE: June 9, 2022

PROJECT TITLE: Resolution 2022Res05: Adoption of Supplemental Budget for Fiscal Year 2021/22

ACTION REQUESTED: Adopt Resolution 2022Res05 adopting the supplemental budget and reallocating appropriations to incorporate changes in the Port’s General Fund.

BACKGROUND:
 This fiscal year there is one fund requiring a reallocation of expenditure appropriation: General fund: External Affairs and Rail Ops. This reallocation removes expenditure authority from Contingency and adds to Materials and Services of both the External Affairs and Rail Ops departments. This reallocation does not increase the expenditure appropriation in the fund.

External Affairs requires a reallocation to Materials and Services from the Contingency category to cover the increase of costs in the Legislation. This increase is offset by an increase in revenues.

Rail Ops requires a reallocation to Materials and Services from the Contingency category. The increase is required due to an increase in Repairs and Maintenance for the rail line.

These reallocations will have a net-zero effect on the total appropriation level for the fund.

Staff wishes to amend the 2021/22 budget as follows:

<u>General Fund</u>	<u>Budgeted Amounts</u>	<u>New Amounts</u>	<u>Change</u>
Administration	\$1,641,623	\$1,641,623	-
Charleston Operations	\$2,105,034	\$2,105,034	-
External Affairs	\$303,931	\$390,648	\$86,717
Port Ops	\$1,029,620	\$1,029,620	-
Rail Ops	\$1,053,572	\$1,256,881	\$203,309
Debt Service	\$1,333,940	\$1,333,940	-
Transfers to other funds	-	-	-
Contingency	\$290,025	-	(\$290,025)
General Fund Total	\$7,757,745	\$7,757,745	-

Under Oregon Budget Law, if a change in expenses to any one fund is greater than 10%, or if allocating contingency to another expense category is greater than 15%, then a budget hearing is required. The proposed reallocation does not exceed the 15% threshold and these changes may be made during a regular commission meeting.

RECOMMENDED MOTION:
 Approve Resolution 2022Res05 adopting the supplemental budget and reallocating appropriations to incorporate changes in the Port’s operating environment in the General Fund.

RESOLUTION 2022Res05

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

RESOLUTION ADOPTING A SUPPLEMENTAL BUDGET FOR FY 2021/22

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

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

WHEREAS, recommended changes do not exceed 15% reallocating contingency to other categories within the General Fund.

THEREFORE, BE IT RESOLVED that the 2021/22 budget be modified, reallocating appropriation levels between organizational units in the General Fund to cover non-funded expenditures.

<u>General Fund</u>	<u>Budgeted Amounts</u>	<u>New Amounts</u>	<u>Change</u>
Administration	\$1,641,623	\$1,641,623	-
Charleston Operations	\$2,105,034	\$2,105,034	-
External Affairs	\$303,931	\$390,648	\$86,717
Port Ops	\$1,029,620	\$1,029,620	-
Rail Ops	\$1,053,572	\$1,256,881	\$203,309
Debt Service	\$1,333,940	\$1,333,940	-
Transfers to other funds	-	-	-
Contingency	\$290,025	-	(\$290,025)
General Fund Total	\$7,757,745	\$7,757,745	-

APPROVED and ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 16th day of June 2022.

David Kronsteiner, President

Eric Farm, Vice President

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

DATE: June 9, 2022

PROJECT TITLE: 2022Res06: Approval of 2022/23 Port of Coos Bay Rate Schedule

ACTION REQUESTED: Adoption of Resolution 2022Res06 revising the Port of Coos Bay Rate Schedule for Fiscal Year 2022/23

BACKGROUND:

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

Despite CPI being in excess of 8%, Port Staff is requesting a 6% increase to all Charleston Marina Complex Services except for:

1. Shipyard Environmental Fee: increase from 11% to 15%
2. Commercial Flake Ice: 0%
3. Semiannual Moorage: 0%
4. Work Docks: 0%
5. Shower Tokens: increased from \$.50 per token to \$1.00 per token
6. Shipyard Long-Term Work Area: Rates will increase 6% July 1, and then increase 25% every six months for two years beginning January 1, 2023. After two years the rate is locked with the exception of annual CPI (four 25% increases).

The proposed red lined 2022/23 Port of Coos Bay Rate Schedule is attached as Exhibit A to the following resolution.

The Rate Schedule may be modified by Resolution of the Port Commission. Upon approval by the Board, the proposed 2022/23 Port of Coos Bay Rate Schedule will become effective July 1, 2022.

RECOMMENDED MOTION:

Approve Resolution 2022Res06 revising the Port of Coos Bay Rate Schedule as presented, for Fiscal Year 2022/23.

RESOLUTION 2022Res06

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

**RESOLUTION AUTHORIZING THE
2022/23 PORT OF COOS BAY RATE SCHEDULE**

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

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

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

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

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

THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Oregon International Port of Coos Bay that, as authorized by Ordinance No. 143, hereby adopts the Port of Coos Bay Rate Schedule effective July 1, 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 16th day of June 2022.

David Kronsteiner, President

Eric Farm, Vice President



2022/23 Port of Coos Bay Rate Schedule

PROPOSED - Effective July 1, 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 \$8.05
Week	\$40.84 \$43.29
Month.....	\$116.70 \$123.70

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 \$1.00
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PROPOSED 2022/23 Oregon International Port of Coos Bay Rate Schedule – Effective July 1, 2022

Charleston Marina Shipyard ServicesShort Term Work Area – Utility Services

Minimum Per Month	\$53.00 <u>\$58.20</u>
1-30 Days, Per Foot, Per Day.....	\$0.16 <u>\$0.17</u>
31-90 Days, Per Foot, Per Day.....	\$0.28 <u>\$0.29</u>
91-180 Days, Per Foot, Per Day.....	\$0.40 <u>\$0.43</u>
Over 180 Days, Per Foot, Per Day	\$0.54 <u>\$0.57</u>

Long Term Work Area – No Utility Services

Minimum Per Month	\$138.77 <u>\$147.00</u>
<u>1-6 Months</u> , Per Foot, Per Calendar Month (<u>starting July 1, 2022</u>)	\$4.63 <u>\$4.90</u>
<u>7-12 Months</u> , Per Foot, Per Calendar Month.....	\$6.13 <u>\$6.13</u>
<u>13-18 Months</u> , Per Foot, Per Calendar Month.....	\$7.66 <u>\$7.66</u>
<u>19-24 Months</u> , Per Foot, Per Calendar Month.....	\$9.57 <u>\$9.57</u>
<u>Over 24 Months</u> , Per Foot, Per Calendar Month	\$11.96 <u>\$11.96</u>

Environmental Service Charge

Added to all Charleston Shipyard Invoices.....	11% <u>15%</u>
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Concrete Work Dock

Per Foot, Up To 4 Hours	\$0.82 <u>\$0.82</u>
Per Foot, Per Full Day	\$1.36 <u>\$1.36</u>

Floating Work Dock

Per Foot, Up To 4 Hours	\$0.43 <u>\$0.43</u>
Per Foot, Per Full Day	\$0.70 <u>\$0.70</u>

Boat Travel Lift - Includes 1 Hour Boat Wash

Two Moves	\$603.65 <u>\$639.87</u>
Single Move.....	\$430.73 <u>\$456.57</u>
After Hours Move Surcharge.....	\$280.08 <u>\$296.88</u>
Boat Wash Each Additional Hour	\$70.02 <u>\$74.22</u>

Forklift Service

Per Hour	\$89.12 <u>\$94.47</u>
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Dustless Sanders

Per Day	\$13.79 <u>\$14.19</u>
Per Week	\$64.71 <u>\$68.59</u>

Charleston Marina Storage UnitsStorage Unit Rates

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

5' x 10', Per Month.....	\$60.47 <u>\$64.10</u>
10' x 15', Per Month	\$126.25 <u>\$133.83</u>
10' x 20', Per Month	\$147.47 <u>\$156.32</u>
10' x 25', Per Month	\$166.56 <u>\$176.55</u>
10' x 30', Per Month	\$183.54 <u>\$194.55</u>
10' x 35', Per Month	\$197.33 <u>\$209.17</u>

Charleston Marina Dry Storage

<u>Boat Trailers</u>	
Per Month	\$25.46 <u>\$26.99</u>
 <u>Boat & Trailer</u>	
Per Foot, Per Month.....	\$2.49 <u>\$2.62</u>
Minimum	\$74.79 <u>\$78.60</u>
 <u>Crab Pots & Fishing Gear</u>	
Per Item	\$14.85 <u>\$15.74</u>
Per Square Foot Per Month.....	\$0.20 <u>\$0.21</u>
Prepaid Deposit For Each ID Tag	\$5.83 <u>\$6.18</u>

Charleston Marina RV Park

<u>Additional Fees Added to RV Park Rates</u>	
Coos County Lodging Tax	1.5%
Visitor Fee	2%
Extra Vehicles, per day, per vehicle	\$2.00
 <u>Standard Hook Up – Rows B & E, 30-34 feet long</u>	
Daily.....	\$42.00
Weekly	\$232.05
Monthly (6 month stay limit within a 12 month period)	\$619.50
 <u>Deluxe Hook Up – Rows A & D, 40 feet long</u>	
Daily.....	\$44.10
Weekly	\$246.75
Monthly (6 month stay limit within a 12 month period)	\$655.20
 <u>Pull-Through Hook Up – Row C, 55-60 feet long</u>	
Daily.....	\$47.25
Weekly	\$260.40
Monthly (6 month stay limit within a 12 month period)	\$689.85
 <u>Yurts</u>	
Daily.....	\$59.85
Weekly	\$281.40
 <u>RV Storage</u>	
Units may be left plugged in when unoccupied, winter season only, subject to availability.	
Daily.....	\$4.00
Monthly.....	\$115.00
 <u>RV Dump</u>	
Per Use	\$7.00
 <u>Propane</u>	
Per Gallon	varies on delivered price

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: June 9, 2022

PROJECT TITLE: Authorization to Execute 2020 PIDP Grant Agreement

ACTION REQUESTED: Authorize Port Chief Executive Officer John Burns to execute the Grant Agreement between the Port and USDOT Maritime Administration for the 2020 PIDP Grant covering the CBRL Tie and Resurfacing Project Phase II

BACKGROUND:

In October of 2020, the Port received a grant award notice under the 2020 Port Infrastructure and Development Program (PIDP) in the amount of \$9,880,000; total project cost \$10,000,000. The project will fund Phase II of the Coos Bay Rail Line tie and surfacing program, which will replace roughly 48,000 crossties and resurface main line, sidings, an industrial lead, rail yard, and spur tracks with ballast along 85 miles of track that stretches from Eugene, Oregon to Coos Bay, Oregon. The final draft agreement shows a reduction in the scope of work (SOW) due to inflation and the rising costs of materials and services. The application Scope of Work was 67,000 ties and 121 miles of resurfacing. Despite the reduction in scope, the project will improve the safety and efficiency of the movement of goods by bringing the track into a much-improved state of good repair, while reducing the risk of train derailment and eliminating the need for 34 miles of slow orders. The reduced scope continues to provide a more efficient rail option that will reduce transportation costs, truck congestion, and delays, while supporting the movement of products from the Willamette Valley for export through the Port of Coos Bay. The Port match for this project is \$120,000.00, which will be covered by Port General Funds.

Port staff worked with the USDOT MARAD grant team members to finalize the project scope, schedule, and budget information in June of 2022 and to prepare the initial draft grant agreement concurrent with the NEPA certification efforts. The MARAD team is finalizing internal draft requirements and approvals and expects a final agreement to be submitted to the Port for signature in early August 2022.

The final draft agreement has been reviewed by Port legal counsel and staff and sent back to MARAD for final concurrence. Once this process is completed, the Port will be able to enter into a grant agreement for project funds.

RECOMMENDED MOTION:

Authorize Port Chief Executive Officer John Burns to execute the Grant Agreement between the Port and USDOT Maritime Administration for the 2020 PIDP Grant covering the CBRL Phase II Tie and Resurfacing Project.

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

DATE: June 9, 2022

PROJECT TITLE: 2022Res07: Emergency Repairs to at Milepost 655-656 on the Coos Bay Rail Line

ACTION REQUESTED: Adopt resolution 2022Res07 ratifying the Declaration of Emergency for necessary repairs to rail track and bed at milepost 655-656 on the Coos Bay Rail Line

BACKGROUND:

On May 31, 2022, the CBRL General Manager was notified of a derailment between MP 655 and 656 on the rail line. While there was no damage to people, cargo, or rolling stock, our Maintenance of Way track inspectors took the track out of service due to rail, tie, and ballast conditions. All service was stopped while the track was assessed, and the determination was made that we needed to bring in equipment and manpower to execute timely repairs. Without these timely repairs, our customers would not have had service for an excessive amount of time.

Port Procurement Rule 4.6.3 allows the Chief Executive Officer or his designee to award emergency contracts up to \$200,000 in value, and rule 4.6.5 allows the CEO to enter into a direct award for construction. These actions require a Commission Resolution to ratify the Declaration of Emergency at its next regularly scheduled meeting or as soon as practical.

RECOMMENDED MOTION:

Adopt resolution 2022Res07 ratifying the Declaration of Emergency by CEO John Burns, including the execution of a contract with Coos Bay Rail Line, Inc and H&S Construction to effect emergency repairs to the track and bed at milepost 655-656 on the Coos Bay Rail Line.

RESOLUTION 2022Res07

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

ACTING IN ITS CAPACITY AS ITS OWN LOCAL CONTRACT REVIEW BOARD

**RATIFYING THE EMERGENCY DECLARATION FOR EMERGENCY REPAIRS TO THE
COOS BAY RAIL LINE RAILROAD TRACK AND BED LOCATED AT MILEPOST 655-656**

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

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

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

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

WHEREAS, the Board of Commissioners of the Oregon International Port of Coos Bay, acting in its capacity as its own LCRB, has determined that emergency circumstances did exist which required the Port to promptly solicit and execute a contract for emergency repairs to the Coos Bay Rail Line at milepost 655 - 656.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The recitals above are true and accurate and are incorporated herein by this reference.
2. The findings contained in the Emergency Declaration by Port Chief Executive Officer, John Burns, identified as Exhibit “A” to this resolution, attached hereto and incorporated herein by this reference, document the nature of the emergency and describe the methods used by Port for the selection of H&S Construction for emergency repairs to the Coos Bay Rail Line railroad track and bed located at MP 655-656 are hereby adopted and ratified by the LCRB for the Oregon International Port of Coos Bay.
3. Based upon the contents of Exhibit “A”, the LCRB hereby ratifies the declaration of an emergency by the Chief Executive Officer of the Port and further authorizes and ratifies the decision of the Chief Executive Officer, to solicit and enter into a contract with H&S Construction for the emergency repairs needed for the Coos Bay Rail Line. The Port LCRB also ratifies the decision of the CEO to exempt the contract for the repairs at MP 655-656 from the competitive bidding requirements of ORS Chapter 279C. The LCRB finds that the documents supporting this emergency declaration fully meet and satisfy the requirements of ORS 279C.320 (1), ORS 279B.080 and OAR 137-049-0150, as well as the requirements of LCRB Rule 4.6.5.

APPROVED AND ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 16th day of June 2022.

David Kronsteiner, Commission President

Eric Farm, Vice President

**DECLARATION OF EMERGENCY CIRCUMSTANCES
REGARDING EMERGENCY REPAIRS TO COOS BAY RAIL LINE
AT MILEPOST 655-656
BY THE OREGON INTERNATIONAL PORT OF COOS BAY**


RECITALS

1. The Oregon International Port of Coos Bay (Port) is an Oregon State Port organized and operated pursuant to ORS 777.915 to 777.953.
2. The Port of Coos Bay owns the Coos Bay Rail Line, which is a railroad with rail lines from Eugene, Oregon to Coquille, Oregon. Coos Bay Rail Line, Inc. ("CBRL") has provided rail service on the rail line for the Port since November 1, 2018.
3. On May 31, 2022, the CBRL General Manager was notified of a derailment between MP 655 and 656 on the rail line. While there was no damage to people, cargo, or rolling stock, our Maintenance of Way track inspectors took the track out of service due to rail, tie, and ballast conditions. All service was stopped while the track was assessed, and the determination was made that we needed to bring in equipment and manpower to execute timely repairs.
4. Without these timely repairs, our customers would not have had service for an excessive amount of time.
5. On May 31, 2022 Rail staff authorized H&S Construction to repair the rail track and bed.

Therefore, pursuant to Local Contract Rule 4.6.3:

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

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


By: John Burns
Chief Executive Office

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

DATE: June 9, 2022

PROJECT TITLE: Disposal of Surplus Property for Fiscal Year 2022/23

ACTION REQUESTED: Name the Chief Executive Officer as the Local Contract Review Board’s designee for determining and authorizing the methods of disposal of surplus property for FY 2022/23

BACKGROUND:

Over time, the Port accumulates surplus personal property as older equipment and materials are replaced with newer materials, areas of operations are phased out, or when items are abandoned and/or obtained through the auction process. When sufficient quantities of such materials and equipment are accumulated, it becomes necessary to dispose of the surplus property. The surplus property includes property the Port has determined is not needed and unlikely to be needed for Port operations.

Section 6 of the Port’s Local Public Contracting Rules requires the Chief Executive Officer to identify Port surplus property and recommend the means of its disposal to the Port Commission, as the designated Local Contract Review Board (LCRB). The policy sets forth specific criteria for the disposition of surplus personal property.

Much of the Port’s surplus property has little to no value to the Port or its operations. It is inefficient to continue to bring individual action items to the Commission for the disposal of such property. Therefore, Port staff is requesting the Commission, as the LCRB, name the Chief Executive Officer as its designee for determining and authorizing the methods of disposal of surplus property with little to no value to the Port for Fiscal Year 2022/23 in strict accordance with written policy.

All surplus property will be evaluated against policy before disposition. If any items are determined to not meet the specific criteria set forth in policy, Staff will present an action item for the Commission’s consideration upon that determination.

RECOMMENDED MOTION:

Name the Chief Executive Officer as the Local Contract Review Board’s designee for determining and authorizing the methods of disposal of surplus property with little to no value to the Port for Fiscal Year 2022/23 in accordance with the Port’s Local Public Contracting Rules.

Informational Items

**OREGON INTERNATIONAL PORT OF COOS BAY
CHARLESTON MARINA ADVISORY COMMITTEE MEETING
12:00 p.m., Wednesday, May 4, 2022
Charleston Marina RV Park, Recreation Room**

DRAFT MINUTES

ATTENDANCE

Advisory Members:

Chair Nick Nylander, Kathleen Hornstuen, and Knute Nemeth. Vice Chair Mark Fleck, Lou Leberti, Kyle Cox, and Michael Armstrong were absent.

Port Staff:

Mike Dunning, Chief Port Operations Officer; Chris Cranford, Project Coordinator; and Krystal Karcher, Administrative Assistant.

Guests:

Ed Fleming, John Payne, Fred Garland, Mike Wright, Robert Hadden, David Sakoda, David Young, and Tom Muse.

1. CALL MEETING TO ORDER

Chair Nick Nylander called the meeting to order at 12:07 p.m.

2. INTRODUCTION OF GUESTS

3. REVIEW AND APPROVAL OF MEETING MINUTES

A. Approval of February 23, 2022 Meeting Minutes

Quorum was not present; minutes were reviewed and will be voted on at the next meeting. A Marina customer asked if minutes are posted on the Port's website. Krystal Karcher stated that once approved, minutes are posted online.

A Marina customer asked about the Port upholding moorage contracts or if those would be terminated due to implementation of the insurance program. Mike Dunning stated if customers don't meet the requirements by the deadline, then the moorage agreement would be subject to termination. This will be covered further later in the agenda.

4. FINANCIAL DATA REVIEW

Mr. Dunning reviewed the financial data for Charleston Operations. Year to date operating income is about \$1.7 million against a budgeted \$1.6 million. This was higher than expected due to increased traffic in the RV Park over the winter, which helped to cover the shortage from ice sales, down about

\$60K from budget. Net results were a loss of \$117K against a budgeted loss of \$330K. Projected year end net results would be a loss of \$8,664 against a budget loss of \$221K. Year to date revenues from ice sales are about \$147K. Even with two months of shrimp season ahead, it is not projected to meet the budgeted sales of \$300K. The price of ice is \$91 per ton and it costs the Port about \$132 per ton to make it. There is a program for customers who buy large volume to get money back at the end of the year.

5. DISCUSSION OF BUDGET AND PROPOSED RATES FOR FY 2022/23

Mr. Dunning stated at this time, Port staff is still working to finalize the budget. Rate increases will be proposed due in part to inflation. The current CPI for this area is about 8% but the Port is not proposing an increase that large; a 6% increase will be recommended on most services. All moorage rates will increase 6% except semi-annuals. This is based on market research, which is conducted each year by looking at comparable facilities on the Oregon coast. Newport is proposing a 7.8% increase this year.

Short term rates in the Shipyard will increase 6%. The Port will propose a change to the policy and structure of the long term Shipyard rates. There is a waiting list of customers and boats that have been in there for many years. The Port currently owns 20 boats and has a contract for their destruction at a cost of about \$70K. The proposed change to long term rates would include a scheduled increase where the rate would go up 25% every six months for two years. This change in policy is designed to curb the number of boats sitting years and falling apart. This is not the best use of Port resources. Kathy Hornstuen asked if the large number of boats is going to cost less than was estimated for individual boats. Mr. Dunning confirmed, stating the Port has never destroyed 20 at one time.

Ed Fleming asked what the rate would start at for Shipyard long term. Mr. Dunning stated it will go up 6% from the current rate at the beginning of the fiscal year. Existing customers would not see an increase until six months after that, or in January of 2023. This will give customers time to plan what to do with their vessels. The intent of this facility is not for boats to sit indefinitely, it is to provide a space for people to work on long term projects.

A Marina customer asked if there were alternate plans being considered for the Shipyard. Mr. Dunning stated there will be a survey to determine the needs of the Marina Complex including the Shipyard, as discussed at the previous meeting. This survey will give Port staff the opportunity to look at what can and should be done with the Shipyard. Under consideration could be developing more short term storage spots, paving the Shipyard, or cleaning it up and expanding access to power. This is what Port staff are looking for feedback on. The customer stated that the Shipyard is necessary for the Marina and for the fishing fleet. Mr. Dunning agreed, stating the Port utilizes the Shipyard to haul boats out and fix docks there, as well as other maintenance activities. Mr. Dunning further stated there have been many rumors, including one that the Port intends to build condos on that property which is not true. The customer further stated he had done an unofficial survey of the marina and estimates there are about 40 wooden boats, of which the insurance requirements will eliminate over 90%. The customer also asked about live-aboards, stating he estimates there are 60 in the Marina. He stated the insurance requirements being implemented will result in a loss of income for the Port close to \$250,000 annually. Mr. Dunning stated Port staff have also done the calculations and knows there will be a loss of income.

Ms. Hornstuen asked if there will be a workshop to discuss plans and needs for the Port. Mr. Dunning stated there will be an update to the Charleston Master Plan as part of the Port's Strategic Business Plan update. It will no longer be a separate plan. Work will begin on the update in about two or three years, as the State requires it every 10 years.

Mr. Fleming stated in the short term work area there are boats that have been sitting and preventing people from hauling out who need power. Mr. Fleming asked what the plan is to deal with these vessels. Mr. Dunning stated Port staff will be looking into these vessels. Mr. Fleming stated cleaning up the long term area would take pressure off the availability in the short term area. Mr. Dunning stated the Shipyard needs to be cleaned up and Port staff will be working on that.

Mr. Dunning stated the Environmental Fee will go from 11% up to 15%. Fees for the work docks will not be increasing. A customer asked about the bilge pump out being operational. Mr. Dunning stated staff have been using extension on the hose and then pumping out from the concrete dock. The customer stated he had talked to the someone there who said the pump out was not working. Mr. Dunning stated he will look into that as he is unaware of the pump out not being operational.

A Marina customer asked about smaller charter boats being required to have insurance. Mr. Dunning said the insurance requirements will be for those who have a moorage agreement or utilize Shipyard services. Mr. Dunning stated this will be discussed further after the discussion of rates is complete.

Travel lift rates and forklift services will go up 6%. Storage units and ground leases will also go up 6%. Ms. Hornstuen asked when the rate will increase. Mr. Dunning stated it will go into effect with the new budget cycle on July 1, 2022. The budget is set to be approved in June by the Commission.

A Marina customer asked if those who have already paid their annual would have to pay the increased rates. Mr. Dunning stated the rate increase would take effect when their annual comes due again. Semi-annual rates are not being increased.

6. DISCUSSION OF ORDINANCE 147 ADOPTION

Mr. Dunning stated the Board of Commissioners approved Ordinance 147 at their last meeting. Beginning May 19, 2022 new vessels in the Marina will be required to show proof of insurance, and on July 19, 2022 existing customers will need to have insurance in place. Ms. Hornstuen asked what the procedure will be for showing proof of insurance. Mr. Dunning stated the customer will need to come to the Marina office by the deadline. Ms. Hornstuen asked if there would be any contingency for customers who are waiting for their haul out. Mr. Dunning stated currently the local surveyor has plenty of availability, and that people are not experiencing delay right now. Mr. Dunning stated a customer had called the other day after being upset about the insurance implementation and she stated they have multiple boats and were able to obtain insurance without a survey. Other marinas have said that many people were surprised at how they were able to get insurance. Not every boat will need a survey. Many companies will provide insurance based on what can be seen above water and have a provision for further survey the next time out of water.

Mr. Fleming asked if an 18' boat in the water would need a \$500,000 policy. Mr. Dunning stated if it is moored in the marina, then yes. Mr. Fleming asked about the boats being launched at the launch ramp. Mr. Dunning stated those boats are difficult to track, but if they rent a slip, they will be required to show the appropriate insurance.

A Marina customer stated he was under the impression that the Ordinance was to be approved at this meeting. Mr. Dunning stated it has already approved by the Board of Commissioners.

A Marina customer asked what would happen if a customer had paid their annual moorage but then didn't obtain insurance by the deadline. Mr. Dunning stated if insurance is not in place by the deadline, the moorage contract is subject to termination and the boat would then need to be removed from the facility. The customer then asked what happens to the remaining moorage paid. Mr. Dunning stated it would be looked at on a case by case basis. There would be additional costs associated with impound.

Mr. Fleming stated at the last meeting it was discussed to provide a list of insurance agents. Mr. Dunning stated he will look into that. A Marina customer stated Progressive has an automated site. Another Marina customer stated if a small boat sinks, the cost would be minimal and a \$500,000 policy seems high. Another complaint circulating is that in the Shipyard there is a requirement for \$250,000 insurance just to have a mast or fishing gear stored. Mr. Dunning stated this is a misrepresentation of the policy, a boat in the Shipyard needs to have a \$250,000 policy but not a piece of equipment. Mr. Dunning stated small boats have been taken into consideration with this policy and should something happen, the potential is there for another boat to be involved, such as a fire that spreads.

A Marina customer asked whether the insurance is being implemented to clear vessels out of the Shipyard to make room for offshore wind energy. Mr. Dunning stated that is a rumor and there has been nothing in the Shipyard being considered to accommodate offshore wind. Knute Nemeth stated there is a meeting at the Mill Casino this afternoon regarding the offshore wind energy proposal. There will be State Representatives and local people in attendance.

A Marina customer brought up the condition of Troller Road. Mr. Dunning stated the County has vacated the maintenance of the road but still owns it. The Port has tried in the past to get a group of adjacent property owners together to fix it, but it did not come together. Mr. Dunning stated the Port has tried temporary fixes in the past and are currently looking at alternatives. Mr. Dunning stated the Port has contacted the County Road Department about this issue.

7. CURRENT PROJECTS UPDATE

Mr. Dunning stated the Giddings building roof was repaired after damage it sustained in the storm earlier this year. It was difficult to get a contractor but that project is now complete. The contract for repair of the maintenance shop building roof has been awarded. The cost and availability of a contractor necessitated a smaller scope of work, which will be around \$48,000. The material is on order and work will begin in the next few weeks. The F-dock gangway will be replaced after being struck by a vessel. The cost of repair was nearly the cost of the new gangway and will be covered by insurance. The pod is in to repair the ice dock after the allision there. Crews are waiting for the new whaler to be pressure treated and then that will be fixed. Repairs will take a day or two.

There are funds budgeted next year for continued piling repair and replacement, as well as for additional dock work. There is \$150,000 budgeted for the feasibility study for the Section 107 dredging with the Army Corps. This will provide a significant cost savings to the Port in the future. There are also funds included to do some dredging in the Marina this year. The decision is still being made as to whether that will be with the State owned equipment or with the Army Corps.

A Marina customer asked if funding for the jetty repair is still included. Mr. Dunning stated \$68 million has been approved for that work. Mr. Fleming stated dredging of the Marina is needed; he is going aground with anything less than a minus tide of -0.1 and some of the channels are unnavigable during low tides. Mr. Fleming stated every dock in the outer area has this problem. Mr. Dunning stated he will

take a look. Mr. Fleming asked about the need for a booster pump. Mr. Dunning stated this is part of the decision making process. Without the booster pump, the State equipment cannot reach the outer docks. It is too far to push the material. Mr. Dunning stated there is currently a backlog of nearly 150,000 cubic yards of material. Mr. Fleming asked if a clamshell dredge was an option. Mr. Dunning stated that would cost nearly \$2 million and the Port does not have funding available.

8. ROUNDTABLE DISCUSSION ON FACILITIES MAINTENANCE NEEDS

Mr. Nemeth stated the Port needs to work with the State to obtain the best deal on the booster pump in order to dredge the Marina and maintain the depth needed.

A Marina customer stated the shower and toilet facilities have been improved recently. Mr. Dunning stated the Port continues to see vandalism in the restrooms and is looking to find the best solution to prevent further incidents, including tightening the window these facilities are open. The vandalism is most commonly accruing between the hours of 4-10 pm.

9. PUBLIC COMMENT

Ed Fleming stated in recent years the afterhours permit for the Shipyard has been reinstated to allow people to stay on their vessels while actively working on them, and it is important to keep that permitting process going. It contributes to people being able to keep their vessels seaworthy. There are people who live out of town and the travel expenses can become prohibitive. Mr. Dunning stated he has a meeting with CEO John Burns this week about that topic. The permit is intended as short term and people in the past have created problems in the Shipyard by abusing the privilege.

Mr. Fleming stated that not allowing people to stay on their vessels contributed to additional unseaworthy vessels in the Marina. Mr. Dunning stated the insurance requirements should help to lessen the number of unseaworthy vessels and the Port will be taking a closer look at those who have sat for long periods of time. Port policy is clear that a boat must be able to operate under its own power to be seaworthy, and if a boat is not seaworthy it cannot stay in the Marina. Mr. Dunning stated the Port will also look to initiate a mandatory haul out schedule, whether that is every two years or three is still being determined.

A Marina customer stated the number of boats without current registration is significant. Mr. Dunning stated that will be checked with the implementation of the insurance requirements.

A Marina customer asked if an underwater inspection and cleaning would suffice to meet the haul out requirement. Mr. Dunning cautioned that people should be careful doing this, as it may not be allowed by Best Management Practices if the State does not allow scraping of boats underwater. Mr. Dunning stated he will check into this further.

10. COMMITTEE COMMENT

Mr. Nylander stated those who have a favorable encounter with an insurance company should share that information with other customers. Mr. Dunning stated if a customer is having difficulty in obtaining the insurance, to communicate with Port staff.

Mr. Fleming asked when the Port's next budget meeting is scheduled. Ms. Karcher stated the Budget Committee will meet on May 25, 2022 at 12:00 pm. The budget will then be sent to the Port Commission for adoption and that meeting is currently scheduled for June 21, 2022.

A Marina customer asked about the future of live-aboards in the Marina. Mr. Dunning stated that will have to be addressed at a future meeting. The Ordinance is clear that someone living aboard a vessel must have a permit and there are no current permits. The State has certain requirements including a floating pump-out service. The Port will evaluate the best path forward and what needs to be done to meet those requirements to allow the live-aboards.

11. NEXT MEETING DATE

The next meeting is scheduled for Wednesday, July 20, 2022 at 12:00 p.m.

12. ADJOURN

Chair Nick Nylander adjourned the meeting at 1:30 p.m.



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	668	2,204.4
May	623	2,055.9	438	1,445.4	394	1,300.2	599	1,976.7	707	2,333.1
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	3,016	9,952.8

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

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 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:	3,016	rail carloads =	301,600	short tons =	9,952.8	highway truck loads

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

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

Coos Bay Rail Line, Inc. (CBRL) is 142 days injury free as of June 1, 2022!