



M E M O R A N D U M

TO: Interested Parties
FROM: Brianna Hanson, President
DATE: September 10, 2024
SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Tuesday, September 17, 2024**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Tuesday, September 17, 2024. Written comment will be accepted until 8:30 a.m. on Tuesday, September 17, 2024 by sending an email to portcoos@portofcoosbay.com with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, September 17, 2024**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (f) consider information or records that are exempt by law from public inspection;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;
- (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.

BH/ac

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
11:00 a.m., Tuesday, September 17, 2024**

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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10. NEXT MEETING DATE – Tuesday, October 15, 2024, 11:00 a.m.

11. RECESS TO EXECUTIVE SESSION

12. ADJOURN

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
11:00 a.m., Tuesday, August 20, 2024

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

ATTENDANCE

Commission:

Brianna Hanson, President; Kyle Stevens, Vice President; and Kyle ViksneHill, Treasurer. Nick Edwards, Secretary, was excused.

Staff:

Lanelle Comstock, Chief Executive Officer; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; Rick Adamek, Director of Asset Management; Ray Dwire, Charleston Marina Manager; and Krystal Karcher, Human Resources Generalist.

Media & Guests:

William Macdonald; Dean Lundie; Lou Leberti; and Christine Moffitt.

1. CALL MEETING TO ORDER

President Hanson called the meeting to order at 11:05 a.m.

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

A. Christine Moffitt thanked the Port for the opportunity to provide remarks and questions about the material posted in regard to the Commission meetings hosted during the summer period. She stated that many people are looking forward to an opportunity to meet with the Port's newly appointed contractor, Melissa Cribbins, as a representative of the Port for the Pacific Coast Intermodal Project. This allocation from the State to the Port will allow an opportunity for her to be directly involved and provide community engagement. Ms. Moffitt also stated that she is particularly interested in this process of community engagement and any schedules obtained up to this point.

Ms. Moffitt stated that the draft joint permit, the 408 application was submitted to the Portland District on August 9, 2024, and according to the report in reference there were three separate applications submitted: (1) the channel deepening application, (2) the rail improvements, and (3) the terminal and railyard. Ms. Moffitt asked if the rail improvements and terminal applications are available for public review. She stated the only documents available are related to the channel deepening project. Ms. Moffitt also asked if the rail improvements are part of the proposed railroad crossing elimination grant for Reedsport. Ms. Moffitt thanked the Port for transparency and providing the documents for review and

stated she is interested in obtaining more details for the rail and terminal yard permitting and the opportunity to visit with Melissa Cribbins.

President Hanson assured Ms. Moffitt that there will be a schedule posted for public engagement once Ms. Cribbins makes it available. Ms. Comstock stated she will follow up with Mr. Dunning on the availability of the permit applications online. The report for the dredging study was recently posted on the website.

B. Dean Lundie came to the meeting to accuse the Coos Bay Rail Line of three criminal acts. Mr. Lundie stated the issues have been in discussion with the Coos Bay Rail Line for one year. The first accusation is for damaging private property. Mr. Lundie stated the work on the Siuslaw River railroad trestle done a year ago resulted in crushing a couple of his docks and blocking his launch ramp. The concrete docks at the Cushman Store and Marina were crushed by the barges the Rail Line used. Mr. Lundie stated he does not understand how the Rail Line obtained permission to complete work in the middle of fishing season. Mr. Lundie stated that Billeter Marine was going to install his pilings upriver, however, they were unable to complete the work in a timely manner due to the Rail Line being unable to open the Swing Span Bridge. Mr. Lundie stated that the Swing Span Bridge is still not operable and is illegal to put a fixed object across a navigable waterway. Mr. Lundie stated in the upper half of the Siuslaw River there is an anchored vessel that has waited 10 years for the Swing Span Bridge to be operable.

The second accusation Mr. Lundie made against the Coos Bay Rail Line is dumping paint into the river. Mr. Lundie stated that the Rail Line placed signs on his property stating, “don’t eat the fish - poisonous paint in the river,” and allowed the lead and zinc in the paint to rain down into the water from the bridge.

The third accusation Mr. Lundie made against the Coos Bay Rail Line is blocking public property by placing “no trespassing” signs on property that does not belong to the railroad.

Mr. Lundie made a complaint that his vessel had been stripped of parts while it was being stored at the Charleston Shipyard and believes the Port should be held responsible for ensuring the safety of his vessel due to the cost required to store said vessel.

C. Lou Leberti is on the Charleston Advisory Committee and stated he would like to see the Port Commission take a larger interest in the Charleston area. He stated that regular customers no longer stay in Charleston due to the RV Park and Marina not being serviced properly, i.e. the grass is overgrown, garbage is not picked up, signs are not posted. Mr. Leberti also stated that he does not appreciate customers being locked out of all the Port buildings in the Charleston area or the lack of customer service being provided.

Commissioner Stevens asked Mr. Leberti to clarify what he meant by customers being locked out of all Port buildings. Mr. Leberti responded that the Charleston main office remains locked, and customers must do their business while standing outside in the weather. Mr. Leberti also stated that the Port office in downtown Coos Bay is locked and people must knock on the door to be let in. Commissioner Stevens stated he will be attending the next Charleston Advisory Meeting.

D. William Macdonald provided written testimony; attached to end of minutes.

4. **CONSENT ITEMS**

- A. Approval of June 14, 2024 Special Commission Meeting Minutes
- B. Approval of June 18, 2024 Regular Commission Meeting Minutes
- C. Approval of June 27, 2024 Special Commission Meeting Minutes
- D. Approval of July 30, 2024 Special Commission Meeting Minutes
- E. Approval of August 8, 2024 Special Commission Meeting Minutes
- F. Approval of June & July Invoices
- G. Approval of June & July Contracts Awarded
- H. Approval of Lease Renewals & Short Term Lease Agreements
- I. Approval of Community Giving Request

Upon a motion by Commissioner Stevens (second by Commissioner ViksneHill), the Board of Commissioners voted to approve the June 14, 2024 Special Commission Meeting Minutes, June 18, 2024 Regular Commission Meeting Minutes, June 27, 2024 Special Commission Meeting Minutes, July 30, 2024 Special Commission Meeting Minutes, August 8, 2024 Special Commission Meeting Minutes, June and July Invoices, June and July Contracts Awarded, Lease Renewals and Short Term Lease Agreements, and Community Giving Request. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, and ViksneHill. Nays: None. Absent: Edwards.).

5. **MANAGEMENT REPORTS**

All Management Reports were included within the Meeting Packet.

6. **ACTION ITEMS/REPORTS**

A. Port Representative of CBEMP Steering Committee

The Coos Bay Estuary Joint Steering Committee is a committee developed as part of the ongoing efforts to maintain and enhance the Coos Bay Estuary Management Plan (CBEMP). As required by the CBEMP, each City, Port representative, and Tribal representative shall be appointed by their organizations/governments. The requirements for the committee members are as follows:

- a. One elected official or their appointed representative from the City of Coos Bay and one elected official or their appointed representative from the City of North Bend. Each city shall send an appointment order to the Board of Commissioners for formal appointment.
- b. One representative from the International Port of Coos Bay. The Port of Coos Bay shall provide an appointment order to the Board of Commissioners for formal appointment.
- c. One Tribal representative (from each Tribe) appointed by the Tribal Council of each Tribal council.
- d. The Chair of the Coos Estuary Citizen Advisory Committee.
- e. The Chair of the Coos Estuary Technical Advisory Committee.

Mike Dunning has extensive knowledge of the CBEMP and also participated in the Phase I revisions of the plan as the Port representative for the Partnership for Coastal Watersheds.

Upon a motion by Commissioner ViksneHill (second by Commissioner Stevens), the Board of Commissioners motioned to appoint Mike Dunning as the Port representative to the Coos Bay Estuary Joint Steering Committee. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, and ViksneHill. Nays: None. Absent: Edwards.).

B. Suite 350 Lease Agreement with Michelle Caspary, CPA

Michelle Caspary, CPA, and the Oregon International Port of Coos Bay signed a one-year Commercial Lease Agreement, for Michelle Caspary to lease Suite 350 in the Hub Building, beginning July 1, 2024 to use as an office for her CPA business.

Suite 350 is approximately 200 square feet of office space and includes 36 square feet of common space (hallways, shared restrooms, etc.). The negotiated rate for the one-year agreement is \$400.00 per month. If the lease is renewed, the rent will incur a CPI increase.

Upon a motion by Commissioner Stevens (second by Commissioner ViksneHill), the Board of Commissioners motioned to ratify the execution of a one-year lease agreement with Michelle Caspary to lease Suite 350 in the Hub Building. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, and ViksneHill. Nays: None. Absent: Edwards.).

C. Building 33 Lease Agreement with Michelle Ambrosini (Post Office)

Charleston Marina Postmaster Thomas Mitchell retired at the beginning of July, vacating the Charleston Marina Post Office. The Charleston Marina Post Office operation is privately contracted by the US Postal Service and the building lease is held by the private contractor.

Michelle Ambrosini was awarded the contract by the US Postal Service to operate the Charleston Marina Post Office upon Tom's retirement. Upon award, Michelle Ambrosini and the Oregon International Port of Coos Bay signed a one-year Commercial Lease Agreement for Michelle Ambrosini to lease Building 33, also known as the Post Office, in the Charleston Marina.

Building 33 is approximately 646 square feet. The negotiated rate for the one-year agreement is \$478.00 per month.

The term of this lease commenced July 17, 2024 and continues for one year, terminating July 31, 2025. If the lease is not in default when the renewal term is to commence, Tenant shall have the option to renew this lease for four (4) additional one (1) year terms, with CPI increases each July 1.

Upon a motion by Commissioner Stevens (second by Commissioner ViksneHill), the Board of Commissioners motioned to ratify the execution of a one-year lease agreement with Michelle Ambrosini to lease Building 33 also known as the Post Office in the Charleston Marina. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, and ViksneHill. Nays: None. Absent: Edwards.).

D. Disposal of Surplus Locomotives via Public Auction

In 2018 & 2019, the Port of Coos Bay purchased multiple locomotives from Western Rail, Inc. Three of the locomotives purchased were:

Locomotive No.	Make & Model	Purchase Price
1916	1964 General Motors EMD GP 38-3	\$348,450
2018	General Motors EMD GP 38-3	\$317,210
2020	General Motors EMD GP 38-3	\$380,950

These locomotives are currently not being used and are in need of significant repair. In the marketplace, these locomotive models are being purchased for conversions.

Per Port Policy 6.6: Disposition of Surplus Personal Property, to dispose of surplus personal property greater than \$50,000, the Chief Executive Officer shall make a recommendation to the Board of Commissioners, acting as the Local Contract Review Board, identifying the property determined to be surplus and the means of disposal. Section 6.4.2 of the policy states that surplus property greater than \$50,000 shall be sold at public auction.

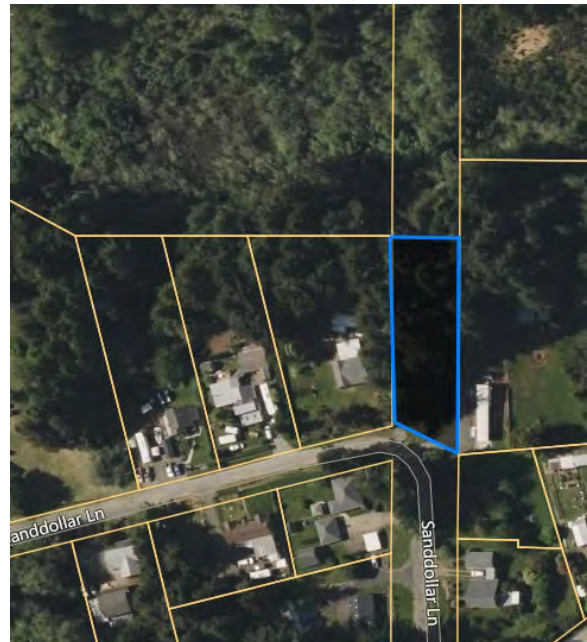
Included in the meeting packet was a draft version of the Notice of Auction to sell the three surplus locomotives via a sealed bid process. Staff recommends immediately soliciting the notice for Tuesday, October 1, allowing ample time for interested bidders to inspect and view the locomotives and submit sealed bids. A reserve will be placed for each locomotive. The locomotives will be sold as is, without any warranty, either express or implied.

Upon a motion by Commissioner Stevens (second by Commissioner ViksneHill), the Board of Commissioners motioned to authorize Port Chief Executive Officer to dispose of three surplus locomotives via a sealed bid public auction and award to the highest bidders. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, and ViksneHill. Nays: None. Absent: Edwards.).

E. Sand Dollar Lane Street Vacation

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 headlines of the Port.

Roy Manry and Julie Manry of 90821 and 90823 Sand Dollar Lane, Coos Bay are requesting the vacation of the southern portion of South Barview Road. Mr. and Mrs. Manry own both tax lots on each side of the section of Sand Dollar Lane that is being requested for vacation. The petition states “land maintenance” as the reason for the vacation petition.



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 Port activities, or the Port owned Barview Dredge disposal site.

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

Upon a motion by Commissioner Stevens (second by Commissioner ViksneHill), the Board of Commissioners motioned to approve the request for consent from Coos County Planning Department to vacate the southern portion of South Barview Road to the adjacent property owners. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, and ViksneHill. Nays: None. Absent: Edwards.).

7. **OTHER**

8. **COMMISSION COMMENTS**

President Hanson welcomed Lanelle Comstock as the new formally appointed CEO of the Port.

9. **NEXT MEETING DATE** – Thursday, September 05, 2024, 10:00 a.m.

10. **ADJOURN**

President Hanson adjourned the meeting at 11:37 a.m. and entered into Executive Session to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions; and
- (f) consider information or records that are exempt by law from public inspection.

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of Congressional Dist
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sentative District 9
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Oregon Senatorial Dist
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August 20, 2024

William Craig Macdonald
requesting written return
correspondance TO
private residence of

[REDACTED]
North Bend, Oregon
97459

TO The International
Ports of Coos Bays Oregon
entire Board Officers
and Commissionet and Executrice
President honorable Brianna Hanson
And to The entire Congress of The
United States 535 Members all
50 Union states Legislatures and all
Governors
National Association of Homebuilders
Dear Sirs, and Madams.

Page 1

The Constitution of The United States ratified Article I Sections 8, 9, and 10, address Power specifically to the Congress to Regulate Commerce among The States with The Indian Tribes and with Foreign Nations including the public Money and Expenditures. This resident is requesting transfer taxed Tariffs and to provide ways to keep the majority of Weyerhaeuser timber domestic yields in The ceded Union state of Oregon and in The District county of Coos and The cities of Coos Bay and North Bend to substantially erect needful Buildings such as United States Department of Housing and Urban Development Headquarters and regional Offices and through all and The North Bend City, Oregon Coos County Housing Authorities plenty of additional Public Indian and Housing choice portable Title Section 8 voucher thorough inspection titled Union only labor bidded contracted available affordable accredited and A.D.A. accessible secure housing and for general already existing titled housing intergovernmental buildings and a new US Courthouse new Libraries bonded

page 2

new and existing businesses new
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cal centers new outpatient clinics
new railroad tracks bedding ties.
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continent of Asia China has purchased
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villages apartment houses which will
not be occupied by the Chinese people or
anyone and the timber primarily orig-
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sts which are diminishing rapidly and
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and other entirely avoidable careless
and weather related lightning
and public utility electricity and high
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the advancement of civilization and wh-
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the Interior Headquarters Offices of the
Bureau of Land Management Bureau of Re-
clamation The Park Service expanded
significantly Rangers and round ranger hats

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United States Geological Survey
Bureau of Mining and Minerals The
United States Department of Agriculture
and Forest Service Headquarters and
expanding substantially all field offices
and Officers observation towers flying
707s to 737s water tankers filled with
desalinated water flown from Naval Fo
rces carriers in worldwide oceans &
nd seeds land working with wildlife
scientists and foresters and arbor
ists replanting nursery coniferous and
deciduous trees and habitable additi
onal flora and wildlife. In additi
ion The International Port of Coos
Bay, Oregon Board and executive Pres.
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coupling cars and maintenance cars
page 4 railroad Detectives

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milled wood ashore of Oregon not to
cause closure of North Bend, Oregon
Willamette Hardwoods and Weyerhae
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n only labor valued employees and
upgrade the central air ventilation
and vacuum systems for vacuu
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and buildings doors secure locking secu
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and cords *air conditioned stairs terminals*

page 5

fair wages salaries negotiations
and labor benefits, and proper unifo
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and hard hats. And shop events.

Transform our dischevelled delapid
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to become thriving revitalized
vigorous prosperous restored ports
of Authority.

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and painting visible bridges Leases
Port Commission annual renewals infra
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TS anti polluting clean water methods
respirators for personal protective use "nu
clear vessels to generate nuclear electricity for
public utilities to all residents, and appri
se the general public of constitutional due
process The Court right of Trial by jury of re
levant monetary and ^{no} ^{more} damages specific
And public utilities rights of way with rail
roads affordable rates.

Signed
William Craig Macdonald

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DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
SPECIAL COMMISSION MEETING
10:00 a.m., Thursday, September 5, 2024
Via Zoom

ATTENDANCE

Commission:

Kyle Stevens, Vice President; Kyle ViksneHill, Treasurer; and Nick Edwards, Secretary. Brianna Hanson, President, was excused.

Staff:

Lanelle Comstock, Chief Executive Officer; Mike Dunning, Chief Port Operations Officer; Ray Dwire, Charleston Marina Manager; Krystal Karcher, Administrative Services Manager; and Amanda Cordova, Administrative Assistant.

Media & Guests:

None.

1. CALL MEETING TO ORDER

Vice President Stevens called the meeting to order at 10:03 a.m.

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC HEARING

A. Review the draft findings and consider granting an exemption to the competitive bidding requirements for the 2024 Point Adams Dredging Project at the Charleston Marina.

Vice President Stevens opened the public hearing at 10:04 a.m.

From November 2023 through June 2024, the Port has seen unprecedented shoaling of large quantities of sediment (sand) into the access channel of the Marina in the vicinity of Pt Adams. The only waterside fuel dock and a Port owned 10,000 sq ft fish processing facility and dock is located adjacent to this access channel. As a result of this shoaling, over 50% of the access in this channel is unusable and poses a risk to mariners. The processing dock face is not accessible during any tidal stage, rendering this facility useless for waterside offloading and operations. This access channel also serves a large private fish processing facility within the inner basin, making the channel a vital link to its operational and fiscal success.

The beginning of this access channel is part of the federal navigation channel and is maintained by the USACE. This area was last dredged by the USACE in 2020. Maintenance dredging was not

accomplished in 2022 when the Port last dredged their portion of the prism using the State-Owned Dredge, The Laura. It is estimated that 12,000 CY of material currently needs removal from the Port's area of responsibility.

The mobilization costs for this type of dredge equipment to Coos Bay can be in excess of \$275,000.00. Fortunately, the USACE will have this equipment already mobilized to conduct dredging within the federal channel adjacent to the Marina's dredge prism. Contracting this equipment for the Port's work will result in significant savings and take the dredge prism to an authorized depth of approximately -15 MLLW.

According to ORS 279C.300 Policy on competition: It is the policy of the State of Oregon that public improvement contracts awarded under this chapter must be based on competitive bidding, except as otherwise specifically provided in ORS 279C.335 for exceptions and formal exemptions from competitive bidding requirements.

According to ORS 279C.335 Subsection (2) Paragraph (b): Awarding a public improvement contract under the exemption will likely result in substantial cost savings and other substantial benefits to the contracting agency or the state agency that seeks the exemption.

Subsection (4) states: In granting exemptions under subsection (2) of this section, the Board of Commissioners for the Oregon International Port of Coos Bay, acting in its capacity as its own local contract review board, shall: (b) Require and approve or disapprove written findings by the contracting agency that support awarding a particular public improvement contract without the competitive bidding requirement of subsection (1) of this section. The findings must show that the exemption of a contract complies with the requirements of subsection (2) of this section.

Exhibit A of the Resolution Declaring an Exemption are the findings submitted by the contracting agency for review by the Board of Commissioners for the Oregon International Port of Coos Bay, acting in its capacity as its own local contract review board.

Draft findings for ORS 279C.335 (2)(b) Statements (A) – (N):

Awarding a public improvement contract under the exemption will likely result in substantial cost savings and other substantial benefits to the contracting agency. In approving a finding under this paragraph, the local contract review board shall consider the type, cost and amount of the contract and to the extent applicable to the particular public improvement contract, the following:

(A) How many persons are available to bid; *Due to the specialized equipment needed, there are only a few local contractors that would be able to perform the work required for this project. Both of those entities have been invited to submit a quote.*

(B) The construction budget and the projected operating costs for the completed public improvement; *The amount budgeted based on estimates from previous projects of this nature is \$200,000.00.*

(C) Public benefits that may result from granting the exemption; *The mobilization costs for this type of dredge equipment to Coos Bay can be in excess of \$275,000.00. Fortunately, the USACE will have this equipment mobilized to conduct dredging within the federal channel adjacent to the Marina's dredge prism. Contracting this equipment for the Port's work will result in significant cost savings.*

(D) Whether value engineering techniques may decrease the cost of the public improvement; *Does Not Apply.*

(E) The cost and availability of specialized expertise that is necessary for the public improvement; *The cost to mobilize the required equipment needed for the contractor to perform this work will be significant. Local contractors do not have the crane barges or dump scows to complete this work. This equipment will need to be rented and mobilized to Coos Bay. The USACE will have this equipment mobilized to conduct dredging within the federal channel adjacent to the Marina's dredge prism and would be able to pass savings on to the Oregon International Port of Coos Bay.*

(F) Any likely increases in public safety; *The area where the shoaling is currently blocks over 50% of the access channel to Russel Marine Fuel Dock, Charleston Marina Boat Ramp, Pacific Choice Seafoods and Charleston Marina Docks. This shoaling needs to be removed to allow safe access to these locations for mariners.*

(G) Whether granting the exemption may reduce risks to the contracting agency, the state agency or the public that are related to the public improvement; *Does Not Apply.*

(H) Whether granting the exemption will affect the sources of funding for the public improvement; *With already tight budget constraints, it will be crucial to keep the costs of this down, otherwise the project would not be able to be affordable.*

(I) Whether granting the exemption will better enable the contracting agency to control the impact that market conditions may have on the cost and time necessary to complete the public improvement; *The contracting agency will be performing the same work immediately adjacent to this project so cost and time will be significantly reduced due to already having equipment and personnel in place performing the same tasks that will be needed for our project.*

(J) Whether granting the exemption will better enable the contracting agency to address the size and technical complexity of the public improvement; *Does Not Apply.*

(K) Whether the public improvement involves new construction or renovates or remodels existing structure; *The public improvement is an ongoing maintenance issue that has become a recurring problem since 2015. The Port is working with the USACE on a Continuing Authorities Program, Section 107 project, to have the USACE assume maintenance of this area.*

(L) Whether the public improvement will be occupied or unoccupied during construction; *The immediate area will need to be accessible while equipment is in place as we cannot simply "shut the marina or surrounding businesses down"*

(M) Whether the public improvement will require a single phase of construction work or multiple phases of construction work to address specific project conditions; *This will require a single phase of construction work.*

(N) Whether the contracting agency or state agency has, or has retained under contract, and will use contracting agency or state agency personnel, consultants and legal counsel that have necessary expertise and substantial experience in alternative contracting methods to assist in developing the alternative contracting method that the contracting agency will use to award the public improvement contract and to help negotiate, administer and enforce the terms of the public improvement contract; *The contracting*

agency will be sending RFQ's out to local contractors that have the ability and expertise to perform the contract work so there will be an opportunity for them to quote the public improvement contract. There will be an understanding that an RFQ will also be sent to the contractor that will be performing the same work in the immediate vicinity, at the same time. Mobilization costs for that contractor are expected to be significantly less due to the fact that they will already have equipment and personnel in the Bay.

B. Public Comment

Vice President Stevens asked for any public comment or testimony on the draft findings or the proposed resolution. There being none, Vice President Stevens closed the public hearing at 10:08 a.m.

4. ACTION ITEMS

A. 2024Res09: Declaration of Exemption from Competitive Bidding – 2024 Point Adams Dredging Project at the Charleston Marina

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners voted to adopt Resolution 2024Res09 declaring an exemption from competitive bidding for dredging at the Charleston Marina. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, and Edwards. Nays: None. Absent: Hanson).

5. COMMISSION COMMENTS

Commissioner Edwards asked Mr. Dwire when the dredge would mobilize to Charleston. Mr. Dwire responded that the Charleston dredging is a separate contract. Mr. Dwire stated the coastal contract is currently under a cease-and-desist order because the contract has been undergoing appeals. The Port does not have a time frame for dredging in Charleston at this time.

Commissioner Edwards asked if there was a projection of the amount of sediment (sand) increase the Port would see for the area for the upcoming winter. Mr. Dwire responded that speculation is difficult, however, based on the material deposited over the last winter, not dredging this year could be detrimental. Mr. Dunning also agreed that not dredging this year could be a major problem, especially if, (1) USACE (United States Army Corps of Engineers) does not dredge their area, and (2) if the Port also does not dredge, the shoal could double in size. Mr. Dunning stated that the Corps project manager for coastal dredging understands the significance and safety issues of this dredging project and Charleston is currently the number two priority, right behind Port Orford.

6. NEXT MEETING DATE – Tuesday, September 17, 2024, 11:00 a.m.

7. ADJOURN

Vice President Stevens adjourned the meeting at 10:16 a.m.



M E M O R A N D U M

To: Port of Coos Bay Board of Commissioners
From: Amanda Cordova, Administrative Assistant
Date: September 10, 2024
Subject: Invoices Paid for Commission Approval through August, 2024

A/P checks issued per NetSuite financial system	1,139,682.98
Payroll disbursement per Umpqua Bank statement	132,479.24
Misc electronic disbursements per Umpqua Bank statement	492,236.97
Total Disbursements	<u>\$ 1,764,399.19</u>



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Megan Richardson, Director of Finance and Accounting

DATE: September 10, 2024

SUBJECT: August 2024 Contracts Awarded

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

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

Contract	Description	Cost
Daryl Rodgers Construction	Building 30 Roof Repair	\$94,488.64
Scott Partney	On Call Bridge Repair MP 725 to MP 770 – TO #3	\$14,880.00
Scott Partney	On Call Bridge Repair MP 725 to MP 770 – CO #1	\$7,572.00
Total Contracts Awarded for August:		\$116,940.64

Management Reports



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Lanelle Comstock, Chief Executive Officer
DATE: September 10, 2024
SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- September Regular Commission Meeting: Tuesday, September 17, 11:00 am
- Oregon Public Ports Association Annual Meeting: Friday, September 27 (at The Dalles)
- Octoberfish (as presented by Knute Nemeth): Saturday, October 5 (at OIMB)
- October Regular Commission Meeting: Tuesday, October 15, 11:00 am
- Charleston Advisory Committee Meeting: Wednesday, October 16, noon

HUMAN RESOURCES

Administrative Services Manager Promotion: Please help me congratulate Krystal Karcher on her recent promotion to Administrative Services Manager. Krystal started with the Port in May 2018 as an Administrative Assistant and was promoted to HR Generalist in July 2022. Under guidance of the Chief Executive Officer, the Administrative Services Manager manages the functions of Administrative Support, Human Resources, Records Management and Office Administration, and supervises the Administrative Assistant. Krystal is relieving me of most of my administrative responsibilities so I can focus on higher initiative priorities. I am thankful Krystal has accepted this new challenge and am eager to watch her succeed.

Administrative Assistant Promotion: Please help me congratulate Amanda Cordova on her recent promotion to Administrative Assistant. Amanda was hired in September 2023 as the AP/AR Clerk with the anticipation of ultimately learning all facets of the organization. Over the last year, Amanda has proven to be a valuable asset to the organization (even while completing her Master's Degree in Business Administration), and has now accepted a blended role of AP/AR and Administrative Assistant. Amanda has done a superb job learning her new responsibilities while continuing to assist Finance with AP/AR duties.

Recruitment - Maintenance Apprentice Temp: In anticipation of four Port Maintenance employees being offsite while dredging the Port of Garibaldi this fall, the Port of Coos Bay is seeking to hire a Temporary Maintenance Apprentice to temporarily fulfill the routine maintenance needs of the Charleston Marina. Essential job functions will include disinfecting and cleaning public restrooms and marina office, performing landscaping tasks such as lawn mowing, weed eating, and tree trimming, collecting trash, fish waste, and recycling from the dumpsters, as well as assisting other Maintenance Staff with projects and other duties as assigned. This position is expected to continue through mid-February.

ADMINISTRATION

Strategic Business Plan: The Port budgeted \$75,000 in the current fiscal year's budget for an updated Strategic Business Plan. \$50,000 of this was budgeted to be granted by Business Oregon. Staff is in the beginning stages of requesting funding from Business Oregon in an effort to initiate the process of amending the Strategic Business Plan.

2024 SDIS Best Practices Program – Public Meetings: REMINDER: Each year, the Port of Coos Bay participates in the Special Districts Insurance Services (SDIS) [Best Practices Program](#) to receive up to a 10% credit on the following year's contributions for general liability, auto liability, and property insurance. The purpose of the program is to assist districts with implementing best practices to mitigate risk in areas of high exposure. This year, the focus of the program is on Public Meetings. Board member involvement is needed to receive 2% of the 10% credit (2% is about a \$5,000 credit): All members of the Board must complete a pre-recorded virtual public meeting training offered by SDAO. The training must be completed by October 31. The link and log in information has been emailed to the Commissioners.

PCIP Project Update: Since Melissa Cribbins has been contracted as the PCIP Executive Director, I have been minimally involved with the project, allowing more time to focus on Port and Rail operations.

- **Community Engagement:** A Request for Proposals has been solicited for “2024/25 Pre-Scoping Development and Implementation of a Community Engagement Plan for the Pacific Coast Intermodal Port”. This contract would create community engagement on the project and ensure stakeholder input regarding concerns, issues to be studied, possible alternatives, and possible mitigation measures as part of the NEPA pre-scoping process. The project scope includes, but is not limited to, identifying stakeholders, engaging stakeholders, media engagement, preparing a Community Engagement Plan, assisting facilitation of the Community Engagement Plan, and evaluation for continuous improvement of the plan.
- **Railroad Crossing Elimination Grant:** The Port, with the City of Reedsport, is applying as joint applicants for an FRA Railroad Crossing Elimination Grant. The grant funds would be used towards the Reedsport Rail Crossing project that is being planned in anticipation of the increased rail traffic from the PCIP project. Approval from the Commission to apply for the grant is being requested at the September Commission meeting and the backgrounder is included within this packet.

Media Interviews: There has been a media frenzy excited about the appointment of a new Port CEO and PCIP Executive Director. In the past couple week, Melissa Cribbins and I participated in shared interviews with both The World Newspaper and with KLCC. KOBI and KCBY have both aired stories, and an interview with OPB is scheduled for this week.

LEASE MANAGEMENT

Building Leases: Port Staff has been showing building and offices to parties interested in leasing the spaces, as well as renewing existing leases. Below is a listing of leasable Port property and the status of each space.

Property Address	Sq. Ft.	Tenant Name	Lease End Date
HUB:			
101 Central Ave	1,822	H&R Block, Wombly Tax Svc.	4/30/2026
125 Central Ave. Ste. 250	650	Info4HR, Mike & Deborah Will	Monthly
125 Central Ave. Ste. 350	340	Michelle Caspary, CPA	07/01/25
125 Central Ave. Ste. 380	1,140	Vacant	
125 Central Ave. Ste. 400	3,122	Waste Connections of Oregon, Inc.	09/01/2025
145 Central Ave. (A)	193	Shoji Planning / Crystal Shoji	08/01/2025
145 Central Ave. (D)	764	Bay Area Chamber of Commerce	Renewal in negotiation
145 S. Broadway	1,421	Wild Coast Running Company	10/31/2024
147 S. Broadway	2,366	Vacant (Actively Marketed)	
Charleston:			
Bldg. # 6 & 7	2095	Monkey Business / Jon McUne	3/31/2025
Bldg. # 8	1995	Vacant	
Bldg. # 9, 10, 11 (Sea Basket)	3820	Vacant (Under Maintenance)	
Dock # 13	-	Oregon Seafoods	12/31/2026
Dock # 15	2875	Long Fisheries	4/30/2025
Bldg. # 19	1170	Charleston Fishing Families	Monthly
Bldg. # 20	440	Sharky's Charters	Monthly
Bldg. # 21	313.5	Oregon Trawl Foundation	Monthly
Bldg. # 30	1480	Neptune's Vault	06/01/2025
Bldg. # 32 (Office Space)	320	Vacant	
Bldg. # 33	646	Charleston Post Office	07/31/25
Bldg. # 35	939	Betty Kay Fishing	Monthly
Dock # 36	4200	Bandon Pacific	11/30/2029
Dock # 37	-	Russel Marine	08/31/2029
Bldg. # 38 (Point Adams)	10,000	Vacant (Under Maintenance)	
Bldg. # 41	1,296	Sharky's Charters	3/8/2025
Terminal One:			
Office	3,040	Vacant	



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Megan Richardson, Director of Finance
DATE: September 10, 2024
SUBJECT: Accounting & Finance Management Report

We hereby present July and July Year-to-Date (1 month) of financial results for the Port.

Operating Revenue:

Total operating revenues were \$445K, which was approximately \$42K greater than budgeted. All departments, except Administration and Railroad Ops, reported revenues that exceeded the budget. Admin revenue continues to fall short of budget due to vacancies within the Hub building. Rail Ops car movements fell short of the budgeted amount due to service outages for emergency bridge repairs and lower customer demand than anticipated. The month of July had a total of 465 car movements compared to a budget projection of 640 cars. Charleston exceeded budgeted revenue across all business lines except Building leases and RV Park. The greatest increase this period is from Ice Sales, which surpassed the projected sales by about \$40K.

Operating Expense:

Operating expenses totaled \$607K, which was \$103K greater than the budget. All departments underspent their budgets this month except Admin and External Affairs. Admin had an increase this period to cover severance and consulting costs with the Port's former CEO, John Burns. These expenses exceed the budget for the period, but with adjustments should remain in budget for the fiscal year. External Affairs budgeted to transfer some legislative costs associated with projects to the Special Projects Fund. These have not yet been approved for funding so they remain in the External Affairs department.

Operating Result:

The Port ended July with a net loss of \$162K against a planned net loss of \$101K, which is greater than planned by \$61K. All departments performed better than planned except for Administration and External Affairs. The unfavorable operating result is due to lower than projected revenues and unforeseen major repairs on the rail bridge.

Other Income & Expense:

Other revenues totaled \$38K, which is greater than the budget by \$736. Other Expenses are underspent by \$35K. This underspending is due to the timing of Capital Expenditures.

Net Result & Year to Date:

July had a net loss of \$130K compared to a budgeted net loss of \$106K resulting in a \$24K negative variance. This greater loss put the Port at a net loss of \$24K for the fiscal year. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

Other Comments:

August Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
5,186,509.69	1,649,759.41	3,536,750.28	947.94	550,866.82	2,984,935.52

The total cash balances in all bank accounts for the August month end were \$5,186,509 which is an increase from July of \$287K. Restricted funds are detailed in the table above. Total interest earnings totaled \$12,201.00 with \$0 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate increased to 5.30% pa. This is an increase in the pool interest rate of 0.03% from the start of the fiscal year.

Financial Report - Actual vs. Budget - General Fund

For Period Ending Jul 2024



	Current Period				Same Month Last Year			Year to Date				Year End					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				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																	
Administration	12,106	15,618	(3,512)	(22%)	8,708	3,398	39%	12,106	15,618	(3,512)	(22%)	8,708	3,398	39%	183,897	187,409	(2%)
External Affairs	0	0	0	-	15,000	(15,000)	(100%)	0	0	0	-	15,000	(15,000)	(100%)	0	0	-
Port Operations	24,165	24,048	117	0%	38,778	(14,613)	(38%)	24,165	24,048	117	0%	38,778	(14,613)	(38%)	274,969	274,852	0%
Railroad Operations	95,022	106,874	(11,852)	(11%)	91,692	3,331	4%	95,022	106,874	(11,852)	(11%)	91,692	3,331	4%	2,164,582	2,176,434	(1%)
Charleston Operations																	
Building & Dock Leases	19,369	29,474	(10,106)	(34%)	27,002	(7,633)	(28%)	19,369	29,474	(10,106)	(34%)	27,002	(7,633)	(28%)	343,587	353,693	(3%)
Marina	89,827	88,083	1,744	2%	88,392	1,435	2%	89,827	88,083	1,744	2%	88,392	1,435	2%	1,226,064	1,224,320	0%
Shipyard	32,114	16,333	15,780	97%	20,236	11,877	59%	32,114	16,333	15,780	97%	20,236	11,877	59%	247,572	231,792	7%
RV Park	62,038	66,680	(4,642)	(7%)	68,008	(5,969)	(9%)	62,038	66,680	(4,642)	(7%)	68,008	(5,969)	(9%)	367,345	371,987	(1%)
Ice Plant	62,303	22,537	39,766	176%	26,390	35,914	136%	62,303	22,537	39,766	176%	26,390	35,914	136%	239,766	200,000	20%
Travel Lift	9,726	3,192	6,534	205%	2,614	7,112	272%	9,726	3,192	6,534	205%	2,614	7,112	272%	59,884	53,350	12%
Other	39,058	30,892	8,166	26%	1,436	37,622	2619%	39,058	30,892	8,166	26%	1,436	37,622	2619%	396,246	388,080	2%
Total Charleston Operations	314,435	257,192	57,243	22%	234,078	80,357	34%	314,435	257,192	57,243	22%	234,078	80,357	34%	2,880,465	2,823,222	2%
Total Operating Income	445,728	403,731	41,998	10%	388,256	57,473	15%	445,728	403,731	41,998	10%	388,256	57,473	15%	5,503,914	5,461,916	1%
Operating Expenses																	
Administration	383,620	140,206	(243,413)	(174%)	98,092	(285,527)	(291%)	383,620	140,206	(243,413)	(174%)	98,092	(285,527)	(291%)	1,963,441	1,720,027	(14%)
External Affairs	34,082	30,129	(3,953)	(13%)	29,699	(4,383)	(15%)	34,082	30,129	(3,953)	(13%)	29,699	(4,383)	15%	376,202	372,249	1%
Port Operations	30,168	38,011	7,843	21%	46,508	16,341	35%	30,168	38,011	7,843	21%	46,508	16,341	(35%)	494,765	502,609	(2%)
Railroad Operations	7,353	62,779	55,426	88%	91,854	84,501	92%	7,353	62,779	55,426	88%	91,854	84,501	(92%)	705,290	760,716	(7%)
Charleston Operations	152,365	233,757	81,392	35%	136,345	(16,020)	(12%)	152,365	233,757	81,392	35%	136,345	(16,020)	12%	2,792,529	2,873,920	(3%)
Total Expenses	607,587	504,882	(102,706)	(20%)	402,498	(205,089)	(51%)	607,587	504,882	(102,706)	(20%)	402,498	(205,089)	(51%)	6,332,227	6,229,521	(2%)
Operating Results																	
Administration	(371,514)	(124,589)	(246,925)	198%	(89,384)	(282,130)	316%	(371,514)	(124,589)	(246,925)	198%	(89,384)	(282,130)	316%	(1,779,544)	(1,532,619)	16%
External Affairs	(34,082)	(30,129)	(3,953)	13%	(14,699)	(19,383)	132%	(34,082)	(30,129)	(3,953)	13%	(14,699)	(19,383)	132%	(376,202)	(372,249)	1%
Port Operations	(6,003)	(13,963)	7,961	(57%)	(7,730)	1,728	(22%)	(6,003)	(13,963)	7,961	(57%)	(7,730)	1,728	(22%)	(219,796)	(227,757)	(3%)
Railroad Operations	87,670	44,095	43,574	99%	(162)	87,832	(54180%)	87,670	44,095	43,574	99%	(162)	87,832	(54180%)	1,459,292	1,415,718	3%
Charleston Operations	162,070	23,435	138,635	592%	97,733	64,337	66%	162,070	23,435	138,635	592%	97,733	64,337	66%	87,937	(50,698)	(273%)
Totals Operating Results	(161,859)	(101,151)	(60,708)	60%	(14,243)	(147,616)	1036%	(161,859)	(101,151)	(60,708)	60%	(14,243)	(147,616)	1036%	(828,313)	(767,605)	8%
Tax Collected	26,460	24,070	2,391	10%	24,029	2,431	10%	26,460	24,070	2,391	10%	24,029	2,431	10%	2,427,244	2,424,854	0%
Financial Income	7,374	11,709	(4,335)	(37%)	13,775	(6,401)	(46%)	7,374	11,709	(4,335)	(37%)	13,775	(6,401)	(46%)	109,152	113,487	(4%)
Grant Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	60,000	60,000	0%
Other Income	3,756	1,075	2,681	249%	8,537	(4,782)	(56%)	3,756	1,075	2,681	249%	8,537	(4,782)	(56%)	15,580	12,899	21%
Total Other Income	37,590	36,853	736	2%	46,342	(8,752)	(19%)	37,590	36,853	736	2%	46,342	(8,752)	(19%)	2,611,977	2,611,240	0%
Financial Expenses & Taxes	4,024	3,250	(774)	24%	3,430	(594)	17%	4,024	3,250	(774)	24%	3,430	(594)	17%	72,774	72,000	(1%)
Debt Service	1,910	3,392	1,481	(44%)	1,910	0	0%	1,910	3,392	1,481	(44%)	1,910	0	0%	1,351,654	1,353,135	0%
Capital Outlays	0	34,875	34,875	(100%)	14,750	14,750	(100%)	0	34,875	34,875	(100%)	14,750	14,750	(100%)	383,625	418,500	8%
Total Other Expenses	5,935	41,517	35,582	(86%)	20,090	14,156	(70%)	5,935	41,517	35,582	(86%)	20,090	14,156	(70%)	1,808,053	1,843,635	(2%)
Net Result	(130,204)	(105,814)	(24,390)	(23%)	12,009	(142,213)	(1184%)	(130,204)	(105,814)	(24,390)	(23%)	12,009	(142,213)	1184%	(24,390)	0	-

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				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	10,856	14,322	(3,466)	-24%	7,458	3,398	46%	10,856	14,322	(3,466)	-24%	7,458	3,398	46%	168,393	171,859	-2%
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	1,250	1,250	0	0%	1,250	0	0%	15,000	15,000	0%
4290 Other	0	46	(46)	-100%	0	0	-	0	46	(46)	-100%	0	0	-	504	550	-8%
Total Operating Income	12,106	15,618	(3,512)	-22%	8,708	3,398	39%	12,106	15,618	(3,512)	-22%	8,708	3,398	39%	183,897	187,409	-2%
Expenses																	
Personnel Services																	
5005 Salaries	175,850	58,325	(117,526)	-202%	38,646	(137,204)	-355%	175,850	58,325	(117,526)	-202%	38,646	(137,204)	-355%	875,974	758,449	-15%
5010 Other compensation	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
5015 Overtime	0	0	0	-	34	34	100%	0	0	0	-	34	34	100%	0	0	-
5050 Merit Pool	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Compensation	175,850	58,325	(117,526)	-202%	38,680	(137,171)	-355%	175,850	58,325	(117,526)	-202%	38,680	(137,171)	-355%	875,974	758,449	-15%
5100 Federal Payroll taxes	5,302	3,959	(1,343)	-34%	2,868	(2,434)	-85%	5,302	3,959	(1,343)	-34%	2,868	(2,434)	-85%	52,825	51,481	-3%
5105 State Payroll taxes	179	0	(179)	-	132	(47)	-36%	179	0	(179)	-	132	(47)	-36%	179	0	-
5110 Unemployment Insurance	737	916	179	20%	463	(273)	-59%	737	916	179	20%	463	(273)	-59%	11,728	11,906	2%
5115 Workers compensation	89	230	141	61%	8	(81)	-1009%	89	230	141	61%	8	(81)	-1009%	2,854	2,995	5%
Total Payroll Taxes	6,308	5,105	(1,203)	-24%	3,472	(2,836)	-82%	6,308	5,105	(1,203)	-24%	3,472	(2,836)	-82%	67,585	66,382	-2%
5200 Medical insurance	6,005	8,184	2,179	27%	12,949	6,944	54%	6,005	8,184	2,179	27%	12,949	6,944	54%	96,031	98,210	2%
5205 Dental insurance	909	980	71	7%	874	(35)	-4%	909	980	71	7%	874	(35)	-4%	11,685	11,756	1%
5215 Term life insurance	67	88	21	24%	133	66	50%	67	88	21	24%	133	66	50%	1,029	1,050	2%
5220 Long Term Disability insurance	164	386	222	58%	403	240	59%	164	386	222	58%	403	240	59%	4,405	4,627	5%
5225 PERS Employer Contributions	4,203	12,213	8,010	66%	9,095	4,892	54%	4,203	12,213	8,010	66%	9,095	4,892	54%	150,805	158,815	5%
5230 PERS Employee Contributions	1,141	3,314	2,174	66%	2,226	1,086	49%	1,141	3,314	2,174	66%	2,226	1,086	49%	40,924	43,098	5%
5295 Allocations	0	(189)	(189)	100%	0	0	-	0	(189)	(189)	100%	0	0	-	(2,269)	(2,458)	8%
Total Insured Benefits	12,489	24,975	12,486	50%	25,681	13,192	51%	12,489	24,975	12,486	50%	25,681	13,192	51%	302,611	315,097	4%
Total Personnel Services	194,647	88,404	(106,242)	-120%	67,832	(126,815)	-187%	194,647	88,404	(106,242)	-120%	67,832	(126,815)	-187%	1,246,170	1,139,928	-9%
Goods & Services																	
6005 Seminars & training	325	679	354	52%	0	(325)	-	325	679	354	52%	0	(325)	-	7,796	8,150	4%
6010 Educational reimbursement	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Staff Training	325	679	354	52%	0	(325)	-	325	679	354	52%	0	(325)	-	7,796	8,150	4%
6020 Travel - airfare	0	167	167	100%	0	0	-	0	167	167	100%	0	0	-	1,833	2,000	8%
6025 Travel - lodging & transportation	0	208	208	100%	0	0	-	0	208	208	100%	0	0	-	2,292	2,500	8%
6030 Travel - Per Diem & mileage reimbursement	150	250	100	40%	35	(115)	-324%	150	250	100	40%	35	(115)	-324%	2,900	3,000	3%
6035 Meals & Entertainment	0	167	167	100%	515	515	100%	0	167	167	100%	515	515	100%	1,833	2,000	8%
Total Travel & Entertainment	150	792	642	81%	551	401	73%	150	792	642	81%	551	401	73%	8,858	9,500	7%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	83	433	350	81%	2,314	2,231	96%	83	433	350	81%	2,314	2,231	96%	4,850	5,200	7%
6055 Kitchen supplies	403	92	(311)	-340%	179	(224)	-126%	403	92	(311)	-340%	179	(224)	-126%	1,411	1,100	-28%
6060 IT supplies	0	583	583	100%	0	0	-	0	583	583	100%	0	0	-	6,417	7,000	8%
6070 Postage & courier services	400	333	(67)	-20%	0	(400)	-	400	333	(67)	-20%	0	(400)	-	4,067	4,000	-2%
6077 Subscriptions	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
6085 Office equipment lease	0	154	154	100%	0	0	-	0	154	154	100%	0	0	-	1,693	1,847	8%
6087 Office equipment repairs & maintenance	166	375	209	56%	169	3	2%	166	375	209	56%	169	3	2%	4,291	4,500	5%
6090 IT SW subscriptions & licenses	14,026	10,373	(3,652)	-35%	12,343	(1,683)	-14%	14,026	10,373	(3,652)	-35%	12,343	(1,683)	-14%	128,132	124,480	-3%
6095 Commission expenses	0	640	640	100%	0	0	-	0	640	640	100%	0	0	-	7,040	7,680	8%
Total Office Expense	15,078	12,984	(2,094)	-16%	15,004	(74)	0%	15,078	12,984	(2,094)	-16%	15,004	(74)	0%	157,901	155,807	-1%
6100 Telephone - landline	460	417	(43)	-10%	433	(27)	-6%	460	417	(43)	-10%	433	(27)	-6%	5,043	5,000	-1%
6105 Telephone - mobile	741	555	(186)	-34%	792	50	6%	741	555	(186)	-34%	792	50	6%	6,846	6,660	-3%
6110 Internet services	633	650	17	3%	619	(14)	-2%	633	650	17	3%	619	(14)	-2%	7,779	7,796	0%
6130 Electricity	833	969	137	14%	848	15	2%	833	969	137	14%	848	15	2%	15,423	15,560	1%
6135 Water/Sewer	197	217	20	9%	195	(2)	-1%	197	217	20	9%	195	(2)	-1%	2,980	3,000	1%
6140 Garbage/Sanitation Collection	311	310	(1)	0%	287	(24)	-9%	311	310	(1)	0%	287	(24)	-9%	3,721	3,720	0%
Total Utilities	3,175	3,117	(57)	-2%	3,173	(2)	0%	3,175	3,117	(57)	-2%	3,173	(2)	0%	41,793	41,736	0%
6205 Janitorial services	882	1,017	135	13%	840	(42)	-5%	882	1,017	135	13%	840	(42)	-5%	12,065	12,200	1%
6215 Payroll services	625	149	(477)	-321%	132	(493)	-374%	625	149	(477)	-321%	132	(493)	-374%	9,477	9,000	-5%
6245 Legal advertising	0	167	167	100%	0	0	-	0	167	167	100%	0	0	-	1,833	2,000	8%
6250 Legal services	941	8,333	7,393	89%	5,076	4,136	81%	941	8,333	7,393	89%	5,076	4,136	81%	92,607	100,000	7%
6255 Auditing	0	10,714	10,714	100%	0	0	-	0	10,714	10,714	100%	0	0	-	64,286	75,000	14%
6260 Consulting services	161,076	6,327	(154,749)	-2446%	0	(161,076)	-	161,076	6,327	(154,749)	-2446%	0	(161,076)	-	230,669	75,920	-204%
6265 Recruiting services	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
6290 Commercial insurance	2,769	2,769	0	0%	2,484	(285)	-11%	2,769	2,769	0	0%	2,484	(285)	-11%	33,528	33,528	0%
Total Professional Services	166,292	29,475	(136,817)	-464%	8,532	(157,760)	-1849%	166,292	29,475	(136,817)	-464%	8,532	(157,760)	-1849%	444,465	307,648	-44%
6351 Awards & Recognitions	0	663	663	100%	110	110	100%	0	663	663	100%	110	110	100%	7,288	7,950	8%
Total Marketing Expense	0	704	704	100%	110	110	100%	0	704	704	100%	110	110	100%	7,746	8,450	8%
6400 Small equipment & tools	0	42	42	100%	491	491	100%	0	42	42	100%	491	491	100%	458	500	8%
6405 Safety/hazardous materials	0	22	22	100%	86	86	100%	0	22	22	100%	86	86	100%	238	260	8%
6420 Janitorial supplies	0	125	125	100%	253	253	100%	0	125	125	100%	253	253	100%	1,375	1,500	8%
6425 Operational supplies	0	42	42	100%	81	81	100%	0	42	42	100%	81	81	100%	458	500	8%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
6450 Fuel - Gas	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Operational Expense	0	230	230	100%	911	911	100%	0	230	230	100%	911	911	100%	2,530	2,760	8%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
6505 Repairs & maintenance vehicles	17	0	(17)	-	61	43	71%	17	0	(17)	-	61	43	71%	17	0	-
6510 Repairs & maintenance buildings	3,933	1,462	(2,471)	-169%	1,861	(2,072)	-111%	3,933	1,462	(2,471)	-169%	1,861	(2,072)	-111%	20,011	17,540	-14%
6580 Permits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	200	200	0%
Total Repair and Maintenance	3,953	1,487	(2,466)	-166%	1,979	(1,973)	-100%	3,953	1,487	(2,466)	-166%	1,979	(1,973)	-100%	20,506	18,040	-14%
Total Goods & Services	188,973	51,802	(137,171)	-265%	30,260	(158,713)	-524%	188,973	51,802	(137,171)	-265%	30,260	(158,713)	-524%	717,271	580,100	-24%
Total Expenses	383,620	140,206	(243,413)	-174%	98,092	(285,527)	-291%	383,620	140,206	(243,413)	-174%	98,092	(285,527)	-291%	1,963,441	1,720,027	-14%
Operating Results	(371,514)	(124,589)	(246,925)	198%	(89,384)	(282,130)	316%	(371,514)	(124,589)	(246,925)	198%	(89,384)	(282,130)	316%	(1,779,544)	(1,532,618.54)	16%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	19,128	18,645	484	3%	18,290	838	5%	19,128	18,645	484	3%	18,290	838	5%	2,049,337	2,048,854	0%
4410 Property Taxes - Prior Years	7,207	5,425	1,782	33%	5,613	1,593	28%	7,207	5,425	1,782	33%	5,613	1,593	28%	51,782	50,000	4%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	0	0	-	0	0	-	11,000	11,000	0%
4505 Interest - Bank	0	4,335	(4,335)	-100%	6,401	(6,401)	-100%	0	4,335	(4,335)	-100%	6,401	(6,401)	-100%	20,665	25,000	-17%
4506 Interest - Southport Note	1,380	1,380	0	0%	1,557	(177)	-11%	1,380	1,380	0	0%	1,557	(177)	-11%	15,565	15,565	0%
4515 Principal Repayment - Southport Note	5,994	5,994	0	0%	5,817	177	3%	5,994	5,994	0	0%	5,817	177	3%	72,922	72,922	0%
4705 Loans Received	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
4905 Other	692	0	692	-	0	692	-	692	0	692	-	0	692	-	692	0	-
4915 Insurance Reimbursement	0	0	0	-	8,537	(8,537)	-100%	0	0	0	-	8,537	(8,537)	-100%	0	0	-
4918 Special Payments	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Other Income	34,401	35,778	(1,377)	-4%	46,216	(11,815)	-26%	34,401	35,778	(1,377)	-4%	46,216	(11,815)	-26%	2,271,964	2,273,341	0%
Other Expenses																	
Taxes & Misc Expenses																	
6710 Reimbursable Expenses	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	0	0	0	-	0	0	-	11,000	11,000	0%
6740 Merchant fees	0	0	0	-	3,107	3,107	100%	0	0	0	-	3,107	3,107	100%	0	0	-
6745 Banking fees	183	333	151	45%	323	140	43%	183	333	151	45%	323	140	43%	3,849	4,000	4%
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Taxes & Misc Expenses	183	333	151	45%	3,430	3,247	95%	183	333	151	45%	3,430	3,247	95%	14,849	15,000	1%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	120,000	120,000	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	66,529	66,529	0%
7020 Principal repayment - Vehicles	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
7025 Interest payment - Vehicles	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
8010 CIP Buildings	0	3,208	3,208	100%	0	0	-	0	3,208	3,208	100%	0	0	-	35,292	38,500	8%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
9025 Special Payments	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Debt Services	0	3,208	3,208	100%	0	0	-	0	3,208	3,208	100%	0	0	-	221,820	225,029	1%
Total Other Expenses	183	3,542	3,359	95%	3,430	3,247	95%	183	3,542	3,359	95%	3,430	3,247	95%	236,670	240,029	1%
Net Other Income	34,219	32,237	1,982	6%	42,786	(8,567)	-20%	34,219	32,237	1,982	6%	42,786	(8,567)	-20%	2,035,294	2,033,312	0%
Net Result	(337,295)	(92,352)	(244,943)	265%	(46,598)	(290,697)	624%	(337,295)	(92,352)	(244,943)	265%	(46,598)	(290,697)	624%	255,750	500,694	-49%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				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	19,369	29,474	(10,106)	-34%	27,002	(7,633)	-28%	19,369	29,474	(10,106)	-34%	27,002	(7,633)	-28%	343,587	353,693	-3%
4100 Annual Moorage	16,826	34,868	(18,041)	-52%	24,289	(7,462)	-31%	16,826	34,868	(18,041)	-52%	24,289	(7,462)	-31%	547,634	565,675	-3%
4105 Semi-Annual Moorage	12,233	5,791	6,442	111%	5,716	6,517	114%	12,233	5,791	6,442	111%	5,716	6,517	114%	166,952	160,510	4%
4110 Monthly Moorage	16,706	21,346	(4,639)	-22%	14,999	1,708	11%	16,706	21,346	(4,639)	-22%	14,999	1,708	11%	215,361	220,000	-2%
4115 Transient Moorage	13,119	11,156	1,963	18%	13,924	(805)	-6%	13,119	11,156	1,963	18%	13,924	(805)	-6%	122,963	121,000	2%
4118 Work Dock	8,818	1,637	7,181	439%	2,047	6,771	331%	8,818	1,637	7,181	439%	2,047	6,771	331%	58,798	51,617	14%
4120 Metered Utilities	137	0	137	-	0	137	-	137	0	137	-	0	137	-	137	0	-
4125 Launch Ramp	7,162	6,283	879	14%	5,684	1,478	26%	7,162	6,283	879	14%	5,684	1,478	26%	49,125	48,246	2%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	17	(17)	-100%	0	0	-	183	200	-8%
4135 Storage Yard	3,962	6,903	(2,941)	-43%	6,103	(2,141)	-35%	3,962	6,903	(2,941)	-43%	6,103	(2,141)	-35%	53,131	56,072	-5%
4140 Storage Unit	19,725	20,008	(282)	-1%	18,321	1,404	8%	19,725	20,008	(282)	-1%	18,321	1,404	8%	235,338	235,620	0%
4145 Long Term Boat Storage	11,907	10,139	1,768	17%	9,530	2,376	25%	11,907	10,139	1,768	17%	9,530	2,376	25%	142,128	140,360	1%
4150 Short Term Boat Storage	4,911	3,542	1,369	39%	3,705	1,206	33%	4,911	3,542	1,369	39%	3,705	1,206	33%	50,008	48,639	3%
4155 Boat Wash	0	83	(83)	-100%	245	(245)	-100%	0	83	(83)	-100%	245	(245)	-100%	917	1,000	-8%
4165 Space Rents	60,698	65,104	(4,406)	-7%	66,437	(5,739)	-9%	60,698	65,104	(4,406)	-7%	66,437	(5,739)	-9%	353,621	358,027	-1%
4173 Laundry	413	640	(227)	-35%	526	(113)	-21%	413	640	(227)	-35%	526	(113)	-21%	3,073	3,300	-7%
4175 Propane	562	927	(365)	-39%	776	(213)	-28%	562	927	(365)	-39%	776	(213)	-28%	10,195	10,560	-3%
4180 Merchandise	0	8	(8)	-100%	109	(109)	-100%	0	8	(8)	-100%	109	(109)	-100%	92	100	-8%
4185 Visitor Convention Bureau Fee	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
4190 Ice	62,357	22,537	39,820	177%	26,390	35,968	136%	62,357	22,537	39,820	177%	26,390	35,968	136%	239,820	200,000	20%
4200 Boat Lifts	9,726	3,192	6,534	205%	2,614	7,112	272%	9,726	3,192	6,534	205%	2,614	7,112	272%	59,884	53,350	12%
4230 Environmental Fee	5,224	2,653	2,571	97%	2,865	2,359	82%	5,224	2,653	2,571	97%	2,865	2,359	82%	45,364	42,793	6%
4235 Customer Discounts	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
4290 Other	40,581	10,884	29,697	273%	2,798	37,783	1351%	40,581	10,884	29,697	273%	2,798	37,783	1351%	284,157	254,460	12%
4295 Bad Debt Expense	0	0	0	-	0	0	-	0	0	0	-	0	0	-	(102,000)	(102,000)	0%
Total Operating Income	314,435	257,192	57,243	22%	234,078	80,357	34%	314,435	257,192	57,243	22%	234,078	80,357	34%	2,880,465	2,823,222	2%
Expenses																	
Personnel Services																	
5005 Salaries	53,133	61,108	7,975	13%	20,884	(32,249)	-154%	53,133	61,108	7,975	13%	20,884	(32,249)	-154%	786,672	794,647	1%
5010 Other compensation	600	0	(600)	-	152	(448)	-295%	600	0	(600)	-	152	(448)	-295%	600	0	-
5015 Overtime	1,046	1,466	419	29%	772	(274)	-35%	1,046	1,466	419	29%	772	(274)	-35%	18,640	19,060	2%
Total Compensation	54,779	62,574	7,795	12%	21,808	(32,971)	-151%	54,779	62,574	7,795	12%	21,808	(32,971)	-151%	805,912	813,707	1%
5100 Federal Payroll taxes	4,106	4,787	681	14%	1,662	(2,444)	-147%	4,106	4,787	681	14%	1,662	(2,444)	-147%	61,568	62,249	1%
5105 State Payroll taxes	215	0	(215)	-	87	(128)	-147%	215	0	(215)	-	87	(128)	-147%	215	0	-
5110 Unemployment Insurance	1,557	1,774	217	12%	587	(970)	-165%	1,557	1,774	217	12%	587	(970)	-165%	22,849	23,066	1%
5115 Workers compensation	1,673	4,162	2,489	60%	8	(1,665)	-19917%	1,673	4,162	2,489	60%	8	(1,665)	-19917%	51,637	54,126	5%
Total Payroll Taxes	7,551	10,723	3,172	30%	2,344	(5,207)	-222%	7,551	10,723	3,172	30%	2,344	(5,207)	-222%	136,269	139,441	2%
5200 Medical insurance	19,557	19,726	170	1%	14,045	(5,511)	-39%	19,557	19,726	170	1%	14,045	(5,511)	-39%	236,545	236,715	0%
5205 Dental insurance	1,432	1,554	122	8%	667	(765)	-115%	1,432	1,554	122	8%	667	(765)	-115%	18,524	18,646	1%
5215 Term life insurance	213	200	(13)	-6%	125	(88)	-70%	213	200	(13)	-6%	125	(88)	-70%	2,413	2,400	-1%
5220 Long Term Disability insurance	407	414	6	2%	227	(180)	-79%	407	414	6	2%	227	(180)	-79%	4,957	4,964	0%
5225 PERS Employer Contributions	6,685	14,103	7,417	53%	2,828	(3,857)	-136%	6,685	14,103	7,417	53%	2,828	(3,857)	-136%	175,971	183,388	4%
5230 PERS Employee Contributions	1,778	3,754	1,977	53%	738	(1,039)	-141%	1,778	3,754	1,977	53%	738	(1,039)	-141%	46,846	48,822	4%
5295 Allocations	(994)	(8,832)	(7,838)	89%	0	994	-	(994)	(8,832)	(7,838)	89%	0	994	-	(107,013)	(114,851)	7%
Total Insured Benefits	29,077	30,919	1,842	6%	18,631	(10,446)	-56%	29,077	30,919	1,842	6%	18,631	(10,446)	-56%	378,243	380,085	0%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				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	91,407	104,216	12,808	12%	42,783	(48,624)	-114%	91,407	104,216	12,808	12%	42,783	(48,624)	-114%	1,320,424	1,333,232	1%
Goods & Services																	
6005 Seminars & training	0	108	108	100%	0	0	-	0	108	108	100%	0	0	-	1,192	1,300	8%
Total Staff Training	0	108	108	100%	0	0	-	0	108	108	100%	0	0	-	1,192	1,300	8%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	42	42	100%	0	0	-	458	500	8%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	0	42	42	100%	0	0	-	458	500	8%
6030 Travel - Per Diem & mileage reimbursement	0	75	75	100%	0	0	-	0	75	75	100%	0	0	-	825	900	8%
6035 Meals & Entertainment	45	70	25	35%	0	(45)	-	45	70	25	35%	0	(45)	-	810	835	3%
Total Travel & Entertainment	45	228	183	80%	0	(45)	-	45	228	183	80%	0	(45)	-	2,552	2,735	7%
6055 Kitchen supplies	115	45	(71)	-158%	167	52	31%	115	45	(71)	-158%	167	52	31%	605	534	-13%
6060 IT supplies	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
6070 Postage & courier services	0	13	13	100%	0	0	-	0	13	13	100%	0	0	-	138	150	8%
Total Office Expense	278	4,419	4,141	94%	275	(3)	-1%	278	4,419	4,141	94%	275	(3)	-1%	48,887	53,028	8%
6100 Telephone - landline	264	265	1	0%	249	(15)	-6%	264	265	1	0%	249	(15)	-6%	3,179	3,180	0%
6105 Telephone - mobile	569	600	31	5%	504	(65)	-13%	569	600	31	5%	504	(65)	-13%	7,169	7,200	0%
6110 Internet services	1,949	2,010	61	3%	1,922	(27)	-1%	1,949	2,010	61	3%	1,922	(27)	-1%	24,059	24,120	0%
6115 Cable TV	935	954	19	2%	0	(935)	-	935	954	19	2%	0	(935)	-	11,426	11,444	0%
6130 Electricity	20,559	20,945	386	2%	19,103	(1,456)	-8%	20,559	20,945	386	2%	19,103	(1,456)	-8%	282,654	283,040	0%
6131 Propane - Operations	83	368	285	77%	257	174	68%	83	368	285	77%	257	174	68%	1,715	2,000	14%
6135 Water/Sewer	9,197	13,314	4,117	31%	15,717	6,520	41%	9,197	13,314	4,117	31%	15,717	6,520	41%	96,745	100,862	4%
6140 Garbage/Sanitation Collection	5,522	8,344	2,822	34%	5,159	(363)	-7%	5,522	8,344	2,822	34%	5,159	(363)	-7%	97,309	100,131	3%
6145 Hazardous material disposal	0	653	653	100%	285	285	100%	0	653	653	100%	285	285	100%	7,178	7,830	8%
6150 Derelict boat disposal	0	4,167	4,167	100%	0	0	-	0	4,167	4,167	100%	0	0	-	45,833	50,000	8%
6155 Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	0	0	-	0	292	292	100%	0	0	-	3,208	3,500	8%
Total Utilities	39,078	51,911	12,833	25%	43,196	4,119	10%	39,078	51,911	12,833	25%	43,196	4,119	10%	580,475	593,308	2%
6200 Temporary/Contract help	0	1,300	1,300	100%	0	0	-	0	1,300	1,300	100%	0	0	-	14,300	15,600	8%
6205 Janitorial services	33	0	(33)	-	61	28	46%	33	0	(33)	-	61	28	46%	33	0	-
6210 Vending machine services	263	158	(105)	-66%	125	(138)	-110%	263	158	(105)	-66%	125	(138)	-110%	2,005	1,900	-6%
6245 Legal advertising	236	250	14	5%	0	(236)	-	236	250	14	5%	0	(236)	-	2,986	3,000	0%
6260 Consulting services	268	348	80	23%	374	106	28%	268	348	80	23%	374	106	28%	4,091	4,170	2%
6290 Commercial insurance	10,188	10,188	0	0%	9,132	(1,057)	-12%	10,188	10,188	0	0%	9,132	(1,057)	-12%	136,672	136,672	0%
Total Professional Services	10,989	12,244	1,255	10%	9,932	(1,057)	-11%	10,989	12,244	1,255	10%	9,932	(1,057)	-11%	160,087	161,342	1%
6305 Promotional items	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Marketing Expense	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
6400 Small equipment & tools	258	1,713	1,455	85%	5,799	5,542	96%	258	1,713	1,455	85%	5,799	5,542	96%	19,095	20,550	7%
6405 Safety/hazardous materials	0	83	83	100%	146	146	100%	0	83	83	100%	146	146	100%	917	1,000	8%
6410 Signage	129	42	(87)	-210%	0	(129)	-	129	42	(87)	-210%	0	(129)	-	587	500	-17%
6415 Clothing	0	544	544	100%	180	180	100%	0	544	544	100%	180	180	100%	5,981	6,525	8%
6420 Janitorial supplies	1,017	875	(142)	-16%	1,146	129	11%	1,017	875	(142)	-16%	1,146	129	11%	10,642	10,500	-1%
6425 Operational supplies	3,313	1,833	(1,480)	-81%	5,900	2,587	44%	3,313	1,833	(1,480)	-81%	5,900	2,587	44%	23,480	22,000	-7%
6430 Equipment Rental	0	2,000	2,000	100%	0	0	-	0	2,000	2,000	100%	0	0	-	22,000	24,000	8%
6450 Fuel - Gas	0	1,000	1,000	100%	108	108	100%	0	1,000	1,000	100%	108	108	100%	11,000	12,000	8%
6455 Fuel - Diesel	65	558	493	88%	100	35	35%	65	558	493	88%	100	35	35%	6,207	6,700	7%
6481 Propane - Retail	339	300	(39)	-13%	352	13	4%	339	300	(39)	-13%	352	13	4%	5,039	5,000	-1%
6485 Retail items	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Operational Expense	5,122	8,948	3,826	43%	13,731	8,610	63%	5,122	8,948	3,826	43%	13,731	8,610	63%	104,949	108,775	4%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

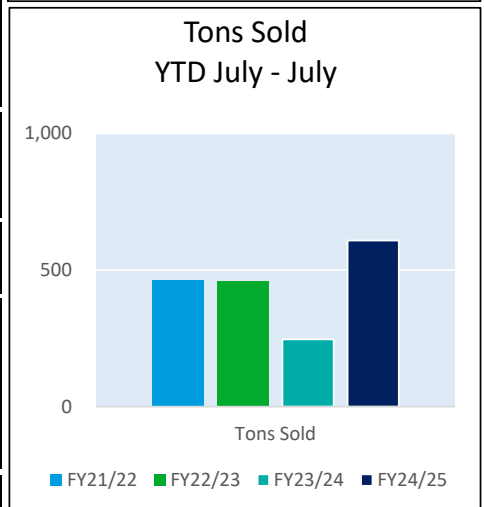
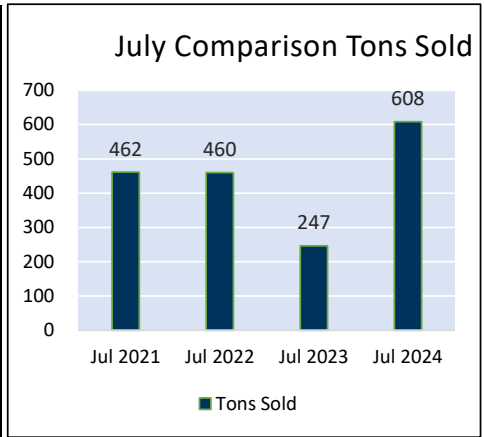
Location: All

Budget: Adopted



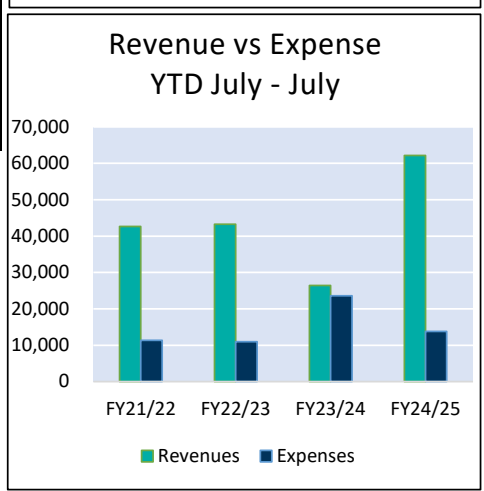
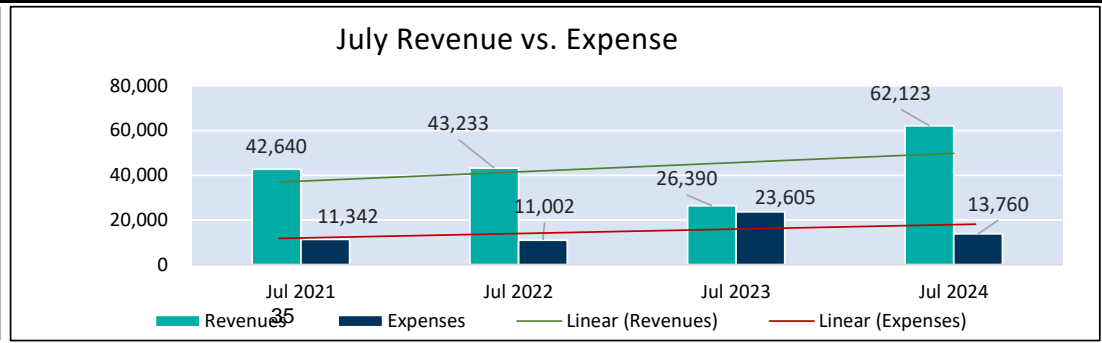
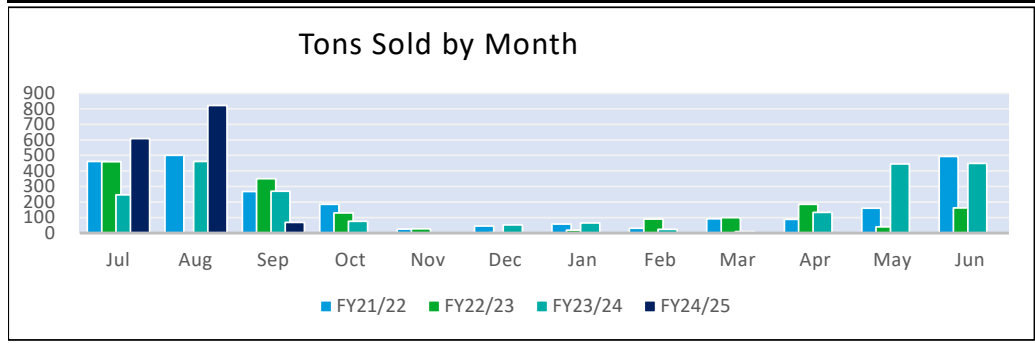
Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	1,165	4,917	3,752	76%	1,812	647	36%	1,165	4,917	3,752	76%	1,812	647	36%	55,248	59,000	6%
6505 Repairs & maintenance vehicles	318	1,458	1,141	78%	1,400	1,083	77%	318	1,458	1,141	78%	1,400	1,083	77%	16,359	17,500	7%
6510 Repairs & maintenance buildings	1,063	2,167	1,104	51%	5,614	4,551	81%	1,063	2,167	1,104	51%	5,614	4,551	81%	24,896	26,000	4%
6515 Repairs & maintenance land improvements	269	2,417	2,148	89%	900	631	70%	269	2,417	2,148	89%	900	631	70%	26,852	29,000	7%
6520 Repairs & maintenance docks	1,643	11,075	9,432	85%	15,469	13,826	89%	1,643	11,075	9,432	85%	15,469	13,826	89%	123,468	132,900	7%
6540 Marina dredging	0	25,833	25,833	100%	0	0	-	0	25,833	25,833	100%	0	0	-	284,167	310,000	8%
6575 Waterway Leases	0	3,167	3,167	100%	0	0	-	0	3,167	3,167	100%	0	0	-	34,833	38,000	8%
6580 Permits	990	650	(340)	-52%	1,233	243	20%	990	650	(340)	-52%	1,233	243	20%	8,140	7,800	-4%
Total Repair and Maintenance	5,447	51,683	46,236	89%	26,428	20,981	79%	5,447	51,683	46,236	89%	26,428	20,981	79%	573,964	620,200	7%
Total Goods & Services	60,958	129,541	68,583	53%	93,562	32,605	35%	60,958	129,541	68,583	53%	93,562	32,605	35%	1,472,105	1,540,688	4%
Total Expenses	152,365	233,757	81,392	35%	136,345	(16,020)	-12%	152,365	233,757	81,392	35%	136,345	(16,020)	-12%	2,792,529	2,873,920	3%
Operating Results	162,070	23,435	138,635	592%	97,733	64,337	66%	162,070	23,435	138,635	592%	97,733	64,337	66%	87,937	(50,698)	-273%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	125	0	125	-	126	(1)	-1%	125	0	125	-	126	(1)	-1%	125	0	-
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
4905 Other	700	1,075	(375)	-35%	0	700	-	700	1,075	(375)	-35%	0	700	-	12,524	12,899	-3%
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Other Income	825	1,075	(250)	-23%	126	699	555%	825	1,075	(250)	-23%	126	699	555%	17,650	17,899	-1%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	-	-	-	-	0	0	-	12,000.00	12,000.00	0%
6745 Banking fees	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-
6750 Fines & Penalties	6.25	-	(6.25)	-	-	(6.25)	-	6.25	-	(6.25)	-	0	(6)	-	6.25	-	-
6755 Insurance Claims	-	-	-	-	-	-	-	-	-	-	-	0	0	-	-	-	-
Total Taxes & Misc Expenses	3,841.47	2,916.67	(924.80)	-32%	0	(3,841)	-	3,841	2,916.67	(925)	-32%	0	(3,841)	-	47,925	47,000.00	-2%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	271,524	271,524	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	140,868	140,868	0%
7020 Vehicle Principal repayment	796	2,686	1,890	70%	780	(16)	-2%	796	2,686	1,890	70%	780	(16)	-2%	14,871	16,761	11%
7025 Vehicle Interest payment	8	262	254	97%	24	16	67%	8	262	254	97%	24	16	67%	1,380	1,634	16%
8010 CIP Buildings	0	21,667	21,667	100%	0	0	-	0	21,667	21,667	100%	0	0	-	238,333	260,000	8%
8011 CIP Docks	0	10,000	10,000	100%	0	0	-	0	10,000	10,000	100%	0	0	-	110,000	120,000	8%
8015 CIP Land Improvements	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
8020 CIP Machinery & Equipment	0	0	0	-	14,750	14,750	100%	0	0	0	-	14,750	14,750	100%	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Debt Services	804	34,614	33,810	98%	15,554	14,750	95%	804	34,614	33,810	98%	15,554	14,750	95%	776,977	810,787	4%
Total Other Expenses	4,645	37,531	32,885	88%	15,554	10,909	70%	4,645	37,531	32,885	88%	15,554	10,909	70%	824,902	857,787	4%
Net Other Income	(3,820)	(36,456)	32,636	-90%	(15,428)	11,608	-75%	(3,820)	(36,456)	32,636	-90%	(15,428)	11,608	-75%	(807,252)	(839,888)	-4%
Net Result	158,250	(13,021)	171,271	-1315%	82,305	75,945	92%	158,250	(13,021)	171,271	-1315%	82,305	75,945	92%	(719,315)	(890,586)	-19%

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Jul 2024		Jul 2023	Jul 2022	Jul 2021	Jul 2024 - Jul 2024		Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	608	225	247	460	462	608	248	247	362	146.65%	2,558	2,198	16.40%
Revenues													
Ice Sales	62,123	22,537	26,390	43,233	42,640	62,123	22,537	26,390	35,734	135.41%	239,586	200,000	19.79%
Insurance Reimbursement	-	-	-	-	46,473	0	0	0	0	-	0	0	-
Total Revenues	62,123	22,537	26,390	43,233	42,640	62,123	22,537	26,390	35,734	135.41%	239,586	200,000	19.79%
Operating Expenses													
Personnel Services	2,700	-	467	1,282	2,038	2,700	0	467	2,233	478.21%	2,700	0	-
Utilities	7,899	6,236	6,054	6,087	7,298	7,899	6,236	6,054	1,844	30.46%	79,663	78,000	2.13%
Repairs & Maintenance	-	1,042	-	834	113	0	1,042	0	0	-	11,458	12,500	-8.33%
Operational Supplies & Service	3,162	2,584	2,333	2,800	1,892	3,162	2,584	2,333	828	35.49%	38,678	38,101	1.52%
Capital Outlay	-	-	14,750	-	-	0	0	0	0	-	0	0	-
Total Expenses	13,760	9,862	23,605	11,002	11,342	13,760	9,862	8,855	4,906	55.40%	132,500	128,601	3.03%
Operating Net Result	48,363	12,675	2,785	32,230	31,298	48,363	12,675	17,535	30,828	2	107,086	71,399	50%
Other Expenses													
Debt Services	-	-	-	-	-	0	0	0	0	-	260,000	260,000	0.00%
Other Net Result	-	-	-	-	-	0	0	0	0	-	(260,000)	(260,000)	0.00%
Total Net Result	48,363	12,675	2,785	32,230	31,298	48,363	12,675	17,535	30,828	175.81%	(152,914)	(188,601)	-18.92%
Gain (loss) Per Ton	80	56	11	70	68	80	51	71	8	12%	(60)	(86)	



Fisheries	Current Period		Same Month Prior Years			Year to Date					Prior FYTD vs Current FYTD				
	Jul 2024		Jul 2023	Jul 2022	Jul 2021	FY24/25					Last FY	Ton Diff	% Diff		
Albacore Tuna (Oregon) MT		296.0	32.5	218.1	138.0							296.0	32.5	264	810.77%
Pink Shrimp (Oregon) MT		4,649.5	4,297.5	4,132.0	4,830.6							4,649.5	4,297.5	352	8.19%
Dungeness Crab (Coos Bay) MT		4.2	15.7	3.7	5.3							4.2	15.7	(12)	-73.25%

Monthly Cost Per Ton	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	Average
Operating Expense Per Ton	23	0	0	0	0	0	0	0	0	0	0	0	23
Debt Service Per Ton (allocated)	36	0	0	0	0	0	0	0	0	0	0	0	36
Total Expense Per Ton	58	0	0	0	0	0	0	0	0	0	0	0	58
Gain (Loss) per ton	80	0	0	0	0	0	0	0	0	0	0	0	80



Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4290 Other	0	0	0	-	15,000	(15,000)	-100%	0	0	0	-	15,000	(15,000)	-100%	0	0	-
Total Operating Income	0	0	0	-	15,000	(15,000)	-100%	0	0	0	-	15,000	(15,000)	-100%	0	0	-
Expenses																	
Personnel Services																	
5005 Salaries	7,727	7,725	(2)	0%	4,332	(3,395)	-78%	7,727	7,725	(2)	0%	4,332	(3,395)	-78%	100,452	100,450	0%
Total Compensation	7,727	7,725	(2)	0%	4,332	(3,395)	-78%	7,727	7,725	(2)	0%	4,332	(3,395)	-78%	100,452	100,450	0%
5100 Federal Payroll taxes	579	591	12	2%	329	(250)	-76%	579	591	12	2%	329	(250)	-76%	7,672	7,684	0%
5105 State Payroll taxes	30	0	(30)	-	17	(13)	-76%	30	0	(30)	-	17	(13)	-76%	30	0	-
5110 Unemployment Insurance	29	137	107	78%	3	(27)	-975%	29	137	107	78%	3	(27)	-975%	1,669	1,776	6%
5115 Workers compensation	19	36	17	47%	1	(19)	-2920%	19	36	17	47%	1	(19)	-2920%	454	471	4%
Total Payroll Taxes	658	764	106	14%	350	(308)	-88%	658	764	106	14%	350	(308)	-88%	9,825	9,931	1%
5200 Medical insurance	707	645	(61)	-10%	1,277	570	45%	707	645	(61)	-10%	1,277	570	45%	7,803	7,741	-1%
5205 Dental insurance	45	46	2	4%	99	55	55%	45	46	2	4%	99	55	55%	554	556	0%
5215 Term life insurance	13	13	0	0%	13	0	0%	13	13	0	0%	13	0	0%	150	150	0%
5220 Long Term Disability insurance	50	51	1	2%	51	1	2%	50	51	1	2%	51	1	2%	611	613	0%
5225 PERS Employer Contributions	854	1,708	854	50%	996	142	14%	854	1,708	854	50%	996	142	14%	21,356	22,209	4%
5230 PERS Employee Contributions	232	463	232	50%	260	28	11%	232	463	232	50%	260	28	11%	5,795	6,027	4%
Total Insured Benefits	1,899	2,926	1,027	35%	2,695	796	30%	1,899	2,926	1,027	35%	2,695	796	30%	36,269	37,297	3%
Total Personnel Services	10,284	11,415	1,130	10%	7,377	(2,907)	-39%	10,284	11,415	1,130	10%	7,377	(2,907)	-39%	146,547	147,678	1%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	42	42	100%	0	0	-	458	500	8%
6025 Travel - lodging & transportation	0	75	75	100%	0	0	-	0	75	75	100%	0	0	-	825	900	8%
6030 Travel - Per Diem & mileage reimbursement	0	58	58	100%	0	0	-	0	58	58	100%	0	0	-	642	700	8%
6035 Meals & Entertainment	0	104	104	100%	0	0	-	0	104	104	100%	0	0	-	1,146	1,250	8%
Total Travel & Entertainment	0	279	279	100%	0	0	-	0	279	279	100%	0	0	-	3,071	3,350	8%
6075 Memberships & dues	2,407	2,459	51	2%	1,377	(1,031)	-75%	2,407	2,459	51	2%	1,377	(1,031)	-75%	29,451	29,502	0%
6077 Subscriptions	0	18	18	100%	0	0	-	0	18	18	100%	0	0	-	201	219	8%
Total Office Expense	2,407	2,477	70	3%	1,377	(1,031)	-75%	2,407	2,477	70	3%	1,377	(1,031)	-75%	29,652	29,721	0%
6260 Consulting services	0	433	433	100%	24	24	100%	0	433	433	100%	24	24	100%	4,767	5,200	8%
Total Professional Services	0	433	433	100%	24	24	100%	0	433	433	100%	24	24	100%	4,767	5,200	8%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6310 Marketing supplies	0	50	50	100%	0	0	-	0	50	50	100%	0	0	-	550	600	8%
6315 Advertising	0	533	533	100%	0	0	-	0	533	533	100%	0	0	-	5,867	6,400	8%
6340 Legislative support	20,891	14,108	(6,783)	-48%	20,922	31	0%	20,891	14,108	(6,783)	-48%	20,922	31	0%	176,083	169,300	-4%
6345 Community affairs	500	833	333	40%	0	(500)	-	500	833	333	40%	0	(500)	-	9,667	10,000	3%
Total Marketing Expense	21,391	15,525	(5,866)	-38%	20,922	(469)	-2%	21,391	15,525	(5,866)	-38%	20,922	(469)	-2%	192,166	186,300	-3%
Total Goods & Services	23,798	18,714	(5,084)	-27%	22,322	(1,476)	-7%	23,798	18,714	(5,084)	-27%	22,322	(1,476)	-7%	229,655	224,571	-2%
Total Expenses	34,082	30,129	(3,953)	-13%	29,699	(4,383)	-15%	34,082	30,129	(3,953)	-13%	29,699	(4,383)	-15%	376,202	372,249	-1%
Operating Results	(34,082)	(30,129)	(3,953)	13%	(14,699)	(19,383)	132%	(34,082)	(30,129)	(3,953)	13%	(14,699)	(19,383)	132%	(376,202)	(372,249)	1%
Net Result	(34,082)	(30,129)	(3,953)	13%	(14,699)	(19,383)	132%	(34,082)	(30,129)	(3,953)	13%	(14,699)	(19,383)	132%	(376,202)	(372,249)	1%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				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	11,006	11,474	(467)	-4%	10,701	305	3%	11,006	11,474	(467)	-4%	10,701	305	3%	137,218	137,685	0%
4010 Property Agreements	10,986	10,401	585	6%	10,076	910	9%	10,986	10,401	585	6%	10,076	910	9%	111,680	111,096	1%
4135 Storage Yard	2,173	2,173	0	0%	0	2,173	-	2,173	2,173	0	0%	0	2,173	-	26,071	26,071	0%
4290 Other	0	0	0	-	18,000	(18,000)	-100%	0	0	0	-	18,000	(18,000)	-100%	0	0	-
Total Operating Income	24,165	24,048	117	0%	38,778	(14,613)	-38%	24,165	24,048	117	0%	38,778	(14,613)	-38%	274,969	274,852	0%
Expenses																	
Personnel Services																	
5005 Salaries	17,459	18,825	1,366	7%	23,119	5,659	24%	17,459	18,825	1,366	7%	23,119	5,659	24%	243,431	244,797	1%
5015 Overtime	0	0	0	-	2	2	100%	0	0	0	-	2	2	100%	0	0	-
Total Compensation	17,459	18,825	1,366	7%	23,120	5,661	24%	17,459	18,825	1,366	7%	23,120	5,661	24%	243,431	244,797	1%
5100 Federal Payroll taxes	1,310	1,440	130	9%	1,737	427	25%	1,310	1,440	130	9%	1,737	427	25%	18,597	18,727	1%
5105 State Payroll taxes	69	0	(69)	-	91	22	25%	69	0	(69)	-	91	22	25%	69	0	-
5110 Unemployment Insurance	17	283	266	94%	437	420	96%	17	283	266	94%	437	420	96%	3,417	3,683	7%
5115 Workers compensation	38	88	50	57%	7	(30)	-411%	38	88	50	57%	7	(30)	-411%	1,097	1,147	4%
Total Payroll Taxes	1,433	1,812	378	21%	2,272	838	37%	1,433	1,812	378	21%	2,272	838	37%	23,179	23,557	2%
5200 Medical insurance	1,484	1,354	(129)	-10%	8,300	6,816	82%	1,484	1,354	(129)	-10%	8,300	6,816	82%	16,381	16,252	-1%
5205 Dental insurance	135	141	6	4%	587	451	77%	135	141	6	4%	587	451	77%	1,682	1,687	0%
5215 Term life insurance	25	25	0	0%	138	113	82%	25	25	0	0%	138	113	82%	300	300	0%
5220 Long Term Disability insurance	121	124	3	2%	251	130	52%	121	124	3	2%	251	130	52%	1,490	1,493	0%
5225 PERS Employer Contributions	2,082	4,162	2,080	50%	4,978	2,896	58%	2,082	4,162	2,080	50%	4,978	2,896	58%	52,044	54,125	4%
5230 PERS Employee Contributions	565	1,129	565	50%	1,286	722	56%	565	1,129	565	50%	1,286	722	56%	14,123	14,688	4%
Total Insured Benefits	4,412	6,936	2,524	36%	15,540	11,128	72%	4,412	6,936	2,524	36%	15,540	11,128	72%	86,021	88,545	3%
Total Personnel Services	23,305	27,572	4,268	15%	40,932	17,627	43%	23,305	27,572	4,268	15%	40,932	17,627	43%	352,631	356,898	1%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	42	42	100%	0	0	-	458	500	8%
6025 Travel - lodging & transportation	112	42	(71)	-170%	0	(112)	-	112	42	(71)	-170%	0	(112)	-	571	500	-14%
6030 Travel - Per Diem & mileage reimbursement	519	292	(228)	-78%	29	(490)	-1702%	519	292	(228)	-78%	29	(490)	-1702%	3,728	3,500	-7%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	21	21	100%	0	0	-	229	250	8%
Total Travel & Entertainment	632	396	(236)	-60%	29	(603)	-2092%	632	396	(236)	-60%	29	(603)	-2092%	4,986	4,750	-5%
6130 Electricity	778	189	(589)	-312%	145	(632)	-435%	778	189	(589)	-312%	145	(632)	-435%	15,089	14,500	-4%
6135 Water/Sewer	569	624	55	9%	546	(24)	-4%	569	624	55	9%	546	(24)	-4%	7,945	8,000	1%
6140 Garbage/Sanitation Collection	0	167	167	100%	0	0	-	0	167	167	100%	0	0	-	1,833	2,000	8%
6155 Environmental Remediation/Mitigation/Monitoring	0	500	500	100%	0	0	-	0	500	500	100%	0	0	-	5,500	6,000	8%
Total Utilities	1,347	1,479	132	9%	691	(656)	-95%	1,347	1,479	132	9%	691	(656)	-95%	30,368	30,500	0%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				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	417	417	100%	0	0	-	0	417	417	100%	0	0	-	4,583	5,000	8%
6245 Legal advertising	0	63	63	100%	0	0	-	0	63	63	100%	0	0	-	688	750	8%
6260 Consulting services	0	1,042	1,042	100%	116	116	100%	0	1,042	1,042	100%	116	116	100%	11,458	12,500	8%
6290 Commercial insurance	4,884	4,884	0	0%	4,266	(618)	-14%	4,884	4,884	0	0%	4,266	(618)	-14%	66,310	66,310	0%
Total Professional Services	4,884	6,405	1,521	24%	4,382	(502)	-11%	4,884	6,405	1,521	24%	4,382	(502)	-11%	83,039	84,560	2%
6400 Small equipment & tools	0	42	42	100%	467	467	100%	0	42	42	100%	467	467	100%	458	500	8%
6405 Safety/hazardous materials	0	854	854	100%	0	0	-	0	854	854	100%	0	0	-	9,396	10,250	8%
6410 Signage	0	21	21	100%	0	0	-	0	21	21	100%	0	0	-	229	250	8%
6415 Clothing	0	42	42	100%	0	0	-	0	42	42	100%	0	0	-	458	500	8%
6450 Fuel - Gas	0	8	8	100%	0	0	-	0	8	8	100%	0	0	-	92	100	8%
6455 Fuel - Diesel	0	17	17	100%	0	0	-	0	17	17	100%	0	0	-	183	200	8%
Total Operational Expense	0	983	983	100%	467	467	100%	0	983	983	100%	467	467	100%	10,817	11,800	8%
6500 Repairs & maintenance equipment	0	175	175	100%	0	0	-	0	175	175	100%	0	0	-	1,925	2,100	8%
6505 Repairs & maintenance vehicles	0	0	0	-	8	8	100%	0	0	0	-	8	8	100%	0	0	-
6510 Repairs & maintenance buildings	0	208	208	100%	0	0	-	0	208	208	100%	0	0	-	2,292	2,500	8%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	83	83	100%	0	0	-	917	1,000	8%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	125	125	100%	0	0	-	1,375	1,500	8%
6575 Waterway Leases	0	250	250	100%	0	0	-	0	250	250	100%	0	0	-	2,750	3,000	8%
6580 Permits	0	333	333	100%	0	0	-	0	333	333	100%	0	0	-	3,667	4,000	8%
Total Repair and Maintenance	0	1,175	1,175	100%	8	8	100%	0	1,175	1,175	100%	8	8	100%	12,925	14,100	8%
Total Goods & Services	6,863	10,439	3,576	34%	5,576	(1,287)	-23%	6,863	10,439	3,576	34%	5,576	(1,287)	-23%	142,135	145,710	2%
Total Expenses	30,168	38,011	7,843	21%	46,508	16,341	35%	30,168	38,011	7,843	21%	46,508	16,341	35%	494,765	502,609	2%
Operating Results	(6,003)	(13,963)	7,961	-57%	(7,730)	1,728	-22%	(6,003)	(13,963)	7,961	-57%	(7,730)	1,728	-22%	(219,796)	(227,757)	-3%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
Total Other Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
Taxes & Misc Expenses																	
6745 Banking fees	0	0	0	-	0	0	-	0	0	0	-	0	0	-	10,000	10,000	0%
Total Taxes & Misc Expenses	0	0	0	-	0	0	-	0	0	0	-	0	0	-	10,000	10,000	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	234,649	234,649	0%
Total Debt Services	0	0	0	-	0	0	-	0	0	0	-	0	0	-	234,649	234,649	0%
Total Other Expenses	0	0	0	-	0	0	-	0	0	0	-	0	0	-	244,649	244,649	0%
Net Other Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	(239,649)	(239,649)	0%
Net Result	(6,003)	(13,963)	7,961	-57%	(7,730)	1,728	-22%	(6,003)	(13,963)	7,961	-57%	(7,730)	1,728	-22%	(459,445)	(467,406)	-2%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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					
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				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																	
4010 Property Agreements	36,081	30,500	5,581	18%	32,898	3,183	10%	36,081	30,500	5,581	18%	32,898	3,183	10%	371,581	366,000	2%
4260 Rail Operations Revenue	28,260	38,362	(10,101)	-26%	27,982	278	1%	28,260	38,362	(10,101)	-26%	27,982	278	1%	450,242	460,343	-2%
4265 Rail Surcharges	30,681	38,012	(7,331)	-19%	30,811	(130)	0%	30,681	38,012	(7,331)	-19%	30,811	(130)	0%	448,815	456,146	-2%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	893,944	893,944	0%
Total Operating Income	95,022	106,874	(11,852)	-11%	91,692	3,331	4%	95,022	106,874	(11,852)	-11%	91,692	3,331	4%	2,164,582	2,176,434	-1%
Expenses																	
Goods & Services																	
6070 Postage & courier services	0	0	0	-	51,380	51,380	100%	0	0	0	-	51,380	51,380	100%	0	0	-
Total Office Expense	0	0	0	-	51,380	51,380	100%	0	0	0	-	51,380	51,380	100%	0	0	-
6260 Consulting services	924	6,250	5,326	85%	605	(319)	-53%	924	6,250	5,326	85%	605	(319)	-53%	69,674	75,000	7%
6290 Commercial insurance	6,337	6,337	0	0%	4,834	(1,503)	-31%	6,337	6,337	0	0%	4,834	(1,503)	-31%	83,416	83,416	0%
Total Professional Services	7,261	12,587	5,326	42%	5,439	(1,822)	-34%	7,261	12,587	5,326	42%	5,439	(1,822)	-34%	153,090	158,416	3%
6410 Signage	0	192	192	100%	0	0	-	0	192	192	100%	0	0	-	2,108	2,300	8%
6425 Operational supplies	55	0	(55)	-	0	(55)	-	55	0	(55)	-	0	(55)	-	55	0	-
Total Operational Expense	55	192	136	71%	0	(55)	-	55	192	136	71%	0	(55)	-	2,164	2,300	6%
6505 Repairs & maintenance vehicles	36	0	(36)	-	17	(19)	-109%	36	0	(36)	-	17	(19)	-109%	36	0	-
6510 Repairs & maintenance buildings	0	37,500	37,500	100%	35,017	35,017	100%	0	37,500	37,500	100%	35,017	35,017	100%	412,500	450,000	8%
6515 Repairs & maintenance land improve	0	12,500	12,500	100%	0	0	-	0	12,500	12,500	100%	0	0	-	137,500	150,000	8%
Total Repair and Maintenance	36	50,000	49,964	100%	35,035	34,999	100%	36	50,000	49,964	100%	35,035	34,999	100%	550,036	600,000	8%
Total Goods & Services	7,353	62,779	55,426	88%	91,854	84,501	92%	7,353	62,779	55,426	88%	91,854	84,501	92%	705,290	760,716	7%
Total Expenses	7,353	62,779	55,426	88%	91,854	84,501	92%	7,353	62,779	55,426	88%	91,854	84,501	92%	705,290	760,716	7%
Operating Results	87,670	44,095	43,574	99%	(162)	87,832	-54180%	87,670	44,095	43,574	99%	(162)	87,832	-54180%	1,459,292	1,415,718	3%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	315,000	315,000	0%
4905 Other	2,363	0	2,363	-	0	2,363	-	2,363	0	2,363	-	0	2,363	-	2,363	0	-
Total Other Income	2,363	0	2,363	-	0	2,363	-	2,363	0	2,363	-	0	2,363	-	317,363	315,000	1%
Other Expenses																	
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	364,142	364,142	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	122,143	122,143	0%
7020 Principal repayment - Vehicles	1,034	442	(591)	-134%	1,004	(29)	-3%	1,034	442	(591)	-134%	1,004	(29)	-3%	13,560	12,969	-5%
7025 Interest payment - Vehicles	73	2	(71)	-3470%	102	29	29%	73	2	(71)	-3470%	102	29	29%	1,989	1,918	-4%
Total Debt Services	1,106	444	(662)	-149%	1,106	0	0%	1,106	444	(662)	-149%	1,106	0	0%	501,833	501,171	0%
Total Other Expenses	1,106	444	(662)	-149%	1,106	0	0%	1,106	444	(662)	-149%	1,106	0	0%	501,833	501,171	0%
Net Other Income	1,257	(444)	1,701	-383%	(1,106)	2,363	-214%	1,257	(444)	1,701	-383%	(1,106)	2,363	-214%	(184,470)	(186,171)	-1%
Net Result	88,926	43,651	45,275	104%	(1,269)	90,195	-7110%	88,926	43,651	45,275	104%	(1,269)	90,195	-7110%	1,274,823	1,229,547	4%

**Financial Report - Actual vs. Budget
For Period Ending Jul 2024**

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				
	Jul 2024		\$ Diff	% Diff	Jul 2023		Actual	\$ Diff	% Diff	Jul 2024 - Jul 2024			Prior FYTD vs Current FYTD				
	Actual	Budget			Actual	\$ Diff				% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff
Operating Income																	
4285 Mob/Demob Services	13,498	0	13,498	-	0	13,498	-	13,498	0	13,498	-	0	13,498	-	152,277	138,779	10%
4287 Dredging Services	0	0	0	-	0	0	-	0	0	0	-	0	0	-	230,053	230,053	0%
4290 Other	66,867	37,740	29,127	77%	0	66,867	-	66,867	37,740	29,127	77%	0	66,867	-	482,004	452,877	6%
Total Operating Income	80,365	37,740	42,626	113%	0	80,365	-	80,365	37,740	42,626	113%	0	80,365	-	864,335	821,709	5%
Expenses																	
Personnel Services																	
5005 Salaries	0	0	0	-	283	283	100%	0	0	0	-	283	283	100%	0	0	-
Total Compensation	0	0	0	-	283	283	100%	0	0	0	-	283	283	100%	0	0	-
5100 Federal Payroll taxes	0	0	0	-	22	22	100%	0	0	0	-	22	22	100%	0	0	-
5105 State Payroll taxes	0	0	0	-	1	1	100%	0	0	0	-	1	1	100%	0	0	-
5110 Unemployment Insurance	0	0	0	-	8	8	100%	0	0	0	-	8	8	100%	0	0	-
5115 Workers compensation	0	0	0	-	0	0	100%	0	0	0	-	0	0	100%	0	0	-
Total Payroll Taxes	0	0	0	-	30	30	100%	0	0	0	-	30	30	100%	0	0	-
5295 Allocations	994	1,574	580	37%	0	(994)	-	994	1,574	580	37%	0	(994)	-	135,878	136,458	0%
Total Insured Benefits	994	1,574	580	37%	0	(994)	-	994	1,574	580	37%	0	(994)	-	135,878	136,458	0%
Total Personnel Services	994	1,574	580	37%	313	(681)	-217%	994	1,574	580	37%	313	(681)	-217%	135,878	136,458	0%
Goods & Services																	
6025 Travel - lodging & transportation	0	0	0	-	0	0	-	0	0	0	-	0	0	-	28,248	28,248	0%
6030 Travel - Per Diem & mileage reimbursement	0	0	0	-	0	0	-	0	0	0	-	0	0	-	24,338	24,338	0%
Total Travel & Entertainment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	52,586	52,586	0%
6105 Telephone - mobile	53	60	7	12%	53	(0)	0%	53	60	7	12%	53	(0)	0%	713	720	1%
Total Utilities	53	60	7	12%	53	(0)	0%	53	60	7	12%	53	(0)	0%	713	720	1%
6290 Commercial insurance	5,950	6,470	520	8%	5,300	(650)	-12%	5,950	6,470	520	8%	5,300	(650)	-12%	77,115	77,635	1%
Total Professional Services	5,950	6,470	520	8%	5,300	(650)	-12%	5,950	6,470	520	8%	5,300	(650)	-12%	77,115	77,635	1%

Financial Report - Actual vs. Budget
For Period Ending Jul 2024

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				
	Jul 2024				Jul 2023			Jul 2024 - Jul 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	5,167	33	(5,134)	-15404%	175	(4,992)	-2853%	5,167	33	(5,134)	-15404%	175	(4,992)	-2853%	5,534	400	-1284%
6405 Safety/hazardous materials	0	17	17	100%	0	0	-	0	17	17	100%	0	0	-	183	200	8%
6420 Janitorial supplies	0	17	17	100%	0	0	-	0	17	17	100%	0	0	-	183	200	8%
6425 Operational supplies	426	108	(318)	-294%	0	(426)	-	426	108	(318)	-294%	0	(426)	-	1,618	1,300	-24%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	0	0	-	82,675	82,675	0%
6450 Fuel - Gas	0	0	0	-	0	0	-	0	0	0	-	0	0	-	22,700	22,700	0%
6455 Fuel - Diesel	0	0	0	-	0	0	-	0	0	0	-	0	0	-	35,700	35,700	0%
Total Operational Expense	5,594	175	(5,419)	-3096%	175	(5,419)	-3097%	5,594	175	(5,419)	-3096%	175	(5,419)	-3097%	148,594	143,175	-4%
6500 Repairs & maintenance equipment	7,478	13,676	6,198	45%	92,600	85,122	92%	7,478	13,676	6,198	45%	92,600	85,122	92%	157,915	164,113	4%
6505 Repairs & maintenance vehicles	41,760	20,585	(21,175)	-103%	7,925	(33,835)	-427%	41,760	20,585	(21,175)	-103%	7,925	(33,835)	-427%	268,197	247,022	-9%
Total Repair and Maintenance	49,238	34,261	(14,977)	-44%	100,525	51,287	51%	49,238	34,261	(14,977)	-44%	100,525	51,287	51%	426,112	411,135	-4%
Total Goods & Services	60,835	40,966	(19,869)	-49%	106,053	45,218	43%	60,835	40,966	(19,869)	-49%	106,053	45,218	43%	705,120	685,251	-3%
Total Expenses	61,829	42,540	(19,289)	-45%	106,366	44,537	42%	61,829	42,540	(19,289)	-45%	106,366	44,537	42%	840,998	821,709	-2%
Operating Results	18,536	(4,800)	23,336	-486%	(106,366)	124,902	-117%	18,536	(4,800)	23,336	-486%	(106,366)	124,902	-117%	23,336	0	-
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	1,179	0	1,179	-	1,901	(722)	-38%	1,179	0	1,179	-	1,901	(722)	-38%	1,179	0	-
Total Other Income	1,179	0	1,179	-	1,901	(722)	-38%	1,179	0	1,179	-	1,901	(722)	-38%	1,179	0	-
Net Other Income	1,179	0	1,179	-	1,901	(722)	-38%	1,179	0	1,179	-	1,901	(722)	-38%	1,179	0	-
Net Result	19,715	(4,800)	24,515	-511%	(104,465)	124,180	-119%	19,715	(4,800)	24,515	-511%	(104,465)	124,180	-119%	24,515	0	-

M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Matt Friesen, Director of External Affairs
DATE: September 10, 2024
SUBJECT: External Affairs Management Report

Communications, Media, and Outreach:

There were many media opportunities this month, most of which coincided with the new leadership announcements at the Port of Coos Bay and the Pacific Coast Intermodal Port project. Interviews were held with the Coos Bay World newspaper, KLCC, KOBI and OPB.

Senator Anderson testified in support of the Connect Oregon Grant for the Charleston Shipyard's Capacity Enhancement project at ODOT's public comment period for 2024 Connect Oregon applicants.

Staff is continuing to proactively meet with community groups and local leaders to build inroads and find opportunities for collaboration. This month that included meeting with the Roundhouse Foundation, one of the few foundations in the state focusing solely on rural economic development. Meetings were also held with staff from the City of Coos Bay's economic revitalization office regarding partnership opportunities for development in the region.

Staff met and provided briefings with team members from Congresswomen Hoyle's Washington DC and Oregon field offices as well as regional staff from DLCD.

Along with partners from the PCIP project, staff presented a project update to the Coos Bay North Bend Rotary Club.

Staff have started participating in SCDC's regional economic exchange, and also participated in the recent SCDC board meeting. Members of the team attended the kickoff to the Chamber's Wednesday Business Connections Weekly Lunch series where Senator Brock Smith spoke.

Relevant Stories:

- [Port of Coos Bay announces first woman CEO - KOBI-TV NBC5 / KOTI-TV NBC2 \(kobi5.com\)](#)
- [Port of Coos Bay announces first woman CEO - YouTube](#)
- [Keep Oregon Moving: Maintaining the transportation system is a year-round job | Odot | estacadanews.com](#)
- [NEWS UPDATE FROM STATE REPRESENTATIVE DAVID GOMBERG: Offshore Wind in Scotland – Part 2 \(tillamookcountypioneer.net\)](#)
- [Wind energy advisory question added to ballots in Curry, Coos counties - Democratic Underground Forums](#)
- [Ocean Fathoms Announces Strategic Partnership with the City of Coos Bay for Patented Ocean-Aged Wine Cellar \(winebusiness.com\)](#)
- [First-ever offshore Oregon wind energy projects set for auction \(yahoo.com\)](#)
- [Port of Coos Bay Hires First Female CEO – Pacific Maritime Magazine \(pacmar.com\)](#)
- [ILA rolls out strike mobilization plan | Supply Chain Dive](#)



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Mike Dunning, Chief Port Operations Officer
DATE: September 10, 2024
SUBJECT: Port Operations/Asset Management Report

Channel Modification Project/PCIP:

The USACE Portland District is reviewing the draft Section 10/404 and 408 permit applications. We expect to receive feedback in early to mid-September. The information in the applications will set the stage for NEPA NOI and scoping meetings. If all things stay on track, we expect scoping to start early winter 2025.

Permitting for the Terminal dock geotechnical work is nearly complete. The project team expects to mobilize on October 01, 2024, to begin work. This work will inform the Basis of Design for the new dock infrastructure.

Rail Bridge Rehabilitation Project:

Steel Swing Bridges: The contractor continues to make repairs to existing bridge members, and prep for the installation of new support members.

PIDP Grant (Tie and Resurfacing Project):

All work for this project is substantially complete. The contractor has about one week, and they will have all the remaining spent ties removed and disposed of. The final engineering closeout report is complete and ready for submission to MARAD.

Dredging:

River mile 12-15 contract is underway. The contractor has removed approximately 200,000 cubic yards of material to date. The work is expected to continue through October and even into November. While the dredge is here, they expect to dredge at least two or three of the private terminals in the bay.

Like most dredging years, the Port is receiving calls about dredging and the disturbance of eel grass, which fouls fishing lines. There is no eel grass within the existing dredge prism. Eel grass that fouls fishing lines is dislodged by other means, not dredging operations. Staff have been hearing about good catches, despite current dredging operations in the bay.

Tyree Oil:

Port staff has been monitoring the seawall at Tyree Oil for a couple of years. The existing seawall is constructed of soldier pile and lagging that is past its useful life expectancy and failing. Staff is working with engineers to develop either a temporary or long-term solution to repair or replace the seawall. Replacing the seawall with steel sheet pile is approximately \$800,000 to \$900,000 to install.



MEMORANDUM

TO: Port of Coos Bay Board of Commissioners

FROM: Raymond Dwire, Charleston Marina Complex Manager

DATE: September 10, 2024

SUBJECT: Charleston Operations Management Report

Monthly Statistics:

Of the 525 moorage slips, there were 122 annuals (23.24%), 69 semi-annuals (13.14%), 43 monthlies (8.19%), and 749 transient nights, for a total occupancy of 49.33% for the month.

The RV Park had an average capacity of 63.12% in August. Out of 104 RV Park spaces, we had 118 new check-ins with total sales of \$62,946.03. Occupancy in August 2023 was 73.91% with sales of \$64,289.52.

There were 907 tons of ice sold in the month of August for a total of \$90,719.50. In comparison, August 2023, 492 tons of ice sold for a total of \$49,226.25. Ice sales have increased from average due to local fish processors having problems with their ice plants and having to rely on the Charleston Ice Plant to meet their needs.

Charleston Marina Staff:

- Marina Office and RV Park Office Staff remains fully staffed with three full-time employees.
- Marina's Maintenance Staff remains fully staffed with eight full-time employees.
- Josh Maggard has been added to our Security team. This brings the Charleston Security Department back to five full-time employees.

Charleston Marina Highlights:

August has been the busiest month for us here at the Charleston Marina. Pink Shrimp, Tuna and Salmon for the Commercial Fishing Fleet. Tuna, Salmon, Halibut, Lingcod and Rockfish and the last of summer camping for our recreational guests have kept our RV Park packed and the Boat Launch and Marina parking lots full. An exciting way for us to end our summer. Thanks to all of the Marina Staff for the hard work this summer.

Oregon Sea Grant:



On July 27, August 10 and August 30, Charleston Marina guests had the opportunity to learn about the seafood industry right here at our docks. Shown above are photos of one of the tours that was held on August 30. This is the first time that we have taken part in having these tours in the Charleston Marina and I feel that they were a success.

DISCOVER OREGON SEAFOOD TOURS



FREE TOURS
Tours at 9:30, 10:30, 11:30 AM
Run: 60-90 minutes
Led by: Oregon Sea Grant



reserve a free ticket

DATES AND LOCATIONS

Ilwaco (WA): July 20th & September 28th

Garibaldi: August 2nd, September 13th

Newport, Ship at the Dock: July 19th & 26th, August 2nd, 9th, & 16th

Charleston: July 27th, August 10th & 30th

Port Orford: July 20th & September 1st

Brookings: July 28th & August 31st







Contact dock.tours@oregonstate.edu
for any questions or accommodations!

Charleston Maintenance Staff:

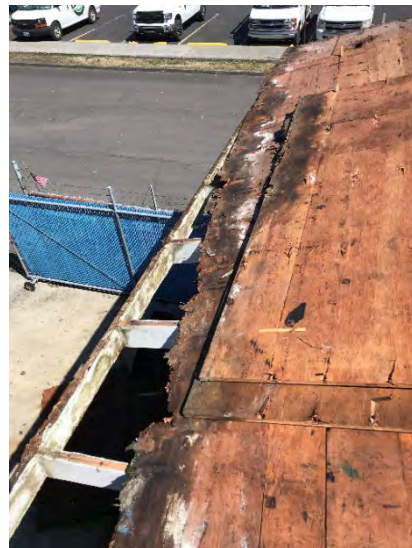
Charleston Maintenance Staff spruces up the RV Park entrance.



David Stevenson, Maintenance Apprentice II, has been busy this last month working on “curb appeal” at the Charleston Marina RV Park. A good washing of the RV Park fence and weeding of the flower beds cleans it right up. We still have a long way to go but this is definitely a good start. Thank you, David, for your hard work. This looks great.

Contractor Work:

Contractors from Oregon Satellite and Daryl Rodgers Construction are busy working on projects in the Charleston Marina. Oregon Satellite is upgrading our camera system communications and Daryl Rodgers Construction is replacing the roof for Building #30.



State Dredge:

Charleston Maintenance Staff continue to prepare for the upcoming dredge season at Port of Garibaldi. Shown to the right is the Reach Forklift loaded up on the trailer ready to be transported. The Reach Forklift was purchased by the State of Oregon to assist with dredging operations.





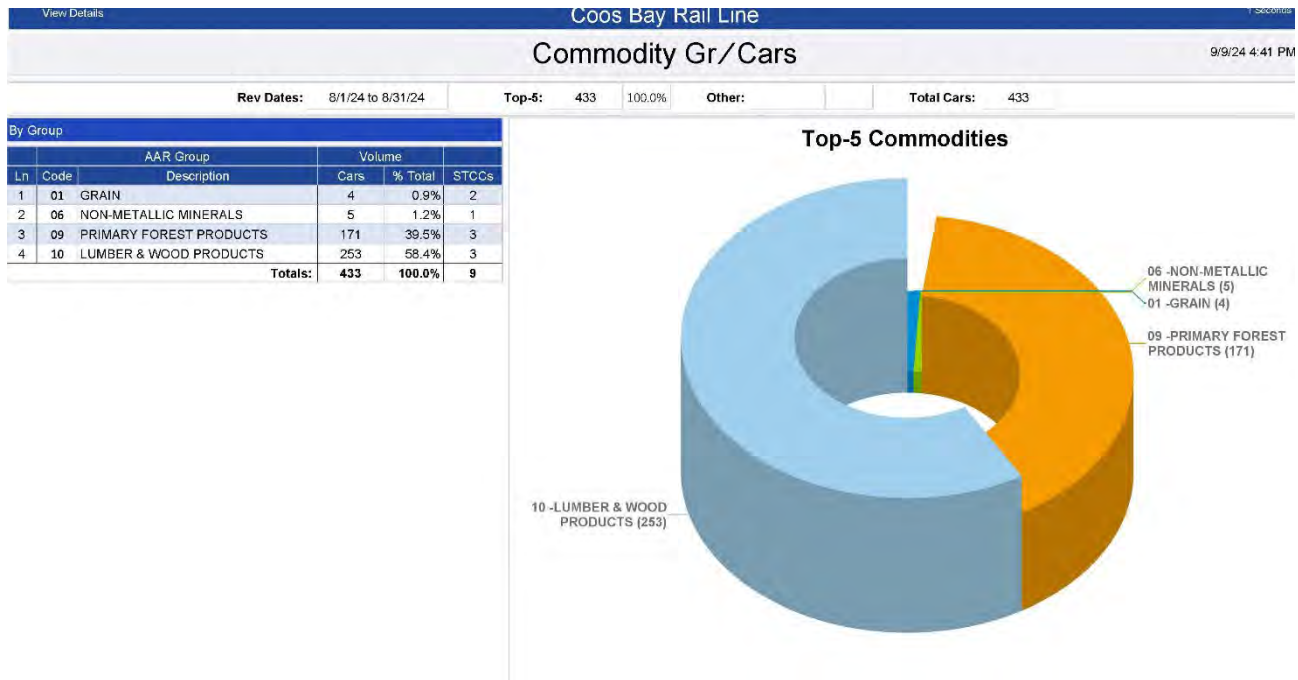
MEMORANDUM

TO: Port of Coos Bay Board of Commissioners
 FROM: Brian Early, General Manager, CBRL
 DATE: September 10, 2024
 SUBJECT: Railroad Department Management Report

Operations:

CBRL Carloads for August 2024 = 433
 Prior month, July 2024 = 465
 Prior Year, August 2023 = 388
 2024/2025 Forecasted Monthly Average = 640

CBRL fell short of volume predictions in August due to a combination of ever tightening forest fire prevention restrictions, volatile markets and ongoing bridge repairs.



The availability of export logs has been much better this year than in 2023 but is still not meeting forecasted levels and the slowdown in activity on the commercial forest lands is starting to slow the availability of wood chips. We experienced an uptick in garnets and grain shipments, but it was not enough to offset the losses in green lumber volume, which was roughly half of what was predicted.

The North Bend Bridge was taken out of service for both planned and unplanned repairs in August, shutting down the August 7 - 9 for scheduled repairs to the structure and again for unplanned repairs to the turn span gears the August 26 - 29. Additionally, the timber bridge at milepost 739.43 had to be repaired due to a failing sill on Bent 4, causing an additional four day shut down to the south end of the line.



(Gaps appearing due to posts settling because of sill failure MP 739.43. This allows bridge to “flex” under the weight of the trains causes crushing and eventual failure of the caps and posts.)



(Contractor affecting same repair to another bridge some years earlier. Old sill removed and was replaced with a new one.)

Mechanical (Locomotive):

Columbia Rail was onsite the week of August 12, performing two periodic inspections and affecting other mechanical repairs on the balance of the fleet. Repairs to the pilfered electrical leads on the HLCX 1044 have begun and once the remaining replacement parts arrive, the unit should be ready for service, sometime in September.

Mechanical (Car):

The car supply from Union Pacific has stabilized and cars are arriving on time for the most part. CBRLs carmen continue to see increasing numbers of needed repairs and are taking advantage of the opportunity to generate increased repair revenues.

Maintenance of Way (MOW):

This department continued to focus on getting the Cushman Turn Span in good working order and repairing track damage from automobile strikes. For some unknown reason, automobiles continue to leave the roadways and lodge themselves on the tracks, sometimes causing damage to the infrastructure. Sand mitigation in the Cordes area is ongoing but continues to be much more manageable than in years past.

ODOT/FRA:

CBRL had visits from ODOT’s Operations and Motive Power and Equipment Inspectors in August and no defects were recommended for violation.

Coos Bay Rail Line:

As of August 31, 2024, CBRL has worked 248 days injury free. Currently, CBRL has 22 employees and 10 locomotives on property.



(Hauser Depot, early 1900’s. Courtesy of Robert Melbo)

Action Items

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

DATE: September 10, 2024

PROJECT TITLE: PCIP Railroad Crossing Elimination Grant Application for Reedsport Highway 38

ACTION REQUESTED: Commission authorization for Port Staff to apply for a PCIP Railroad Crossing Elimination Grant for Reedsport Highway 38

BACKGROUND:

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

In partnership with the City of Reedsport, Port staff is proposing the construction of a grade separation at the rail crossing on Highway 38 in Reedsport. A recent study conducted by the Oregon Department of Transportation identified potential improvements to the existing at-grade crossing at Highway 38 to help improve traffic flow, provide safe conditions for all roadway users, reduce train warning horn noise, and maintain safe operations for emergency services and stormwater controls. The construction of this proposed elevated highway crossing will be an integral component for the successful implementation of the PCIP project.

Port staff is requesting authorization from the Port Commission to apply for a Railroad Crossing Elimination Grant for engineering, design and permitting with a total project cost not to exceed \$5 million. Matching funds in the amount of \$1 million will be provided by private and state project funds.

RECOMMENDED MOTION:

Authorize Port Staff to apply for a Railroad Crossing Elimination Grant for Reedsport Highway 38 for a total project cost not to exceed \$5 million, with a Port pledged match of 20%.

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

DATE: September 10, 2024

PROJECT TITLE: 2024Res10: Approval of Umpqua Bank Working Capital Line of Credit Amendment

ACTION REQUESTED: Approve resolution 2024Res10 authorizing Chief Executive Officer Lanelle Comstock to negotiate the terms, execute and deliver a \$5,000,000 working capital line of credit loan agreement with Umpqua Bank.

BACKGROUND:

The Port has budgeted to spend over \$20 million in grant funding this fiscal year. The grants awarded to the Port are reimbursable which means that the funds are provided to the Port only after expenses have been incurred and paid for. The grant agencies have timing rules that prevent the Port from submitting for reimbursement more than once per month. Additionally, the turnaround time for granting agencies to review and submit payment to the Port may take up to sixty days.

In order to maintain cash flow for regular operations and pay the grant related expenses, the Port has been using a working capital line of credit. The current agreement will mature on October 1, 2024. For the Port to maintain operations while funding the aggressive construction schedule needed to meet the spending deadlines of the grants awarded, the agreement will need to be renewed.

Per the agreement, Umpqua Bank will keep \$5,000,000 available to the Port to withdraw for a period of three years. The Port will pay quarterly interest at the rate of the Wall Street Journal Prime (WSJP) minus 1.50% on any borrowed funds. In addition, the Port will pay a commitment fee of 20 bps per annum on the difference between \$5,000,000 and the average outstanding balance. The maximum commitment fee in a year would be \$10,000.

The Port will withdraw funds to cover payment on invoices greater than \$250,000, or as needed depending on bank balances. Repayment will be made as funds are paid by the grant agency. The goal is to minimize the amount of time the Port has funds withdrawn from the credit line to maintain minimal interest fees.

RECOMMENDED MOTION:

Approve resolution 2024Res10 authorizing Chief Executive Officer Lanelle Comstock to negotiate the terms, execute and deliver a \$5,000,000 working capital line of credit loan agreement with Umpqua Bank.

RESOLUTION 2024Res10

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

**AUTHORIZING THE EXECUTION AND DELIVERY OF ONE OR MORE LOAN OR
SIMILAR FINANCING AGREEMENTS**

WHEREAS, the Board of Commissioners (the “Commission”) of the Oregon International Port of Coos Bay, in Coos County, Oregon (the “Port”) have deemed it necessary and advisable to finance the costs of capital construction and improvements to the Port’s rail infrastructure (the “Project”) and paying costs of issuance through one or more lease purchase, loan or similar financing agreements (the “Agreement”); and

WHEREAS, the Port desires to enter into one or more loan(s) or similar financing agreements in an aggregate principal amount not to exceed \$5,000,000.00; and

WHEREAS, the Port is authorized pursuant to the Constitution and laws of the State of Oregon, namely Oregon Revised Statutes Section 271.390, to enter into such agreements to finance real and personal property projects.

NOW, THEREFORE, BE IT RESOLVED, as follows:

1. Authorization. The Port hereby authorizes the Commission President or Chief Executive Officer (each an “Authorized Representative”), on behalf of the Port and without further action by the Commission, to negotiate the terms of the Agreement, in an aggregate principal amount not to exceed \$5,000,000.00 with Umpqua Bank or other financial institutions or vendors, to further select and delineate the particulars of the Project, and to execute and deliver the Agreement and any related documentation necessary to carry out this Resolution to complete the financing.

The estimated weighted average life of the Agreement does not exceed the dollar weighted average life of the Project being financed with the Agreement, as required by ORS 271.390. The Port hereby determines that the Project is needed for Port purposes.

2. Security. The Port's ad valorem property taxes, subject to the limits of Article XI, Sections 11 and 11b of the Oregon Constitution, and the full faith and credit of the Port, including all unobligated revenues in the Port’s general fund and any other funds that may be available for that purpose, are hereby irrevocably pledged to the punctual payment of principal and interest on the Agreements. The Port shall pay the amounts due under the Agreement from any and all of its legally available taxes, revenues and other funds as authorized by ORS 271.390. The Port hereby pledges its full faith and credit and taxing power within the limitations of Sections 11 and 11b of Article XI of the Oregon Constitution to pay the Financing Payments and other amounts due under the Agreement pursuant to ORS 287A.315.

3. Appointment of Counsel. The Commission appoints the law firm of Local Government Law Group, as Counsel for the purpose of assisting in the preparation and execution of the Agreement and related documentation necessary to carry out this Resolution and complete the financing.

4. **APPROVED AND ADOPTED**, by the Board of Commissioners of the Oregon International Port of Coos Bay this 17th day of September 2024.

Brianna Hanson, President

Kyle Stevens, Vice President

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

DATE: September 10, 2024

PROJECT TITLE: 2024Res11: Ratification of Declaration of Emergency – Timber and Steel Bridge Repair at MP 750.46

ACTION REQUESTED: Adopt resolution 2024Res11 ratifying the Declaration of Emergency for emergency span repairs to the bridge located at MP 750.46

BACKGROUND:

On August 20, 2024, Port staff was notified that the timber bents supporting the steel girders were failing on the bridge at MP 750.46, which will affect the useability of the bridge.

On September 4, 2024, upon further inspection, CBRL and Port staff, along with Scott Partney Construction, determined an immediate need to replace the timber posts supporting the steel girders and repair three of the four steel beam seats on the steel section of the bridge.

Until permanent repairs are made, a 5 MPH slow order has been placed on the bridge and the bridge is being monitored for the need to further reduce speeds or entirely remove the bridge from service. Without timely repairs, the bridge may be removed from service, and due to the 4-6 week lead time to purchase the pressure treated timbers, CBRL customers will be without service for an excessive amount of time.

On September 4, 2024, Chief Executive Officer Lanelle Comstock declared an emergency and authorized the Port to enter into a sole source contract with Scott Partney Construction to perform the repairs to the timber support bents to resolve this emergency condition. Scott Partney Construction has extensive construction knowledge of timber and steel bridge repairs and has the ability and work force to repair the bents in the time frame necessary to limit the rail down time. Scott Partney Construction immediately procured the pressure treated timbers and Stantec immediately began the engineering plans for repair design.

The estimated contracted price of the timber repairs is \$88,000 and the estimated price of the steel repairs is \$20,000.

Scott Partney Construction will expeditiously replace the posts and beam seats to ensure bridge safety and continuity of train service.

RECOMMENDED MOTION:

Adopt resolution 2024Res11 ratifying the Declaration of Emergency for emergency span repairs on the timber and steel bridge located at MP 750.46.

RESOLUTION 2024Res11

**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 TIMBER AND STEEL BRIDGE AT MILEPOST 750.46**

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 span repairs on the bridge located at MP 750.46.

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, Lanelle Comstock, 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 Scott Partney Construction for emergency span repairs on the bridge located at MP 750.46, 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 Scott Partney Construction for emergency span repairs to the bridge located at MP 750.46. The Port LCRB also ratifies the decision of the CEO to exempt the contract for the repairs from the competitive bidding requirements of ORS Chapter 279C. The LCRB finds that the documents supporting this emergency declaration fully meet and satisfy the requirements of ORS 279C.320 (1), ORS 279B.080 and OAR 137-049-0150, as well as the requirements of LCRB Rule 4.6.5.

APPROVED AND ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 17th day of September 2024.

Brianna Hanson, President

Kyle Stevens, Vice President

**DECLARATION OF EMERGENCY CIRCUMSTANCES
REGARDING EMERGENCY REPAIRS TO THE COOS BAY RAIL LINE
AT THE TIMBER AND STEEL BRIDGE AT MILEPOST 750.46
BY THE OREGON INTERNATIONAL PORT OF COOS BAY**

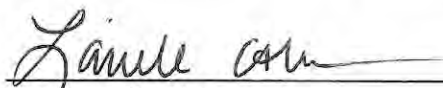
RECITALS

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 August 20, 2024, Port staff was notified that the timber bents supporting the steel girders were failing on the bridge at MP 750.46, which will affect the useability of the bridge.
4. On September 4, 2024, upon further inspection, CBRL and Port staff, along with Scott Partney Construction, determined the double piles and three of the steel beam seats supporting the steel girder section of the bridge on both ends are failing. Replacement of these components must be performed to keep the bridge in operable condition.
5. Until permanent repairs are made, a 5 MPH slow order has been placed on the bridge and the bridge is being monitored for the need to further reduce speeds or entirely remove the bridge from service. Without timely repairs, the bridge may be removed from service, and due to the 4-6 week lead time to purchase the pressure treated timbers, CBRL customers will be without service for an excessive amount of time.
6. On September 4, 2024, Port staff determined it is in the public's best interest to sole source Scott Partney Construction to affect the repairs to the bridge span, pursuant to ORS 279B.075, based on the following:
 - a. Repairs must be expedited in an effort to mitigate the time-of-service interruption.
 - b. Scott Partney Construction has extensive construction knowledge of bridge repairs in general and has the ability and work force to repair the bridge span in the time frame necessary to limit the rail down time to our customers.

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 Scott Partney 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: Lanelle Comstock
Chief Executive Officer

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

DATE: September 10, 2024

PROJECT TITLE: Building #30 Roof Replacement

ACTION REQUESTED: Authorization for Lanelle Comstock, Chief Executive Officer, to authorize a change order for the public improvement contract with Daryl Rodgers Construction to replace the roof of Building #30 in the Charleston Marina Complex.

BACKGROUND:

The Oregon International Port of Coos Bay owns Building #30, in the Charleston Marina Complex. As owner of the building, the Port retains responsibility for capital repairs and maintenance of the structure. Over the past few years, Port Staff and Contractors have attempted to patch the existing roof with no success. The Port budgeted \$80,000.00 in FY 2024-2025 to replace the roof. An RFQ was sent out to local contractors in May 2024 and Daryl Rodgers Construction was the apparent low bidder. Daryl Rodgers Construction is a local contractor with the needed experience to conduct the work outlined in the RFQ so a contract was negotiated with Daryl Rodgers Construction in the amount of \$94,488.64. Per the RFQ, the bid also included an additional “per sheet” price on replacing bad sub-sheeting (4’x8’), “per rafter tail” price, and “per foot price” for Facia Replacement.

Upon removal of the north side of the roof, it was discovered that over 90% of the sub-sheeting needed replacement. Speculating that the remaining uncovered sub-sheeting will also be of the same condition, it is estimated that the project cost will be increased in the amount of approximately \$40,000.00 which exceeds the CEO spending authority for the Public Improvement Contract and exceeds the 25% change order limit authority of the CEO. Any exceedance outside of the Chief Executive Officer authority must be authorized by the Board of Commissioners for the Oregon International Port of Coos Bay, acting as its own local contract review board.

RECOMMENDED MOTION:

Authorize Lanelle Comstock, Chief Executive Officer, to authorize a change order for the public improvement contract with Daryl Rodgers Construction for the amount of \$40,000.00, with a total project cost of \$134,488.64, to replace the roof for Building #30 in the Charleston Marina Complex.

Informational Items



Coos Bay Rail Line Serving Western Lane, Western Douglas and Coos Counties in Southwest Oregon

Owned by the Oregon International Port of Coos Bay

Operations by Coos Bay Rail Line, Inc. (CBRL) began on November 1, 2018.

Monthly Revenue Car Loads and Equivalent Highway Truck Loads / 2020-2024

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

	2020		2021		2022		2023		2024	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	409	1,349.7	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9
Feb	400	1,320.0	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4
Mar	432	1,425.6	566	1,867.8	694	2,290.2	498	1,643.4	488	1,610.4
Apr	350	1,155.0	621	2,049.3	668	2,204.4	407	1,343.1	456	1,504.8
May	394	1,300.2	599	1,976.7	707	2,333.1	454	1,498.2	548	1,808.4
Jun	534	1,762.2	625	2,062.5	595	1,963.5	468	1,544.4	420	1,386.0
Jul	485	1,600.5	503	1,659.9	530	1,749.0	473	1,560.9	465	1,534.5
Aug	467	1,541.1	485	1,600.5	597	1,970.1	388	1,280.4	433	1,428.9
Sep	378	1,247.4	556	1,834.8	524	1,729.2	372	1,227.6	0	0.0
Oct	431	1,422.3	521	1,719.3	488	1,610.4	393	1,296.9	0	0.0
Nov	349	1,151.7	548	1,808.4	512	1,689.6	409	1,349.7	0	0.0
Dec	499	1,646.7	453	1,494.9	493	1,626.9	440	1,452.0	0	0.0
Total	5,128	16,922.4	6,213	20,502.9	6,755	22,291.5	5,168	17,054.4	3,771	12,444.3

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

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2024 are as follows:

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	3,771	rail carloads =	377,100	short tons =	12,444.3	highway truck loads

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

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