



M E M O R A N D U M

TO: Interested Parties
FROM: David Kronsteiner, President
DATE: December 8, 2020
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 **3:00 p.m., Tuesday, December 15, 2020**.

Members of the public are invited to view the meeting live on our YouTube Channel at the following link: <https://www.youtube.com/channel/UC1bjT8ZDsQvHUVDSNNzKgSw>

If you would like to provide public comment during the meeting, please call the Administrative office at 541-267-7678 by 12 p.m. on Tuesday, December 15, 2020. Written comment will be accepted until 12 p.m. on Tuesday, December 15, 2020 by sending an email to portcoos@portofcoosbay.com with the subject line 'Public Comment'.

DK/km

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
3:00 p.m., Tuesday, December 15, 2020**
Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420

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

- 1. CALL MEETING TO ORDER**
- 2. INTRODUCTION OF GUESTS AND PORT STAFF**
- 3. PUBLIC COMMENT**
- 4. PORT PROJECT UPDATE**
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- 10. COMMISSION COMMENTS**
- 11. NEXT MEETING DATE** – Tuesday, January 19, 2021, 3:00 p.m.
- 12. ADJOURN**

Consent Items

DRAFT
OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon
REGULAR COMMISSION MEETING
3:00 p.m., Tuesday, October 20, 2020

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

ATTENDANCE

Commission:

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

Staff:

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Director of Maritime Operations and Asset Management; Brandon Collura, Charleston Harbormaster; Margaret Barber, Director of External Affairs; and Mike Stebbins, Port Legal Counsel.

Media & Guests:

None Present.

1. CALL MEETING TO ORDER

President Kronsteiner called the meeting to order at 3:00 p.m.

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

4. PORT PROJECT UPDATE

A. Ice Plant Rebuild Project Update, Harbormaster Brandon Collura

Brandon Collura stated this will likely be the last project update. Ten months ago today was the date of the fire event and with the first batch of ice sold five weeks ago, that means this project has come to fruition in less than nine months' time.

As of October 15, only a few items remain until the Ice Plant Rebuild Project is complete. Items include the sealing of the topping slab, installation of a dock-to-water ladder along the North side, asphalt work at the shore side electrical building, as well as final electrical work and installation of a new public hoist at the NE corner of the dock. The new hoist had a longer than expected lead time and will likely be completed in early November.

A press release on September 11 announced the soft opening and ice sales to the commercial fleet began on September 14, with F/V Pisces being the first delivery. To date, approximately 60 tons of ice have been sold. Once all work is complete, the plant will be fully open with sales to the commercial and recreational fleets, as well as tote delivery available on the North side of the plant via vehicle.

Mr. Collura reviewed the project timeline, beginning with the fire event on December 20, 2019. Throughout the months of January and February, the investigation took place as well as a site visit to Seattle to meet with NorthStar Ice Manufacturing. By the end of February, the decision had been made to rebuild in the same location as the previous plant. Also in February there were a number of creosote piles that were removed from the water, as well as the old dock structure and debris of the plant.

During March, April, and May the structure of the new facility was put in place with the driving of new steel piles and the pouring of cement slabs and caps. In June, the beginnings of the building were set. The ice bin installation began along with the external walls. Completion of the building structure carried into July when the second floor skids and ice machinery were placed. Welding, electrical, plumbing and other detail work continued throughout the summer.

On September 4, the plant was powered up for the first time and on September 10, professional training sessions with NorthStar, Highland Refrigeration, and Port staff took place. September 11 was the announcement of the soft opening. There are final items being completed during the month of October and by November 1, everything with the exception of the public hoist should be complete.

The project was covered with three sources of funding. The first two were from Business Oregon, including a loan from the Special Public Works Fund and the Port Revolving Loan fund, totaling \$6 million. The insurance settlement to date is just under \$3.6 million, bringing the total funding to just under \$9.6 million. There were three main contracts for this project, including the demolition at approx. \$206K, the equipment contract at just under \$1.2 million, and the construction contract at approx. \$7.7 million, bringing the total project cost to \$9,010,771 to date.

With regard to the financial impact to customers, Port staff conducted market research from San Francisco to Seattle and determined the average price of commercial grade flake ice was \$91 per ton. This is an increase from the previous cost of \$75 per ton. The total cost of ice including the loan repayment obligations, labor and utilities, is actually about 27% higher than the rate being charged. There have been mixed reactions to the price increase. Some customers are accepting of the new rate while some who are unhappy with the increase.

Mr. Collura stated there have been many people who have worked on this project in an expedited manner. Team members include West Coast Contractors, with two of their major sub-contractors being McGee Engineering and Eric Hall Architects. NorthStar Ice Manufacturing made the ice making equipment with Highland Refrigeration as a sub-contractor for the refrigeration systems.

Port Staff devoted many hours to this project including Rick Adamek, Project Manager; Lanelle Comstock, Insurance and Legal; Mike Dunning, Permitting and Agency Liaison; Megan Richardson, Finance and Accounting; Margaret Barber, Public Relations and Media; and Chris Cranford, Project Coordinator. Mr. Collura thanked all staff for their contributions including John Burns, Chief Executive Officer.

5. **CONSENT ITEMS**

- A. Approval of July 16, 2020 Regular Commission Meeting Minutes
- B. Approval of September 21, 2020 Special Commission Meeting Minutes
- C. Approval of July, August, and September Invoices
- D. Approval of July, August, and September Contracts Awarded
- E. Approval of SDIS 2020 Best Practices Program Checklist
- F. Approval of Community Giving Donation
- G. Approval of Leases

Upon a motion by Commissioner Farm (second by Commissioner Garcia), the Board of Commissioners voted to approve the July 16, 2020 Regular Commission Meeting Minutes; the September 21, 2020 Special Commission Meeting Minutes; July, August, and September Invoices; July, August, and September Contracts Awarded; SDIS 2020 Best Practices Program Checklist; Community Giving Donation; and Leases. **Motion Passed.**

6. **MANAGEMENT REPORTS**

All Management Reports were included within the Meeting Packet.

7. **ACTION ITEMS/REPORTS**

A. **Authorization to Execute ODOT Connect Oregon Grant Agreement**

Connect Oregon Grant funds will be used to rehabilitate or replace bridge infrastructure at various locations within the rail corridor. These locations have been determined to be strategic and in the greatest need of repair or replacement due primarily to deferred maintenance and current FRA Bridge Safety Standards. The bridges identified in this application are near or past the end of their useful life and repair or replacement of the existing structures is necessary to continue safe and reliable service on the entire line. The total project cost is estimated at \$25 million. The BUILD grant will cover \$20 million and was matched with \$5 million in lottery backed bonds authorized by the Oregon Legislature in 2019. Due to short falls in lottery bond revenues because of COVID-19, the state determined it would be unable to issue lottery bonds this biennium. Subsequently, the Port worked with the state of Oregon to secure the \$5 million match through Connect Oregon Funds in 2020.

Port staff worked with the ODOT grant team members to provide the required Project Plan for the project, which will be presented to the Oregon Transportation Committee (OTC) on October 22, 2020. Once approved by the OTC, the grant will be executed within one to two days. The draft agreement was received by the Port in early September and submitted to legal counsel for review.

Commissioner Garcia asked with the shortfall of lottery bonds if the intention was to reapply in the next biennium. Mike Dunning stated this grant funding will replace the lottery bonds. John Burns stated there were two specific lottery bond grants. This \$5 million for the bridge rehabilitation is being superseded by the Connect Oregon grant while the other \$15 million for the Channel Deepening Project will be reinitiated in January.

Upon a motion by Commissioner Farm (second by Commissioner Hanson), the Board of Commissioners motioned to authorize Chief Executive Officer John Burns to execute the Grant Agreement between the

Port and the Oregon Department of Transportation for the Connect Oregon Grant covering the CBRL Bridge Rehabilitation Project. **Motion Passed.**

B. Tyree Oil Lease Agreement

Tyree Oil currently has a lease agreement with the Oregon International Port of Coos Bay for a Port-owned tank farm facility located at 341 Newmark Avenue in North Bend. Tyree initially executed a month to month lease agreement for the facility with the Port in November of 2000. In November of 2001, a second agreement was executed, extending the term to a five-year term with three five-year renewals. The lease is set to expire October 31, 2021.

Tyree approached the Port beginning in April of 2017, expressing interest in entering a new lease agreement prior to expiration of the existing agreement. The facility has approximately 2.5 million gallons of tank storage space available. In the past three years, Tyree has completed improvements to the tanks, office, and catwalk infrastructure. Both Tyree and the Port wish to see the property more highly utilized, which is Tyree's intention. Port staff have conducted market research to determine fair pricing structures, industry standards in structuring an agreement, and revenue projections. Staff are working to finalize negotiations on pricing and terms with Tyree. Port Counsel will review the new agreement prior to execution.

Commissioner Garcia asked what the expected terms of the lease agreement are. Margaret Barber stated the terms and lease rate are still being negotiated. Commissioner Garcia asked if the action request would be brought before the Commission again when terms were agreed upon. Mr. Burns stated the intention is to negotiate, have legal counsel review the proposed lease, then move forward. Final terms could be agreed upon today and time is of the essence. This will be discussed in more detail during executive session.

Commissioner Hanson asked about the value of improvements already there. Ms. Barber stated the improvements to date have included painting and inspecting the tanks. Commissioner Hanson asked if the tanks could be used in any other capacity. Ms. Barber stated that it is possible, depending on the product.

Upon a motion by Commissioner Farm (second by Commissioner Hanson), the Board of Commissioners motioned to authorize CEO John Burns to negotiate and enter into a new lease agreement with Tyree Oil for the Port-owned property located at 341 Newmark Avenue in North Bend, Oregon when final lease terms are agreed upon between both parties. **Motion Passed.**

C. Point Adams Lease Agreement

Port staff were approached by Bobby Graham and Robert Ma regarding the potential to lease the Point Adams facility in Charleston. This facility was formerly utilized as a seafood processing and offloading facility. The building has been vacant for approximately five years. Mr. Graham and Mr. Ma plan to initiate a live seafood and offloading operation at the facility. The operation will support approximately five employees.

The tenants propose to make the following improvements to the facility prior to initiating operations: lighting at the loading dock, dock side, and main floor; gravel driveway improvements; brush removal on Alaskan Packers Road; freezer compressor repair and general maintenance; electrical system improvements; water pump replacement for inflow system; replacement of two bay doors; ice maker

repair and maintenance; painting on the dock, office, and breakroom; and installation of a new hoist. Additionally, a water inflow system and totes outfitted with air flow systems to support live seafood landings will be installed at the facility. Repairs to the electrical system and freezer equipment will be performed by a licensed contractor. Tenants propose to complete the other improvements themselves, with Port staff oversight and inspection.

Upon a motion by Commissioner Garcia (second by Commissioner Farm), the Board of Commissioners motioned to approve entering into a new lease agreement with Bobby Graham and Robert Ma for Point Adams Facility in Charleston. **Motion Passed.**

D. Lockhart Avenue 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 head lines of the Port. Port Policy Manual Section 13.6 Street Vacations in the Cities of Coos Bay and North Bend, states anything within 1,000 feet from the harbor and pier head lines requires Port Commission approval.

Michelle Gallino submitted an application to the City of Coos Bay to vacate an unimproved portion 102' X 60' of Lockhart Avenue right of way abutting Southwest Boulevard on October 6, 2020. Prior to beginning the public process associated with the application, the City is requesting the proposed vacation be added to the Port of Coos Bay, Board of Commissioners agenda for review. (As required by Resolution 90/91-14, Port must approve proposed vacations within 1,000 feet of the harbor and pierhead lines of the Port.)

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

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

Upon a motion by Commissioner Farm (second by Commissioner Garcia), the Board of Commissioners motioned to approve the request for consent from Michelle Gallino to the City of Coos Bay to vacate the undeveloped 102' X 60' portion of Lockhart Avenue abutting Southwest Boulevard. **Motion Passed.**

E. 2020Res13: Hemlock Street Crossing Cooperative Improvement Agreement

The Port-owned Coos Bay Rail Line in conjunction with the Oregon Department of Transportation (ODOT), and the City of Coos Bay have been working with Rock Face LLC to realign the crossing at Hemlock Street in the City of Coos Bay to provide safe and efficient traffic access and egress into the Coos Bay Village commercial property from Oregon Coast Highway No. 9 (US 101). The parties have been working collaboratively to design and develop the proposed new crossing at Hemlock Street to insure the project satisfies all regulatory concerns and maintains the property rights of each entity.

Rock Face LLC has taken on the task of developing an underutilized property in the City of Coos Bay. This property will introduce new commercial facilities to the city along the waterfront next to the Coos History Museum. The viability of this project relies on the developer's ability to insure safe access to the development from US 101. This action will require a crossing of the Coos Bay Rail Line, and the design to provide and promote safe movement of pedestrians, vehicular, and rail traffic. Port and

Railroad staff have worked closely with the design and engineering team which is comprised of members from the developer, the City, ODOT and the Port. In order for this crossing modification to come to fruition, the Parties must enter into and comply with the subject Cooperative Improvement Agreement.

Port staff have worked with the Port's legal counsel to develop the appropriate contract language. The remaining Parties have reviewed and agreed to the related provisions of the agreement.

Upon a motion by Commissioner Farm (second by Commissioner Hanson), the Board of Commissioners motioned to Adopt Resolution 2020Res13 authorizing CEO John Burns to negotiate and enter into a Cooperative Improvement Agreement between the Port, ODOT, the City of Coos Bay, and Rock Face LLC for improvements to the railroad crossing at Hemlock Street in Coos Bay. **Motion Passed.**

8. OTHER

9. COMMISSION COMMENTS

Mr. Burns stated it has been many months since the last face-to-face meeting and much has happened during that time. Mr. Burns stated he would be remiss to not point out these major events. First and foremost, there have been two new members added to the Port family. Both Megan Richardson and Mary Green in the Accounting department have given birth to new babies. During that same time, the budget process was completed and more recently field work for the audit was also completed.

Mr. Burns stated during this time, Margaret Barber and Brandon Collura have been very successful in finding people to lease the available properties in Charleston. There are now only two properties which remain vacant. The Port has negotiated and signed off on \$25 million of grant funding for the bridges, both federal and state. The \$20 million tunnel project is nearly complete. The Port was successful in obtaining a \$10 million grant from MARAD for the Port Infrastructure Development Program. All of this while rebuilding a \$9 million Ice Plant at a phenomenal rate.

Mr. Burns thanked Port staff and all who worked on these projects.

10. NEXT MEETING DATE – Tuesday, November 17, 2020, 3:00 p.m.

11. ADJOURN

President Kronsteiner adjourned the meeting at 3:29 p.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;
- (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.



M E M O R A N D U M

To: John Burns, Chief Executive Officer
From: Mary Green, Accounting Clerk
Date: December 8, 2020
Subject: Invoices Paid for Commission Approval through November 2020

A/P checks issued per NetSuite financial system	2,282,711.05
Payroll disbursement per Umpqua Bank statement	125,288.85
Misc electronic disbursements per Umpqua Bank statement	43,817.61
Total October Disbursements	<u>\$ 2,451,817.51</u>
A/P checks issued per NetSuite financial system	604,313.58
Payroll disbursement per Umpqua Bank statement	127,177.07
Misc electronic disbursements per Umpqua Bank statement	872,611.57
Total November Disbursements	<u>\$ 1,604,102.22</u>
Total October & November Disbursements	<u>\$ 4,055,919.73</u>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Community Giving Committee

DATE: December 8, 2020

SUBJECT: Community Giving Recommendation

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

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

Community Giving Donations	Amount
Boys & Girls Club of Southwestern Oregon	\$750
Coos Watershed Association	\$500
Total:	\$1250

Management Reports



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
 FROM: Lanelle Comstock, Chief Administrative Officer
 DATE: December 8, 2020
 SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- December Regular Commission Meeting: Tuesday, December 15, 3:00 pm
- Port/Marina/Rail Offices Closed: Christmas Day - Friday, December 25
- Port/Marina/Rail Offices Closed: New Year’s Day - Friday, January 1
- Port/Marina/Rail Offices Closed: Martin Luther King Day - Monday, January 18
- January Regular Commission Meeting: Tuesday, January 19, 3:00 pm

Open Insurance Claims:

The Port of Coos Bay currently has the following open insurance claims:

Claim	Date of Incident	Claim Amount
Ice Plant Fire	December 20, 2019	Still Undetermined
Giddings Building Roof Damage from Wind	November 13, 2020	Undetermined
Rail Truck vs Branch	November 15, 2020	\$1,827.83

Bay Area Chamber of Commerce Economic Outlook Forum:

The Port of Coos Bay is purchasing a “Business Bundle” for all appropriate staff to have the ability to attend the Bay Area Chamber of Commerce’s 28th Annual Economic Outlook Forum. This year’s focus is on the commercial and recreational fishing in our area. Amongst this year’s great presenters, the Port’s CEO John Burns will be presenting an update on the Charleston Marina and the Port’s commercial services. Please contact Krystal Moffett if you would like to attend the Forum on behalf of the Port!

ILWU Local 12 Collective Bargaining Agreement Negotiations:

Negotiations have been underway with the ILWU Local 12 to renew the Collective Bargaining Agreement between the Port of Coos Bay and the ILWU, Maintenance, Repair and Security Workers. The current agreement is in effect through December 30, 2020.

SDAO 2021 Annual Conference:

Save the Date! The Special District Association of Oregon’s 2021 Annual Conference will be held virtually this year. This year’s conference is FREE and is scheduled for February 3 & 4, 2021. The conference will include many educational sessions for Board Members and staff, as well a Port Caucus meeting, which provides an opportunity to learn and discuss current legislative issues affecting Ports as well as great networking with other Oregon Port employees and Board Members. I will continue to provide additional information as it becomes available from SDAO.

COVID-19 Precautions: The Port continues to follow the utmost precautions to help prevent the spread of COVID-19 amongst staff and the public:

- Most administrative staff worked remotely during the Governor's State Freeze.
- All employees are required to wear masks when around others and when in common areas.
- Common areas are disinfected daily, if not multiple times a day.
- Port/Rail and Marina office remain closed to the public (customers continue to be serviced telephonically).
- The Port Administrative Office Staff and Charleston Marina Staff conduct daily health checks and COVID symptom questionnaires to ensure the safety and well-being of the public and other employees.

Coronavirus Relief Fund: The Port of Coos Bay continues to submit monthly reimbursement requests for COVID-19 related expenses from the State of Oregon Department of Administrative Services. Reimbursement will continue for expenses incurred through December 30, 2020. The Port has requested and received \$39,420.51 in reimbursements for COVID expenses necessary for Public Safety Measures (virtual public meeting requirements and capabilities, and enforcing COVID related rules with the public), Teleworking Capabilities (computer equipment and supplies for working remotely), Medical and Protective Supplies (face masks, hand sanitizers, thermometers), and Disinfecting Public Areas (time and materials necessary for proper disinfection of common and public areas).



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Megan Richardson, Director of Finance
DATE: December 8, 2020
SUBJECT: Accounting & Finance Management Report

We hereby present October and October Year-to-Date [04 months] financial results for the Port.

Operating Revenue:

Total operating revenues were \$288K which was \$14K less than budget. All departments reported revenues that fell below budget this period except Administration and Charleston Ops. Port Ops fell below budgeted revenues due to the timing of property agreements which are allocated evenly across twelve months. For the property agreements that are monthly they are right on budget. The “loss” will be made up when those annual agreements are due. External Affairs revenue expects to see periodic revenue related to fees for managing leases, which was evenly allocated across twelve months. Rail revenue fell \$14K short this period but had car movements comparable to last year. The shortfall has to do with the unknown variable when budgeting of which zone cars moved on the rail line which affects the value of that move. Charleston is performing better than plan this month, and year to date. This surplus is related to moorage, as we are reporting losses for ice sales and shipyard activity. Annual and Semi-annual moorage continue to be greater than budget while monthly and transient moorage has decreased. This increases overall moorage revenue to \$34k greater than we have budgeted for these first four months. Annual and Semi-annual will eventually even out and Monthly moorage will be impacted in future periods.

Operating Expense:

Operating expenses totaled \$404K, which was \$73K less than budget. All departments remained within budget this month except Administration and Port Ops. Administration had an increase in PTO payouts this period, which were budgeted, but it was unknown when those would be paid out, so it is reflected as even allocation in the budget. Port Ops is over due to the timing of fire protection services, which are budgeted evenly, but the payment is made annually. While Charleston is within budget this period, the “savings” is mostly due to the focus of Charleston. They are short staffed and focused on dredging. This has slowed other maintenance activity in the Marina, and it is expected repairs and maintenance will show in future periods.

Operating Result:

The Port ended October with a \$117K deficit against a planned deficit of \$176K which was better than plan by \$59K. All departments performed better than plan except for Administration, Port Operations, and Rail Operations.

Other Income & Expense:

Total other revenues totaled \$21K, which is greater than budget by \$6K. Taxes collected this month are increased due to collection of current and prior years' taxes exceeding budget estimate. Financial income met budget projections this period. Other expenses totaled \$43K in October, which was \$51K less than plan. This is due to the timing of capital projects.

Net Result & Year to Date:

October net result amounted to a net loss of \$139K compared to a budgeted net loss of \$255K resulting in a \$116K positive variance. Year to date net result amounted to a loss of \$112K compared to a budgeted loss of \$718K resulting in a positive variance of \$605K. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

Other Comments:

The total cash balances in all bank accounts at November month end were \$5,558,993.46 which is an increase of \$993K from October, with interest earnings of \$2,046.19. This increase is directly related to the property tax receipts. 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 fell to 0.75% pa.

The Finance department has completed audit sampling and will be reviewing a draft audit in the upcoming week. We continue to focus on completing the audit on time with the continuing challenge that the pandemic has brought our department.

Outside of audit the finance department is working on keeping business as normal as possible. This year is a bit more of a challenge to make sure we are following the best internal control practices. We continue to strive to keep continuity for all departments while protecting the Port with keeping our focus on best practices, whether we are in the office or at home.

Financial Report - Actual vs. Budget - General Fund
For Period Ending Oct 2020



		Current Period				Same Month Last Year			Year to Date				Year End					
		Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration	1,360	1,360	0	0%	1,360	0	0%	5,439	5,440	(1)	(0%)	5,439	0	0%	25,035	25,036	(0%)
3	External Affairs	4	33	(29)	(88%)	78	(74)	(95%)	65	133	(68)	(51%)	398	(333)	(84%)	332	400	(17%)
5	Port Operations	14,941	20,411	(5,469)	(27%)	61,209	(46,267)	(76%)	61,719	81,642	(19,923)	(24%)	246,839	(185,120)	(75%)	225,003	244,926	(8%)
6	Railroad Operations	81,564	95,323	(13,759)	(14%)	84,541	(2,977)	(4%)	294,789	309,519	(14,731)	(5%)	274,158	20,631	8%	865,679	880,410	(2%)
8	Charleston Operations																	
9	Building & Dock Leases	18,022	18,333	(311)	(2%)	15,839	2,184	14%	68,763	73,333	(4,570)	(6%)	63,210	5,553	9%	215,430	220,000	(2%)
11	Marina	107,782	85,227	22,555	26%	100,608	7,174	7%	402,910	358,695	44,215	12%	399,163	3,748	1%	1,071,875	1,027,660	4%
12	Shipyards	19,925	21,050	(1,125)	(5%)	20,939	(1,014)	(5%)	84,826	84,200	626	1%	73,887	10,938	15%	253,226	252,600	0%
13	RV Park	32,874	23,772	9,101	38%	22,025	10,848	49%	202,329	191,135	11,194	6%	184,331	17,998	10%	348,694	337,500	3%
14	Ice Plant	6,630	30,037	(23,407)	(78%)	11,263	(4,633)	(41%)	13,816	60,073	(46,257)	(77%)	142,498	(128,682)	(90%)	254,108	300,365	(15%)
16	Travel Lift	2,930	5,000	(2,070)	(41%)	4,341	(1,411)	(33%)	15,238	20,000	(4,762)	(24%)	22,199	(6,961)	(31%)	55,238	60,000	(8%)
17	Other	1,472	542	931	172%	1,419	53	4%	7,709	2,167	5,543	256%	14,686	(6,977)	(48%)	12,043	6,500	85%
18	Total Charleston Operations	189,635	183,960	5,674	3%	176,434	13,200	7%	795,591	789,603	5,988	1%	899,973	(104,382)	(12%)	2,210,613	2,204,625	0%
19	Total Operating Income	287,504	301,087	(13,584)	(5%)	323,622	(36,118)	(11%)	1,157,603	1,186,338	(28,735)	(2%)	1,426,807	(269,204)	(19%)	3,326,662	3,355,397	(1%)
21	Operating Expenses																	
22	Administration	188,422	178,187	(10,234)	(6%)	219,621	31,199	14%	480,809	633,974	153,165	24%	1,089,207	608,398	56%	1,628,601	1,781,765	9%
23	External Affairs	25,996	27,549	1,553	6%	39,743	13,747	35%	81,796	94,701	12,905	14%	117,985	36,189	(31%)	266,033	278,938	(5%)
24	Port Development	23,164	38,927	15,764	40%	36,185	13,021	36%	78,875	117,101	38,226	33%	105,655	26,780	(25%)	300,208	338,434	(11%)
25	Port Operations	20,619	20,449	(169)	(1%)	30,349	9,730	32%	58,435	65,512	7,077	11%	93,944	35,509	(38%)	184,031	191,109	(4%)
26	Railroad Operations	1,335	13,481	12,146	90%	106,236	104,901	99%	10,905	53,925	43,020	80%	149,703	138,798	(93%)	118,755	161,775	(27%)
28	Charleston Operations	145,052	198,916	53,865	27%	194,271	49,219	25%	551,668	678,977	127,309	19%	712,754	161,086	(23%)	1,870,725	1,998,034	(6%)
29	Total Expenses	404,587	477,510	72,924	15%	626,405	221,819	35%	1,262,488	1,644,190	381,702	23%	2,269,248	1,006,760	44%	4,368,353	4,750,055	8%
31	Operating Results																	
32	Administration	(187,062)	(176,827)	(10,234)	6%	(218,261)	31,199	(14%)	(475,370)	(628,534)	153,164	(24%)	(1,083,768)	608,398	(56%)	(1,603,565)	(1,756,729)	(9%)
33	External Affairs	(25,992)	(27,515)	1,523	(6%)	(39,665)	13,673	(34%)	(81,731)	(94,567)	12,837	(14%)	(117,587)	35,856	(30%)	(265,701)	(278,538)	(5%)
34	Port Development	(23,164)	(38,927)	15,764	(40%)	(36,185)	13,021	(36%)	(78,875)	(117,101)	38,226	(33%)	(105,655)	26,780	(25%)	(300,208)	(338,434)	(11%)
35	Port Operations	(5,677)	(39)	(5,638)	14468%	30,860	(36,537)	(118%)	3,284	16,130	(12,845)	(80%)	152,895	(149,611)	(98%)	40,972	53,817	(24%)
36	Railroad Operations	80,229	81,842	(1,613)	(2%)	(21,695)	101,924	(470%)	283,883	255,594	28,289	11%	124,455	159,429	128%	746,923	718,635	4%
38	Charleston Operations	44,583	(14,956)	59,539	(398%)	(17,837)	62,420	(350%)	243,923	110,626	133,297	120%	187,219	56,704	30%	339,888	206,591	65%
39	Totals Operating Results	(117,083)	(176,423)	59,340	(34%)	(302,784)	185,701	(61%)	(104,885)	(457,852)	352,967	(77%)	(842,441)	737,556	(88%)	(1,041,692)	(1,394,659)	(25%)
41	Tax Collected	11,731	6,019	5,712	95%	5,554	6,177	111%	67,179	48,259	18,921	39%	45,931	21,248	46%	2,660,525	2,641,605	1%
42	Financial Income	8,992	8,874	118	1%	13,834	(4,841)	(35%)	35,547	35,496	52	0%	55,406	(19,859)	(36%)	118,539	118,487	0%
43	Grant Income	0	0	0	-	0	0	-	790	5,400	(4,610)	(85%)	6,140	(5,350)	(87%)	27,790	32,400	(14%)
45	Other Income	0	0	0	-	5,930	(5,930)	(100%)	22,402	0	22,402	-	21,460	942	4%	868,977	846,575	3%
46	Total Other Income	20,723	14,893	5,830	39%	25,317	(4,594)	(18%)	125,919	89,154	36,765	41%	128,937	(3,018)	(2%)	3,675,831	3,639,067	1%
48	Financial Expenses & Taxes	13,329	13,133	(196)	1%	12,415	(914)	7%	23,742	27,033	3,291	(12%)	22,971	(771)	3%	47,309	50,600	7%
49	Debt Service	4,667	23,812	19,145	(80%)	4,875	207	(4%)	24,113	95,250	71,137	(75%)	17,501	(6,612)	38%	1,442,671	1,513,808	5%
50	Capital Outlays	25,000	56,667	31,667	(56%)	34,263	9,263	(27%)	84,908	226,667	141,758	(63%)	55,022	(29,886)	54%	538,242	680,000	21%
52	Total Other Expenses	42,996	93,612	50,616	(54%)	51,553	8,557	(17%)	132,763	348,950	216,187	(62%)	95,494	(37,269)	39%	2,028,221	2,244,408	(10%)
54	Net Result	(139,356)	(255,143)	115,786	45%	(329,019)	189,663	(58%)	(111,729)	(717,647)	605,918	84%	(808,998)	697,269	86%	605,918	0	(263442713%)

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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			
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	360	360	(0)	0%	360	0	0%	1,439	1,440	(1)	0%	1,439	0	0%	4,973	4,974	0%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	4,000	4,000	0	0%	4,000	0	0%	12,000	12,000	0%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	8,062	8,062	0%
Total Operating Income	1,360	1,360	(0)	0%	1,360	0	0%	5,439	5,440	(1)	0%	5,439	0	0%	25,035	25,036	0%
Expenses																	
Personnel Services																	
5005 Salaries	117,078	77,256	(39,821)	-52%	63,115	(53,963)	-85%	249,967	231,569	(18,398)	-8%	176,926	(73,041)	-41%	687,285	668,887	-3%
5010 Other compensation	0	1,119	1,119	100%	0	0	-	0	44,956	44,956	100%	0	0	-	9,510	54,466	83%
5015 Overtime	0	57	57	100%	61	61	100%	0	169	169	100%	121	121	100%	320	489	35%
5050 Merit Pool	0	1,960	1,960	100%	0	0	-	0	5,874	5,874	100%	0	0	-	11,093	16,966	35%
Total Compensation	117,078	80,391	(36,687)	-46%	63,175	(53,902)	-85%	249,967	282,568	32,602	12%	177,047	(72,920)	-41%	708,207	740,808	4%
5100 Federal Payroll taxes	4,678	5,640	962	17%	3,261	(1,417)	-43%	13,378	16,905	3,527	21%	10,673	(2,705)	-25%	45,303	48,830	7%
5105 State Payroll taxes	17	0	(17)	-	16	(1)	-8%	43	0	(43)	-	43	(0)	-1%	43	0	-
5110 Unemployment Insurance	600	1,049	448	43%	404	(196)	-49%	1,709	3,143	1,434	46%	1,126	(583)	-52%	7,646	9,080	16%
5115 Workers compensation	104	167	63	38%	85	(19)	-23%	(360)	501	862	172%	339	699	206%	586	1,448	59%
Total Payroll Taxes	5,400	6,856	1,456	21%	3,766	(1,634)	-43%	14,770	20,550	5,779	28%	12,181	(2,589)	-21%	53,579	59,358	10%
5200 Medical insurance	7,684	10,143	2,459	24%	3,927	(3,757)	-96%	30,735	30,401	(334)	-1%	11,781	(18,954)	-161%	88,148	87,814	0%
5205 Dental insurance	922	1,718	796	46%	668	(254)	-38%	3,434	5,149	1,715	33%	2,670	(764)	-29%	13,157	14,872	12%
5215 Term life insurance	94	128	34	27%	311	217	70%	620	382	(238)	-62%	1,578	958	61%	1,342	1,104	-22%
5220 Long Term Disability insurance	292	457	164	36%	0	(292)	-	775	1,369	593	43%	0	(775)	-	3,360	3,953	15%
5225 PERS Employer Contributions	12,077	15,619	3,542	23%	11,231	(846)	-8%	36,397	46,816	10,419	22%	33,584	(2,813)	-8%	124,810	135,229	8%
5230 PERS Employee Contributions	3,796	4,756	960	20%	3,530	(266)	-8%	11,440	14,257	2,817	20%	10,556	(884)	-8%	38,364	41,181	7%
Total Insured Benefits	24,865	32,820	7,954	24%	19,666	(5,199)	-26%	83,401	98,374	14,973	15%	60,170	(23,231)	-39%	269,180	284,153	5%
Total Personnel Services	147,343	120,067	(27,276)	-23%	86,608	(60,735)	-70%	348,138	401,492	53,354	13%	249,398	(98,741)	-40%	1,030,966	1,084,319	5%
Goods & Services																	
6005 Seminars & training	0	322	322	100%	995	995	100%	90	1,287	1,197	93%	1,645	1,555	95%	2,663	3,860	31%
6010 Educational reimbursement	0	0	0	-	0	0	-	0	0	0	-	6,582	6,582	100%	0	0	-
Total Staff Training	0	322	322	100%	995	995	100%	90	1,287	1,197	93%	8,227	8,137	99%	2,663	3,860	31%
6020 Travel - airfare	0	83	83	100%	0	0	-	0	333	333	100%	0	0	-	667	1,000	33%
6025 Travel - lodging & transportation	0	242	242	100%	111	111	100%	0	967	967	100%	861	861	100%	1,933	2,900	33%
6030 Travel - Per Diem & mileage reimbursement	0	63	63	100%	445	445	100%	0	250	250	100%	1,077	1,077	100%	500	750	33%
6035 Meals & Entertainment	0	233	233	100%	204	204	100%	43	933	890	95%	2,401	2,358	98%	1,910	2,800	32%
Total Travel & Entertainment	0	621	621	100%	760	760	100%	43	2,483	2,440	98%	4,339	4,296	99%	5,010	7,450	33%
6050 Office supplies	386	750	364	49%	1,057	671	63%	1,521	3,000	1,479	49%	3,880	2,359	61%	7,521	9,000	16%
6055 Kitchen supplies	192	355	163	46%	218	26	12%	714	1,419	705	50%	1,111	397	36%	3,551	4,256	17%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6060 IT supplies	12,842	667	(12,175)	-1826%	1,518	(11,324)	-746%	12,865	2,667	(10,198)	-382%	2,687	(10,178)	-379%	18,198	8,000	-127%
6070 Postage & courier services	0	433	433	100%	253	253	100%	856	1,733	877	51%	1,540	684	44%	4,323	5,200	17%
6080 Office lease	7,927	8,092	164	2%	7,726	(201)	-3%	31,709	32,367	658	2%	30,906	(804)	-3%	96,442	97,100	1%
6085 Office equipment lease	0	178	178	100%	0	0	-	535	713	179	25%	504	(31)	-6%	1,961	2,140	8%
6087 Office equipment repairs & maintenance	238	375	137	36%	710	472	66%	754	1,500	746	50%	1,363	609	45%	3,754	4,500	17%
6090 IT SW subscriptions & licenses	4,902	11,018	6,116	56%	8,815	3,912	44%	33,760	44,073	10,313	23%	34,995	1,234	4%	121,907	132,220	8%
6095 Commission expenses	0	208	208	100%	291	291	100%	0	833	833	100%	1,495	1,495	100%	1,667	2,500	33%
Total Office Expense	26,488	22,076	(4,412)	-20%	20,588	(5,900)	-29%	82,715	88,305	5,591	6%	78,481	(4,234)	-5%	259,325	264,916	2%
6100 Telephone - landline	384	450	66	15%	433	49	11%	1,604	1,800	196	11%	1,587	(17)	-1%	5,204	5,400	4%
6105 Telephone - mobile	366	780	414	53%	623	257	41%	1,722	3,120	1,398	45%	2,305	583	25%	7,962	9,360	15%
6110 Internet services	604	608	5	1%	604	0	0%	2,415	2,433	19	1%	2,415	0	0%	7,281	7,300	0%
6115 Cable TV	53	50	(3)	-6%	33	(19)	-58%	202	200	(2)	-1%	199	(3)	-1%	602	600	0%
6130 Electricity	474	625	151	24%	528	54	10%	2,006	2,500	494	20%	2,251	245	11%	7,006	7,500	7%
Total Utilities	1,880	2,513	634	25%	2,221	341	15%	7,948	10,053	2,105	21%	8,757	808	9%	28,055	30,160	7%
6200 Temporary/Contract help	4,143	2,900	(1,243)	-43%	0	(4,143)	-	14,277	11,600	(2,677)	-23%	0	(14,277)	-	37,477	34,800	-8%
6205 Janitorial services	484	485	2	0%	484	0	0%	1,934	1,940	6	0%	1,934	0	0%	5,814	5,820	0%
6215 Payroll services	709	867	158	18%	739	30	4%	2,177	3,467	1,289	37%	2,289	112	5%	9,111	10,400	12%
6245 Legal advertising	0	167	167	100%	0	0	-	0	667	667	100%	236	236	100%	1,333	2,000	33%
6250 Legal services	3,033	12,500	9,467	76%	105,277	102,244	97%	5,893	50,000	44,107	88%	725,763	719,870	99%	105,893	150,000	29%
6255 Auditing	0	4,583	4,583	100%	0	0	-	7,500	18,333	10,833	59%	0	(7,500)	-	44,167	55,000	20%
6260 Consulting services	0	83	83	100%	0	0	-	0	333	333	100%	275	275	100%	667	1,000	33%
6265 Recruiting services	0	208	208	100%	79	79	100%	0	833	833	100%	109	109	100%	1,667	2,500	33%
6290 Commercial insurance	1,735	1,733	(3)	0%	1,484	(251)	-17%	6,960	6,930	(30)	0%	5,962	(999)	-17%	20,820	20,790	0%
Total Professional Services	10,103	23,526	13,423	57%	108,061	97,959	91%	38,741	94,103	55,362	59%	736,567	697,826	95%	226,948	282,310	20%
6351 Awards & Recognitions	2,475	313	(2,163)	-692%	0	(2,475)	-	2,475	1,250	(1,225)	-98%	2,575	100	4%	4,975	3,750	-33%
Total Marketing Expense	2,475	313	(2,163)	-692%	0	(2,475)	-	2,475	1,250	(1,225)	-98%	2,575	100	4%	4,975	3,750	-33%
6405 Safety/hazardous materials	0	0	0	-	0	0	-	504	0	(504)	-	0	(504)	-	504	0	-
6430 Equipment Rental	0	0	0	-	723	723	100%	0	0	0	-	723	723	100%	0	0	-
6450 Fuel - Gas	35	250	215	86%	0	(35)	-	56	1,000	944	94%	81	24	30%	2,056	3,000	31%
Total Operational Expense	35	250	215	86%	723	688	95%	560	1,000	440	44%	804	243	30%	2,560	3,000	15%
6500 Repairs & maintenance equipment	0	0	0	-	(393)	(393)	100%	0	0	0	-	0	0	-	0	0	-
6505 Repairs & maintenance vehicles	0	42	42	100%	0	0	-	0	167	167	100%	3	3	100%	333	500	33%
6510 Repairs & maintenance buildings	92	125	33	26%	56	(37)	-66%	92	500	408	82%	56	(37)	-66%	1,092	1,500	27%
Total Repair and Maintenance	98	167	68	41%	(335)	(434)	129%	98	667	568	85%	60	(38)	-63%	1,432	2,000	28%
6599 Budget Contingency	0	8,333	8,333	100%	0	0	-	0	33,333	33,333	100%	0	0	-	66,667	100,000	33%
Total Goods & Services	41,078	58,120	17,042	29%	133,013	91,935	69%	132,671	232,482	99,811	43%	839,810	707,139	84%	597,635	697,446	14%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2020		\$ Diff	% Diff	Oct 2019		Jul 2020 - Oct 2020		Prior FYTD vs Current FYTD		Jul 2020 - Jun 2021						
	Actual	Budget			Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Expenses	188,422	178,187	(10,234)	-6%	219,621	31,199	14%	480,809	633,974	153,165	24%	1,089,207	608,398	56%	1,628,601	1,781,765	9%
Operating Results	(187,062)	(176,827)	(10,234)	6%	(218,261)	31,199	-14%	(475,370)	(628,534)	153,164	-24%	(1,083,768)	608,398	-56%	(1,603,565)	(1,756,729)	-9%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	5,766	4,519	1,247	28%	2,256	3,511	156%	34,986	31,634	3,352	11%	17,808	17,179	96%	1,810,992	1,807,640	0%
4410 Property Taxes - Prior Years	5,873	1,500	4,373	292%	3,226	2,647	82%	32,084	16,625	15,459	93%	28,030	4,054	14%	65,459	50,000	31%
4505 Interest - Bank	1,618	1,500	118	8%	6,460	(4,841)	-75%	6,051	6,000	51	1%	25,910	(19,859)	-77%	30,051	30,000	0%
4506 Interest - Southport Note	2,017	2,143	(125)	-6%	2,175	(158)	-7%	8,149	8,570	(421)	-5%	8,779	(630)	-7%	25,290	25,711	-2%
4515 Principal Repayment - Southport Note	5,357	5,231	125	2%	5,199	158	3%	21,347	20,925	422	2%	20,717	630	3%	63,198	62,776	1%
4695 Grants Received - Other	0	0	0	-	0	0	-	790	0	790	-	0	790	-	790	0	-
4815 Transfer - RF	0	0	0	-	0	0	-	0	0	0	-	0	0	-	201,575	201,575	0%
4905 Other	0	0	0	-	(15)	15	-100%	8	0	8	-	2	7	437%	8	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	22,349	0	22,349	-	0	22,349	-	22,349	0	-
Total Other Income	20,632	14,893	5,739	39%	19,300	1,332	7%	125,765	83,754	42,011	50%	101,245	24,520	24%	2,219,712	2,177,702	2%
Other Expenses																	
Taxes & Misc Expenses																	
6705 Grant expenses	0	0	0	-	0	0	-	35	0	(35)	-	0	(35)	-	35	0	-
6740 Merchant fees	3,488	2,250	(1,238)	-55%	3,014	(474)	-16%	12,114	13,500	1,386	10%	11,643	(471)	-4%	28,614	30,000	5%
6745 Banking fees	0	50	50	99%	(25)	(25)	101%	11	200	189	95%	11	1	5%	411	600	32%
6755 Insurance Claims	0	0	0	-	0	0	-	638	0	(638)	-	0	(638)	-	638	0	-
Total Taxes & Misc Expenses	3,488	2,300	(1,188)	-52%	2,989	(499)	-17%	12,798	13,700	902	7%	11,654	(1,144)	-10%	29,698	30,600	3%
Debt Services																	
7020 Principal repayment - Vehicles	812	4,382	3,570	81%	0	(812)	-	3,231	17,529	14,298	82%	0	(3,231)	-	38,288	52,586	27%
7025 Interest payment - Vehicles	165	503	338	67%	0	(165)	-	678	2,013	1,335	66%	0	(678)	-	4,703	6,038	22%
Total Debt Services	977	4,885	3,908	80%	0	(977)	-	3,908	19,541	15,633	80%	0	(3,908)	-	42,991	58,624	27%
Total Other Expenses	4,465	7,185	2,720	38%	2,989	(1,476)	-49%	16,706	33,241	16,535	50%	11,654	(5,052)	-43%	72,689	89,224	19%
Net Other Income	16,167	7,708	8,459	110%	16,311	(144)	-1%	109,059	50,513	58,546	116%	89,591	19,468	22%	2,147,024	2,088,478	3%
Net Result	(170,895)	(169,120)	(1,775)	1%	(201,950)	31,055	-15%	(366,311)	(578,021)	211,710	-37%	(994,177)	627,867	-63%	543,458	331,748	64%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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			
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD		Jul 2020 - Jun 2021			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4180 Merchandise	4	0	4	-	78	(74)	-95%	40	0	40	-	398	(358)	-90%	40	0	-
4290 Other	0	33	(33)	-100%	0	0	-	25	133	(108)	-81%	0	25	-	292	400	-27%
Total Operating Income	4	33	(29)	-88%	78	(74)	-95%	65	133	(68)	-51%	398	(333)	-84%	332	400	-17%
Expenses																	
Personnel Services																	
5005 Salaries	9,961	9,971	10	0%	15,617	5,656	36%	27,492	29,887	2,396	8%	41,989	14,498	35%	83,934	86,330	3%
5010 Other compensation	0	288	288	100%	0	0	-	0	862	862	100%	0	0	-	1,628	2,490	35%
Total Compensation	9,961	10,259	298	3%	15,617	5,656	36%	27,492	30,750	3,258	11%	41,989	14,498	35%	85,562	88,820	4%
5100 Federal Payroll taxes	758	785	27	3%	1,188	430	36%	2,089	2,352	263	11%	3,187	1,097	34%	6,532	6,795	4%
5105 State Payroll taxes	2	0	(2)	-	5	3	54%	6	0	(6)	-	14	8	56%	6	0	-
5110 Unemployment Insurance	0	126	126	100%	166	166	100%	4	379	375	99%	516	513	99%	720	1,095	34%
5115 Workers compensation	26	24	(3)	-11%	49	23	46%	105	71	(34)	-49%	195	90	46%	238	204	-17%
Total Payroll Taxes	787	935	148	16%	1,407	621	44%	2,204	2,802	598	21%	3,912	1,708	44%	7,496	8,094	7%
5200 Medical insurance	1,133	1,495	362	24%	1,453	320	22%	4,531	4,482	(49)	-1%	5,810	1,280	22%	12,994	12,945	0%
5205 Dental insurance	105	190	85	45%	154	50	32%	419	569	151	26%	618	199	32%	1,494	1,644	9%
5215 Term life insurance	12	16	4	28%	83	72	86%	88	48	(40)	-82%	261	173	66%	180	140	-28%
5220 Long Term Disability insurance	41	57	16	28%	0	(41)	-	124	172	48	28%	0	(124)	-	449	497	10%
5225 PERS Employee Contributions	1,902	1,903	2	0%	2,981	1,080	36%	5,691	5,705	14	0%	8,508	2,816	33%	16,466	16,480	0%
5230 PERS Employer Contributions	598	598	1	0%	937	339	36%	1,789	1,793	5	0%	2,674	885	33%	5,175	5,180	0%
Total Insured Benefits	3,790	4,260	471	11%	5,609	1,819	32%	12,642	12,770	128	1%	17,870	5,228	29%	36,758	36,886	0%
Total Personnel Services	14,538	15,454	916	6%	22,633	8,096	36%	42,338	46,322	3,984	9%	63,772	21,434	34%	129,817	133,800	3%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	1,113	1,113	100%	0	167	167	100%	1,113	1,113	100%	333	500	33%
6025 Travel - lodging & transportation	0	108	108	100%	2,207	2,207	100%	0	433	433	100%	2,207	2,207	100%	867	1,300	33%
6030 Travel - Per Diem & mileage reimbursement	0	65	65	100%	709	709	100%	0	258	258	100%	1,450	1,450	100%	517	775	33%
6035 Meals & Entertainment	0	75	75	100%	30	30	100%	0	300	300	100%	132	132	100%	600	900	33%
Total Travel & Entertainment	0	290	290	100%	4,058	4,058	100%	0	1,158	1,158	100%	4,901	4,901	100%	2,317	3,475	33%
6050 Office supplies	0	42	42	100%	26	26	100%	13	167	154	92%	183	170	93%	346	500	31%
6075 Memberships & dues	2,281	2,302	20	1%	2,352	71	3%	9,392	9,207	(185)	-2%	10,523	1,131	11%	27,807	27,622	-1%
Total Office Expense	2,281	2,344	62	3%	2,379	97	4%	9,405	9,374	(31)	0%	10,706	1,301	12%	28,153	28,122	0%
6270 Contracted Services	16	120	104	87%	0	(16)	-	691	480	(211)	-44%	16	(675)	-4217%	1,651	1,440	-15%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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			
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD		Jul 2020 - Jun 2021			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Professional Services	16	120	104	87%	0	(16)	-	691	480	(211)	-44%	16	(675)	-4217%	1,651	1,440	-15%
6310 Marketing supplies	160	396	236	60%	1,701	1,541	91%	180	1,583	1,403	89%	2,791	2,611	94%	3,347	4,750	30%
6315 Advertising	170	1,858	1,688	91%	233	63	27%	1,871	7,433	5,562	75%	6,247	4,376	70%	16,738	22,300	25%
6320 Cargo recruitment & development	0	0	0	-	1,446	1,446	100%	0	0	0	-	2,103	2,103	100%	0	0	-
6340 Legislative support	7,381	6,700	(681)	-10%	6,069	(1,312)	-22%	25,861	26,800	939	4%	26,224	363	1%	79,461	80,400	1%
6345 Community affairs	1,450	388	(1,062)	-274%	1,224	(226)	-18%	1,450	1,550	100	6%	1,224	(226)	-18%	4,550	4,650	2%
Total Marketing Expense	9,161	9,342	181	2%	10,673	1,512	14%	29,362	37,367	8,005	21%	38,590	9,228	24%	104,095	112,100	7%
Total Goods & Services	11,458	12,095	636	5%	17,110	5,651	33%	39,458	48,379	8,921	18%	54,213	14,755	27%	136,216	145,137	6%
Total Expenses	25,996	27,549	1,553	6%	39,743	13,747	35%	81,796	94,701	12,905	14%	117,985	36,189	31%	266,033	278,938	5%
Operating Results	(25,992)	(27,515)	1,523	-6%	(39,665)	13,673	-34%	(81,731)	(94,567)	12,837	-14%	(117,587)	35,856	-30%	(265,701)	(278,538)	-5%
Other Income & Expenses																	
Other Income																	
Net Result	(25,992)	(27,515)	1,523	-6%	(39,665)	13,673	-34%	(81,731)	(94,567)	12,837	-14%	(117,587)	35,856	-30%	(265,701)	(278,538)	-5%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020
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					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				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	9,246	9,311	(65)	-1%	9,246	0	0%	36,983	37,244	(261)	-1%	37,096	(113)	0%	111,470	111,731	0%
4010 Property Agreements	5,696	11,100	(5,404)	-49%	5,658	38	1%	24,736	44,398	(19,662)	-44%	24,523	213	1%	113,533	133,195	-15%
4240 Project Management Fees	0	0	0	-	46,305	(46,305)	-100%	0	0	0	-	185,220	(185,220)	-100%	0	0	-
Total Operating Income	14,941	20,411	(5,469)	-27%	61,209	(46,267)	-76%	61,719	81,642	(19,923)	-24%	246,839	(185,120)	-75%	225,003	244,926	-8%
Expenses																	
Personnel Services																	
5005 Salaries	13,269	11,643	(1,626)	-14%	19,270	6,001	31%	34,285	34,898	613	2%	54,618	20,333	37%	100,190	100,803	1%
5010 Other compensation	0	336	336	100%	0	0	-	0	1,007	1,007	100%	0	0	-	1,901	2,908	35%
Total Compensation	13,269	11,979	(1,291)	-11%	19,270	6,001	31%	34,285	35,905	1,620	5%	54,618	20,333	37%	102,091	103,711	2%
5100 Federal Payroll taxes	1,015	916	(99)	-11%	1,474	459	31%	2,623	2,747	124	5%	4,178	1,555	37%	7,810	7,934	2%
5105 State Payroll taxes	2	0	(2)	-	5	2	52%	6	0	(6)	-	14	8	56%	6	0	-
5110 Unemployment Insurance	0	126	126	100%	0	0	-	0	379	379	100%	71	71	100%	716	1,095	35%
5115 Workers compensation	26	28	1	5%	41	15	37%	105	83	(22)	-27%	166	61	37%	261	239	-9%
Total Payroll Taxes	1,044	1,070	27	3%	1,520	477	31%	2,734	3,209	475	15%	4,429	1,695	38%	8,793	9,268	5%
5200 Medical insurance	0	0	0	-	0	0	-	0	0	0	-	3,927	3,927	100%	0	0	-
5205 Dental insurance	50	190	140	74%	204	154	76%	145	569	425	75%	817	673	82%	1,219	1,644	26%
5215 Term life insurance	12	16	4	28%	105	93	89%	95	48	(47)	-96%	419	324	77%	187	140	-33%
5220 Long Term Disability insurance	48	67	19	28%	0	(48)	-	145	201	56	28%	0	(145)	-	525	581	10%
5225 PERS Employee Contributions	2,533	2,223	(311)	-14%	3,679	1,146	31%	7,063	6,662	(401)	-6%	11,129	4,067	37%	19,644	19,243	-2%
5230 PERS Employer Contributions	796	699	(98)	-14%	1,156	360	31%	2,220	2,094	(126)	-6%	3,498	1,278	37%	6,174	6,048	-2%
Total Insured Benefits	3,439	3,194	(245)	-8%	5,144	1,705	33%	9,667	9,575	(93)	-1%	19,790	10,123	51%	27,749	27,656	0%
Total Personnel Services	17,752	16,243	(1,509)	-9%	25,934	8,182	32%	46,686	48,688	2,002	4%	78,837	32,151	41%	138,633	140,635	1%
Goods & Services																	
6005 Seminars & training	0	0	0	-	(210)	(210)	100%	0	0	0	-	0	0	-	0	0	-
Total Staff Training	0	0	0	-	(210)	(210)	100%	0	0	0	-	0	0	-	0	0	-
6020 Travel - airfare	0	83	83	100%	0	0	-	0	333	333	100%	1,002	1,002	100%	667	1,000	33%
6025 Travel - lodging & transportation	0	292	292	100%	1,222	1,222	100%	0	1,167	1,167	100%	4,179	4,179	100%	2,333	3,500	33%
6030 Travel - Per Diem & mileage reimbursement	0	42	42	100%	417	417	100%	0	167	167	100%	2,468	2,468	100%	333	500	33%
6035 Meals & Entertainment	0	21	21	100%	50	50	100%	16	83	67	81%	263	247	94%	183	250	27%
Total Travel & Entertainment	0	438	438	100%	1,689	1,689	100%	16	1,750	1,734	99%	7,913	7,897	100%	3,516	5,250	33%
6130 Electricity	252	142	(110)	-78%	246	(6)	-2%	629	567	(63)	-11%	551	(79)	-14%	1,763	1,700	-4%
6155 Environmental Remediation/Mitigation/Monitoring	0	208	208	100%	0	0	-	74	833	760	91%	0	(74)	-	1,740	2,500	30%
Total Utilities	252	350	98	28%	246	(6)	-2%	703	1,400	697	50%	551	(152)	-28%	3,503	4,200	17%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020
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					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6270 Contracted Services	1,775	167	(1,608)	-965%	1,694	(81)	-5%	1,775	667	(1,108)	-166%	1,694	(81)	-5%	3,108	2,000	-55%
6290 Commercial insurance	798	848	50	6%	723	(74)	-10%	3,190	3,391	201	6%	2,893	(297)	-10%	9,973	10,174	2%
Total Professional Services	2,573	1,015	(1,558)	-154%	2,418	(155)	-6%	4,965	4,058	(907)	-22%	4,587	(378)	-8%	13,081	12,174	-7%
6400 Small equipment & tools	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
6405 Safety/hazardous materials	42	633	591	93%	159	117	74%	5,939	2,533	(3,406)	-134%	760	(5,179)	-682%	11,006	7,600	-45%
6410 Signage	0	83	83	100%	0	0	-	0	333	333	100%	0	0	-	667	1,000	33%
6415 Clothing	0	21	21	100%	0	0	-	0	83	83	100%	0	0	-	167	250	33%
6450 Fuel - Gas	0	0	0	-	88	88	100%	0	0	0	-	88	88	100%	0	0	-
Total Operational Expense	42	779	737	95%	247	205	83%	5,939	3,117	(2,823)	-91%	848	(5,091)	-600%	12,173	9,350	-30%
6510 Repairs & maintenance buildings	0	417	417	100%	25	25	100%	0	1,667	1,667	100%	25	25	100%	3,333	5,000	33%
6515 Repairs & maintenance land improvements	0	708	708	100%	0	0	-	0	2,833	2,833	100%	0	0	-	5,667	8,500	33%
6520 Repairs & maintenance docks	0	208	208	100%	0	0	-	126	833	708	85%	48	(77)	-159%	1,792	2,500	28%
6575 Waterway Leases	0	208	208	100%	0	0	-	0	833	833	100%	1,135	1,135	100%	1,667	2,500	33%
6580 Permits	0	83	83	100%	0	0	-	0	333	333	100%	0	0	-	667	1,000	33%
Total Repair and Maintenance	0	1,625	1,625	100%	25	25	100%	126	6,500	6,374	98%	1,208	1,082	90%	13,126	19,500	33%
Total Goods & Services	2,867	4,206	1,340	32%	4,414	1,548	35%	11,749	16,825	5,076	30%	15,107	3,358	22%	45,398	50,474	10%
Total Expenses	20,619	20,449	(169)	-1%	30,349	9,730	32%	58,435	65,512	7,077	11%	93,944	35,509	38%	184,031	191,109	4%
Operating Results	(5,677)	(39)	(5,638)	14468%	30,860	(36,537)	-118%	3,284	16,130	(12,845)	-80%	152,895	(149,611)	-98%	40,972	53,817	-24%
Taxes & Misc Expenses																	
Net Result	(5,677)	(39)	(5,638)	14468%	30,860	(36,537)	-118%	3,284	16,130	(12,845)	-80%	152,895	(149,611)	-98%	40,972	53,817	-24%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

amounts in \$US dollars

Fund: General Fund

Department: Port Development

Location: All

Budget: Adopted



Port Development	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				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																	
Expenses																	
Personnel Services																	
5005 Salaries	15,874	25,611	9,738	38%	27,603	11,729	42%	51,556	76,767	25,211	33%	76,122	24,566	32%	196,532	221,743	11%
5010 Other compensation	0	734	734	100%	0	0	-	0	2,201	2,201	100%	0	0	-	4,157	6,358	35%
Total Compensation	15,874	26,346	10,472	40%	27,603	11,729	42%	51,556	78,969	27,412	35%	76,122	24,566	32%	200,689	228,101	12%
5100 Federal Payroll taxes	1,202	2,015	813	40%	2,112	909	43%	3,901	6,041	2,140	35%	5,823	1,923	33%	15,309	17,449	12%
5105 State Payroll taxes	4	0	(4)	-	7	3	43%	14	0	(14)	-	21	8	36%	14	0	-
5110 Unemployment Insurance	0	379	379	100%	271	271	100%	430	1,137	706	62%	850	420	49%	2,577	3,284	22%
5115 Workers compensation	26	360	334	93%	41	15	37%	105	1,079	974	90%	166	61	37%	2,142	3,116	31%
Total Payroll Taxes	1,233	2,755	1,522	55%	2,432	1,199	49%	4,450	8,256	3,807	46%	6,861	2,411	35%	20,042	23,849	16%
5200 Medical insurance	1,837	2,424	588	24%	1,020	(816)	-80%	7,347	7,267	(80)	-1%	4,082	(3,265)	-80%	21,071	20,991	0%
5205 Dental insurance	150	362	212	59%	100	(50)	-50%	598	1,084	486	45%	399	(200)	-50%	2,645	3,131	16%
5215 Term life insurance	23	49	25	52%	98	75	76%	212	146	(66)	-45%	299	87	29%	487	421	-16%
5220 Long Term Disability insurance	65	147	83	56%	0	(65)	-	275	442	167	38%	0	(275)	-	1,110	1,277	13%
5225 PERS Employee Contributions	3,030	4,889	1,859	38%	3,419	389	11%	10,850	14,655	3,805	26%	10,238	(613)	-6%	38,526	42,331	9%
5230 PERS Employer Contributions	952	1,537	584	38%	1,075	122	11%	3,410	4,606	1,196	26%	3,218	(193)	-6%	12,109	13,305	9%
Total Insured Benefits	6,057	9,408	3,351	36%	5,712	(346)	-6%	22,693	28,200	5,507	20%	18,235	(4,458)	-24%	75,949	81,456	7%
Total Personnel Services	23,164	38,508	15,345	40%	35,746	12,583	35%	78,699	115,425	36,726	32%	101,218	22,519	22%	296,680	333,406	11%
Goods & Services																	
6020 Travel - airfare	0	0	0	-	0	0	-	0	0	0	-	60	60	100%	0	0	-
6025 Travel - lodging & transportation	0	38	38	100%	0	0	-	0	150	150	100%	1,526	1,526	100%	300	450	33%
6030 Travel - Per Diem & mileage reimbursement	0	84	84	100%	197	197	100%	0	337	337	100%	2,003	2,003	100%	674	1,011	33%
6035 Meals & Entertainment	0	24	24	100%	0	0	-	0	97	97	100%	170	170	100%	195	292	33%
Total Travel & Entertainment	0	146	146	100%	197	197	100%	0	584	584	100%	3,759	3,759	100%	1,169	1,753	33%
6075 Memberships & dues	0	0	0	-	75	75	100%	0	0	0	-	150	150	100%	0	0	-
Total Office Expense	0	0	0	-	75	75	100%	0	0	0	-	150	150	100%	0	0	-
6245 Legal advertising	0	167	167	100%	0	0	-	176	667	490	74%	0	(176)	-	1,510	2,000	25%
Total Professional Services	0	167	167	100%	0	0	-	176	667	490	74%	0	(176)	-	1,510	2,000	25%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

amounts in \$US dollars

Fund: General Fund

Department: Port Development

Location: All

Budget: Adopted



Port Development	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6405 Safety/hazardous materials	0	0	0	-	0	0	-	0	0	0	-	175	175	100%	0	0	-
6415 Clothing	0	106	106	100%	0	0	-	0	425	425	100%	0	0	-	850	1,275	33%
6450 Fuel - Gas	0	0	0	-	166	166	100%	0	0	0	-	354	354	100%	0	0	-
Total Operational Expense	0	106	106	100%	166	166	100%	0	425	425	100%	529	529	100%	850	1,275	33%
Total Goods & Services	0	419	419	100%	439	439	100%	176	1,676	1,500	89%	4,437	4,261	96%	3,528	5,028	30%
Total Expenses	23,164	38,927	15,764	40%	36,185	13,021	36%	78,875	117,101	38,226	33%	105,655	26,780	25%	300,208	338,434	11%
Operating Results	(23,164)	(38,927)	15,764	-40%	(36,185)	13,021	-36%	(78,875)	(117,101)	38,226	-33%	(105,655)	26,780	-25%	(300,208)	(338,434)	-11%
Other Income & Expenses																	
Other Income																	
4605 Grants Received - ODOT Lottery	0	0	0	-	0	0	-	0	0	0	-	965	(965)	-100%	0	0	-
Total Other Income	0	0	0	-	0	0	-	0	0	0	-	965	(965)	-100%	0	0	-
Other Expenses																	
Taxes & Misc Expenses																	
6745 Banking fees	0	833	833	100%	0	0	-	1,103	3,333	2,230	67%	1,883	780	41%	7,770	10,000	22%
Total Taxes & Misc Expenses	0	833	833	100%	0	0	-	1,103	3,333	2,230	67%	1,883	780	41%	7,770	10,000	22%
Debt Services																	
7010 Interest payment	2,180	11,375	9,195	81%	4,875	2,695	55%	14,163	45,500	31,337	69%	17,501	3,338	19%	105,163	136,500	23%
Total Debt Services	2,180	11,375	9,195	81%	4,875	2,695	55%	14,163	45,500	31,337	69%	17,501	3,338	19%	105,163	136,500	23%
Total Other Expenses	2,180	12,208	10,029	82%	4,875	2,695	55%	15,266	48,833	33,567	69%	19,384	4,118	21%	112,933	146,500	23%
Net Other Income	(2,180)	(12,208)	10,029	-82%	(4,875)	2,695	-55%	(15,266)	(48,833)	33,567	-69%	(18,418)	3,152	-17%	(112,933)	(146,500)	-23%
Net Result	(25,343)	(51,136)	25,792	-50%	(41,060)	15,716	-38%	(94,141)	(165,935)	71,793	-43%	(124,074)	29,933	-24%	(413,141)	(484,934)	-15%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				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	18,022	18,333	(311)	-2%	15,839	2,184	14%	68,763	73,333	(4,570)	-6%	63,210	5,553	9%	215,430	220,000	-2%
4100 Annual Moorage	54,118	27,909	26,209	94%	50,561	3,557	7%	178,144	107,169	70,975	66%	164,473	13,671	8%	475,985	405,010	18%
4105 Semi-Annual Moorage	12,571	4,605	7,966	173%	4,230	8,341	197%	31,184	25,388	5,795	23%	16,243	14,940	92%	66,395	60,600	10%
4110 Monthly Moorage	13,612	23,121	(9,510)	-41%	14,255	(643)	-5%	66,542	103,511	(36,969)	-36%	78,593	(12,050)	-15%	189,631	226,600	-16%
4115 Transient Moorage	6,872	8,933	(2,061)	-23%	11,307	(4,436)	-39%	39,012	39,993	(981)	-2%	50,622	(11,610)	-23%	86,569	87,550	-1%
4118 Work Dock	1,629	5,417	(3,788)	-70%	5,721	(4,092)	-72%	10,346	21,667	(11,321)	-52%	16,799	(6,453)	-38%	53,679	65,000	-17%
4120 Metered Utilities	30	208	(178)	-86%	315	(285)	-90%	580	833	(253)	-30%	1,401	(821)	-59%	2,247	2,500	-10%
4125 Launch Ramp	2,425	3,083	(658)	-21%	2,159	266	12%	15,706	12,333	3,373	27%	16,509	(803)	-5%	40,373	37,000	9%
4135 Storage Yard	2,595	3,333	(738)	-22%	3,036	(441)	-15%	11,392	13,333	(1,941)	-15%	12,734	(1,342)	-11%	38,059	40,000	-5%
4140 Storage Unit	14,633	14,750	(117)	-1%	14,687	(54)	0%	58,216	59,000	(784)	-1%	58,591	(375)	-1%	176,216	177,000	0%
4145 Long Term Boat Storage	9,393	7,500	1,893	25%	7,678	1,715	22%	37,412	30,000	7,412	25%	30,121	7,291	24%	97,412	90,000	8%
4150 Short Term Boat Storage	5,402	3,125	2,277	73%	2,499	2,902	116%	21,118	12,500	8,618	69%	8,311	12,807	154%	46,118	37,500	23%
4155 Boat Wash	68	83	(15)	-18%	126	(58)	-46%	476	333	143	43%	711	(235)	-33%	1,143	1,000	14%
4165 Space Rents	31,550	21,980	9,570	44%	21,440	10,111	47%	196,915	183,968	12,947	7%	179,442	17,473	10%	328,947	316,000	4%
4173 Laundry	232	333	(101)	-30%	227	6	2%	1,282	1,333	(52)	-4%	1,900	(618)	-33%	3,948	4,000	-1%
4175 Propane	743	833	(90)	-11%	689	54	8%	2,139	3,333	(1,194)	-36%	2,811	(672)	-24%	8,806	10,000	-12%
4180 Merchandise	27	83	(56)	-68%	141	(114)	-81%	263	333	(70)	-21%	876	(613)	-70%	930	1,000	-7%
4185 Visitor Convention Bureau Fee	441	292	149	51%	239	202	84%	2,450	1,167	1,284	110%	1,816	635	35%	4,784	3,500	37%
4190 Ice	6,630	30,037	(23,407)	-78%	11,263	(4,633)	-41%	13,816	60,073	(46,257)	-77%	142,498	(128,682)	-90%	254,108	300,365	-15%
4200 Boat Lifts	3,349	5,000	(1,651)	-33%	3,983	(634)	-16%	16,074	20,000	(3,926)	-20%	20,982	(4,908)	-23%	56,074	60,000	-7%
4230 Environmental Fee	1,878	2,083	(206)	-10%	1,974	(96)	-5%	8,026	8,333	(307)	-4%	7,448	579	8%	24,693	25,000	-1%
4235 Customer Discounts	(320)	0	(320)	-	(711)	391	-55%	(2,620)	0	(2,620)	-	(3,367)	747	-22%	(2,620)	0	-
4290 Other	3,735	4,167	(432)	-10%	4,778	(1,043)	-22%	18,355	16,667	1,689	10%	27,253	(8,897)	-33%	51,689	50,000	3%
4295 Bad Debt Expense	0	(1,250)	1,250	-100%	0	0	-	0	(5,000)	5,000	-100%	0	0	-	(10,000)	(15,000)	-33%
Total Operating Income	189,635	183,960	5,674	3%	176,434	13,200	7%	795,591	789,603	5,988	1%	899,973	(104,382)	-12%	2,210,613	2,204,625	0%
Expenses																	
Personnel Services																	
5005 Salaries	48,158	62,705	14,547	23%	84,458	36,300	43%	155,549	187,952	32,402	17%	251,916	96,367	38%	510,497	542,899	6%
5010 Other compensation	1,162	1,937	775	40%	900	(262)	-29%	1,175	5,806	4,631	80%	4,988	3,813	76%	12,140	16,771	28%
5015 Overtime	626	2,439	1,813	74%	1,934	1,308	68%	706	7,310	6,605	90%	8,571	7,865	92%	14,511	21,116	31%
Total Compensation	49,946	67,081	17,135	26%	87,291	37,346	43%	157,430	201,068	43,638	22%	265,475	108,045	41%	537,148	580,786	8%
5100 Federal Payroll taxes	3,711	5,132	1,421	28%	6,418	2,707	42%	11,621	15,382	3,761	24%	19,415	7,794	40%	40,669	44,430	8%
5105 State Payroll taxes	22	0	(22)	-	35	14	39%	68	0	(68)	-	105	38	36%	68	0	-
5110 Unemployment Insurance	707	1,395	688	49%	1,395	689	49%	2,786	4,180	1,394	33%	5,397	2,611	48%	10,680	12,074	12%
5115 Workers compensation	2,047	2,449	403	16%	2,039	(8)	0%	8,186	7,342	(845)	-12%	8,156	(31)	0%	22,051	21,206	-4%
Total Payroll Taxes	6,486	8,976	2,490	28%	9,888	3,402	34%	22,660	26,903	4,243	16%	33,073	10,412	31%	73,467	77,710	5%
5200 Medical insurance	15,215	20,139	4,925	24%	17,039	1,825	11%	54,736	60,366	5,630	9%	65,132	10,396	16%	168,737	174,367	3%
5205 Dental insurance	1,206	2,329	1,123	48%	1,823	617	34%	4,979	6,980	2,001	29%	6,895	1,916	28%	18,161	20,162	10%
5215 Term life insurance	152	197	45	23%	566	414	73%	907	592	(315)	-53%	2,566	1,659	65%	2,024	1,709	-18%
5220 Long Term Disability insurance	278	375	97	26%	0	(278)	-	937	1,125	188	17%	0	(937)	-	3,061	3,249	6%
5225 PERS Employee Contributions	11,093	13,380	2,287	17%	16,150	5,057	31%	38,542	40,106	1,564	4%	52,722	14,180	27%	114,282	115,846	1%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
5230 PERS Employer Contributions	3,154	3,909	755	19%	4,649	1,495	32%	10,930	11,716	786	7%	15,098	4,168	28%	33,055	33,841	2%
Total Insured Benefits	31,098	40,330	9,232	23%	40,228	9,130	23%	111,030	120,884	9,855	8%	142,413	31,383	22%	339,319	349,174	3%
Total Personnel Services	87,529	116,386	28,857	25%	137,407	49,878	36%	291,120	348,855	57,735	17%	440,960	149,840	34%	949,935	1,007,670	6%
Goods & Services																	
6005 Seminars & training	0	0	0	-	(211)	(211)	100%	0	0	0	-	0	0	-	0	0	-
Total Staff Training	0	0	0	-	(211)	(211)	100%	0	0	0	-	0	0	-	0	0	-
6020 Travel - airfare	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
6025 Travel - lodging & transportation	0	167	167	100%	0	0	-	0	667	667	100%	0	0	-	1,333	2,000	33%
6030 Travel - Per Diem & mileage reimbursement	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
6035 Meals & Entertainment	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
Total Travel & Entertainment	0	292	292	100%	0	0	-	0	1,167	1,167	100%	0	0	-	2,333	3,500	33%
6050 Office supplies	26	0	(26)	-	(140)	(166)	118%	132	0	(132)	-	0	(132)	-	132	0	-
6055 Kitchen supplies	262	208	(54)	-26%	193	(69)	-36%	513	833	321	38%	951	438	46%	2,179	2,500	13%
6070 Postage & courier services	55	83	28	34%	55	0	0%	110	333	223	67%	397	287	72%	777	1,000	22%
Total Office Expense	343	292	(51)	-18%	108	(235)	-218%	754	1,167	412	35%	1,347	593	44%	3,088	3,500	12%
6100 Telephone - landline	194	243	49	20%	267	74	28%	762	970	208	21%	1,072	310	29%	2,702	2,910	7%
6105 Telephone - mobile	499	780	281	36%	454	(44)	-10%	1,957	3,120	1,163	37%	1,892	(65)	-3%	8,197	9,360	12%
6110 Internet services	1,277	1,250	(27)	-2%	1,277	0	0%	5,109	5,000	(109)	-2%	5,278	169	3%	15,109	15,000	-1%
6115 Cable TV	850	680	(170)	-25%	647	(203)	-31%	3,892	2,718	(1,174)	-43%	2,254	(1,638)	-73%	9,329	8,155	-14%
6130 Electricity	16,697	20,833	4,136	20%	17,895	1,198	7%	73,582	83,333	9,751	12%	78,501	4,919	6%	240,249	250,000	4%
6131 Propane - Operations	44	125	81	65%	50	6	12%	333	500	167	33%	268	(65)	-24%	1,333	1,500	11%
6135 Water/Sewer	7,536	6,250	(1,286)	-21%	7,078	(458)	-6%	29,964	25,000	(4,964)	-20%	38,057	8,093	21%	79,964	75,000	-7%
6140 Garbage/Sanitation Collection	6,544	5,833	(711)	-12%	5,316	(1,228)	-23%	22,762	23,333	571	2%	26,012	3,250	12%	69,429	70,000	1%
6145 Hazardous material disposal	150	333	183	55%	150	0	0%	980	1,333	353	26%	2,824	1,844	65%	3,647	4,000	9%
6150 Derelict boat disposal	0	1,250	1,250	100%	0	0	-	15	5,000	4,985	100%	2,160	2,145	99%	10,015	15,000	33%
6155 Environmental Remediation/Mitigation/Monitoring	0	417	417	100%	528	528	100%	178	1,667	1,489	89%	1,277	1,099	86%	3,511	5,000	30%
Total Utilities	33,791	37,994	4,203	11%	33,664	(127)	0%	139,535	151,975	12,440	8%	159,595	20,060	13%	443,485	455,925	3%
6200 Temporary/Contract help	1,401	3,000	1,599	53%	6,313	4,912	78%	7,373	12,000	4,627	39%	24,987	17,614	70%	31,373	36,000	13%
6205 Janitorial services	46	55	9	16%	78	32	41%	68	220	152	69%	239	171	72%	508	660	23%
6210 Vending machine services	0	125	125	100%	0	0	-	1,328	500	(828)	-166%	281	(1,047)	-372%	2,328	1,500	-55%
6245 Legal advertising	0	108	108	100%	0	0	-	349	433	84	19%	676	327	48%	1,216	1,300	6%
6270 Contracted Services	491	542	51	9%	641	150	23%	887	2,167	1,279	59%	2,944	2,057	70%	5,221	6,500	20%
6290 Commercial insurance	8,671	7,504	(1,167)	-16%	6,745	(1,926)	-29%	26,522	30,016	3,494	12%	26,984	462	2%	86,555	90,049	4%
Total Professional Services	10,610	11,334	724	6%	13,778	3,168	23%	36,527	45,336	8,810	19%	56,111	19,584	35%	127,199	136,009	6%

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For Period Ending Oct 2020

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Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD			Jul 2020 - Jun 2021		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	20	500	480	96%	93	73	79%	266	2,000	1,734	87%	2,416	2,150	89%	4,266	6,000	29%
6405 Safety/hazardous materials	9,966	833	(9,133)	-1096%	273	(9,694)	-3557%	9,976	3,333	(6,643)	-199%	3,060	(6,916)	-226%	16,643	10,000	-66%
6410 Signage	0	63	63	100%	0	0	-	0	250	250	100%	269	269	100%	500	750	33%
6415 Clothing	217	417	200	48%	105	(112)	-107%	217	1,667	1,450	87%	280	63	23%	3,550	5,000	29%
6420 Janitorial supplies	0	1,042	1,042	100%	1,362	1,362	100%	3,679	4,167	488	12%	4,720	1,041	22%	12,012	12,500	4%
6425 Operational supplies	133	2,083	1,951	94%	571	439	77%	1,376	8,333	6,957	83%	2,971	1,595	54%	18,043	25,000	28%
6430 Equipment Rental	0	333	333	100%	0	0	-	0	1,333	1,333	100%	503	503	100%	2,667	4,000	33%
6450 Fuel - Gas	753	1,042	288	28%	1,181	427	36%	2,452	4,167	1,714	41%	2,159	(293)	-14%	10,786	12,500	14%
6455 Fuel - Diesel	0	83	83	100%	0	0	-	109	333	224	67%	154	44	29%	776	1,000	22%
6481 Propane - Retail	559	542	(18)	-3%	332	(227)	-68%	1,517	2,167	650	30%	1,417	(100)	-7%	5,850	6,500	10%
6485 Retail items	0	15	15	100%	0	0	-	0	60	60	100%	0	0	-	120	180	33%
Total Operational Expense	11,648	6,953	(4,696)	-68%	3,917	(7,731)	-197%	19,592	27,810	8,218	30%	17,948	(1,643)	-9%	75,212	83,430	10%
6500 Repairs & maintenance equipment	641	6,250	5,609	90%	1,948	1,307	67%	14,285	25,000	10,715	43%	16,739	2,454	15%	64,285	75,000	14%
6505 Repairs & maintenance vehicles	37	667	630	94%	0	(37)	-	12,108	2,667	(9,442)	-354%	2,763	(9,345)	-338%	17,442	8,000	-118%
6510 Repairs & maintenance buildings	452	3,750	3,298	88%	1,896	1,445	76%	709	15,000	14,291	95%	5,015	4,306	86%	30,709	45,000	32%
6515 Repairs & maintenance land improvements	0	417	417	100%	627	627	100%	0	1,667	1,667	100%	3,165	3,165	100%	3,333	5,000	33%
6520 Repairs & maintenance docks	0	4,167	4,167	100%	1,137	1,137	100%	1,394	16,667	15,273	92%	6,421	5,027	78%	34,727	50,000	31%
6540 Marina dredging	0	7,500	7,500	100%	0	0	-	29,260	30,000	740	2%	0	(29,260)	-	89,260	90,000	1%
6575 Waterway Leases	0	2,500	2,500	100%	0	0	-	1,169	10,000	8,831	88%	0	(1,169)	-	21,169	30,000	29%
6580 Permits	0	417	417	100%	0	0	-	5,216	1,667	(3,549)	-213%	2,690	(2,526)	-94%	8,549	5,000	-71%
Total Repair and Maintenance	1,130	25,667	24,537	96%	5,607	4,477	80%	64,141	102,667	38,526	38%	36,792	(27,349)	-74%	269,474	308,000	13%
Total Goods & Services	57,522	82,530	25,008	30%	56,864	(659)	-1%	260,548	330,121	69,574	21%	271,794	11,246	4%	920,790	990,364	7%
Total Expenses	145,052	198,916	53,865	27%	194,271	49,219	25%	551,668	678,977	127,309	19%	712,754	161,086	23%	1,870,725	1,998,034	6%
Operating Results	44,583	(14,956)	59,539	-398%	(17,837)	62,420	-350%	243,923	110,626	133,297	120%	187,219	56,704	30%	339,888	206,591	65%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	91	0	91	-	72	19	26%	109	0	109	-	94	15	16%	109	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,400	(5,400)	-100%	5,175	(5,175)	-100%	0	5,400	-100%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	27,000	27,000	0%
4900 Other Income	0	0	0	-	0	0	-	0	0	0	-	300	(300)	-100%	0	0	-
4905 Other	0	0	0	-	945	(945)	-100%	45	0	45	-	2,551	(2,506)	-98%	45	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	25,000	(25,000)	-100%	0	0	-
Total Other Income	91	0	91	-	1,017	(926)	-91%	154	5,400	(5,246)	-97%	33,120	(32,966)	-100%	27,154	32,400	-16%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	9,841	10,000	159	2%	9,426.60	(414.54)	-4%	9,841	10,000	159	2%	9,427	(415)	-4%	9,841	10,000.00	2%
Total Taxes & Misc Expenses	9,841.14	10,000.00	158.86	2%	9,427	(415)	-4%	9,841	10,000.00	159	2%	9,427	(415)	-4%	9,841	10,000.00	2%
Debt Services																	

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	340,588	340,588	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	242,860	242,860	0%
7020 Principal repayment	434	2,205	1,771	80%	0	(434)	-	1,734	8,818	7,084	80%	0	(1,734)	-	19,370	26,454	27%
7025 Interest payment	17	52	34	67%	0	(17)	-	71	207	136	66%	0	(71)	-	484	620	22%
8010 CIP Buildings	0	5,417	5,417	100%	0	0	-	0	21,667	21,667	100%	168	168	100%	43,333	65,000	33%
8011 CIP Docks	0	0	0	-	0	0	-	0	0	0	-	14,352	14,352	100%	0	0	-
8020 CIP Machinery & Equipment	0	2,250	2,250	100%	0	0	-	14,860	9,000	(5,860)	-65%	0	(14,860)	-	32,860	27,000	-22%
Total Debt Services	451	9,923	9,472	95%	0	(451)	-	16,665	39,691	23,026	58%	14,519	(2,146)	-15%	679,496	702,522	3%
Total Other Expenses	10,292	19,923	9,630	48%	9,427	(866)	-9%	26,506	49,691	23,185	47%	23,946	(2,560)	-11%	689,337	712,522	3%
Net Other Income	(10,201)	(19,923)	9,721	-49%	(8,409)	(1,792)	21%	(26,352)	(44,291)	17,939	-41%	9,174	(35,527)	-387%	(662,183)	(680,122)	-3%
Net Result	34,382	(34,879)	69,261	-199%	(26,246)	60,628	-231%	217,571	66,335	151,236	228%	196,394	21,177	11%	(322,295)	(473,531)	-32%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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					
	Oct 2020		\$ Diff	% Diff	Oct 2019		% Diff	Jul 2020 - Oct 2020		% Diff	Prior FYTD vs Current FYTD		Jul 2020 - Jun 2021				
	Actual	Budget			Actual	\$ Diff		Actual	Budget		\$ Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4287 Dredging Services	0	25,000	(25,000)	-100%	0	0	-	0	25,000	(25,000)	-100%	0	0	-	50,000	75,000	-33%
4290 Other	0	0	0	-	0	0	-	5,738	250,000	(244,262)	-98%	(22,482)	28,221	-126%	5,738	250,000	-98%
Total Operating Income	0	25,000	(25,000)	-100%	0	0	-	5,738	275,000	(269,262)	-98%	(22,482)	28,221	-126%	55,738	325,000	-83%
Expenses																	
Personnel Services																	
5005 Salaries	15,006	13,872	(1,134)	-8%	1,629	(13,377)	-821%	21,270	13,872	(7,398)	-53%	1,866	(19,404)	-1040%	49,013	41,615	-18%
5010 Other compensation	0	0	0	-	0	0	-	(9)	0	9	-	0	9	-	(9)	0	-
5015 Overtime	604	0	(604)	-	0	(604)	-	609	0	(609)	-	0	(609)	-	609	0	-
Total Compensation	15,609	13,872	(1,737)	-13%	1,629	(13,981)	-858%	21,870	13,872	(7,998)	-58%	1,866	(20,004)	-1072%	49,613	41,615	-19%
5100 Federal Payroll taxes	1,173	1,061	(112)	-11%	125	(1,049)	-842%	1,619	1,061	(558)	-53%	143	(1,476)	-1034%	3,742	3,184	-18%
5105 State Payroll taxes	7	0	(7)	-	1	(6)	-995%	9	0	(9)	-	1	(9)	-1145%	9	0	-
5110 Unemployment Insurance	202	361	159	44%	0	(202)	-	353	361	8	2%	7	(346)	-5202%	1,074	1,082	1%
5115 Workers compensation	0	522	522	100%	0	0	-	0	522	522	100%	0	0	-	1,043	1,565	33%
Total Payroll Taxes	1,382	1,944	562	29%	125	(1,257)	-1004%	1,981	1,944	(37)	-2%	150	(1,831)	-1219%	5,868	5,831	-1%
5200 Medical insurance	0	5,812	5,812	100%	0	0	-	0	5,812	5,812	100%	0	0	-	11,623	17,435	33%
5205 Dental insurance	0	793	793	100%	0	0	-	0	793	793	100%	0	0	-	1,585	2,378	33%
5215 Term life insurance	0	50	50	100%	0	0	-	0	50	50	100%	0	0	-	100	150	33%
5220 Long Term Disability insurance	0	75	75	100%	0	0	-	0	75	75	100%	0	0	-	150	225	33%
5225 PERS Employee Contributions	3,806	2,779	(1,027)	-37%	400	(3,406)	-852%	5,372	2,779	(2,593)	-93%	445	(4,927)	-1106%	10,931	8,338	-31%
5230 PERS Employer Contributions	1,059	926	(133)	-14%	98	(961)	-983%	1,491	926	(565)	-61%	112	(1,379)	-1232%	3,344	2,779	-20%
Total Insured Benefits	4,865	10,435	5,570	53%	498	(4,367)	-877%	6,864	10,435	3,571	34%	557	(6,306)	-1131%	27,734	31,305	11%
Total Personnel Services	21,856	26,251	4,395	17%	2,251	(19,605)	-871%	30,715	26,251	(4,464)	-17%	2,574	(28,141)	-1093%	83,215	78,751	-6%
Goods & Services																	
6005 Seminars & training	0	417	417	100%	0	0	-	0	1,668	1,668	100%	0	0	-	3,332	5,000	33%
Total Staff Training	0	417	417	100%	0	0	-	0	1,668	1,668	100%	0	0	-	3,332	5,000	33%
6030 Travel - Per Diem & mileage reimbursement	0	667	667	100%	56	56	100%	0	667	667	100%	56	56	100%	1,333	2,000	33%
Total Travel & Entertainment	0	667	667	100%	56	56	100%	0	667	667	100%	56	56	100%	1,333	2,000	33%
6050 Office supplies	0	42	42	100%	0	0	-	0	168	168	100%	0	0	-	332	500	34%
Total Office Expense	0	42	42	100%	0	0	-	0	168	168	100%	0	0	-	332	500	34%
6105 Telephone - mobile	105	0	(105)	-	94	(11)	-11%	160	0	(160)	-	250	90	36%	160	0	-
Total Utilities	105	0	(105)	-	94	(11)	-11%	160	0	(160)	-	250	90	36%	160	0	-
6250 Legal services	0	2,083	2,083	100%	0	0	-	0	8,332	8,332	100%	595	595	100%	16,668	25,000	33%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6255 Auditing	0	0	0	-	0	0	-	0	0	0	-	0	0	-	10,000	10,000	0%
6290 Commercial insurance	4,540	4,533	(7)	0%	4,282	(258)	-6%	18,162	18,132	(30)	0%	17,128	(1,033)	-6%	54,430	54,400	0%
Total Professional Services	4,540	6,616	2,076	31%	4,282	(258)	-6%	18,162	26,464	8,302	31%	17,723	(438)	-2%	81,098	89,400	9%
6400 Small equipment & tools	0	0	0	-	94	94	100%	0	0	0	-	1,173	1,173	100%	0	0	-
6425 Operational supplies	2,085	16,667	14,582	87%	0	(2,085)	-	6,601	16,667	10,066	60%	0	(6,601)	-	39,934	50,000	20%
6430 Equipment Rental	135	1,407	1,272	90%	0	(135)	-	5,104	1,407	(3,697)	-263%	0	(5,104)	-	7,918	4,221	-88%
6450 Fuel - Gas	39	2,250	2,211	98%	0	(39)	-	773	2,250	1,477	66%	0	(773)	-	5,273	6,750	22%
6455 Fuel - Diesel	820	2,750	1,931	70%	0	(820)	-	820	2,750	1,931	70%	0	(820)	-	6,320	8,250	23%
Total Operational Expense	3,079	23,074	19,995	87%	94	(2,985)	-3175%	13,297	23,074	9,777	42%	1,173	(12,124)	-1033%	59,444	69,221	14%
6500 Repairs & maintenance equipment	279	5,417	5,138	95%	10,232	9,953	97%	15,726	21,668	5,942	27%	30,365	14,639	48%	59,058	65,000	9%
6505 Repairs & maintenance vehicles	40	1,250	1,210	97%	0	(40)	-	2,772	5,000	2,228	45%	320	(2,452)	-766%	12,772	15,000	15%
6540 Marina dredging	4,486	0	(4,486)	-	0	(4,486)	-	4,486	0	(4,486)	-	0	(4,486)	-	4,486	0	-
Total Repair and Maintenance	4,806	6,667	1,861	28%	10,232	5,427	53%	22,985	26,668	3,683	14%	30,685	7,700	25%	76,317	80,000	5%
Total Goods & Services	12,530	37,483	24,953	67%	14,758	2,229	15%	54,604	78,709	24,105	31%	49,888	(4,717)	-9%	222,016	246,121	10%
Total Expenses	34,386	63,734	29,348	46%	17,010	(17,376)	-102%	85,319	104,960	19,641	19%	52,462	(32,857)	-63%	305,231	324,872	6%
Operating Results	(34,386)	(38,734)	4,348	-11%	(17,010)	(17,376)	102%	(79,581)	170,040	(249,621)	-147%	(74,944)	(4,637)	6%	(249,493)	128	-195017%
Other Income & Expenses																	
Other Income																	
4805 Transfer - GF	0	0	0	-	0	0	-	0	0	0	-	22,482	(22,482)	-100%	0	0	-
Total Other Income	0	0	0	-	0	0	-	0	0	0	-	22,482	(22,482)	-100%	0	0	-
Net Other Income	0	0	0	-	0	0	-	0	0	0	-	22,482	(22,482)	-100%	0	0	-
Net Result	(34,386)	(38,734)	4,348	-11%	(17,010)	(17,376)	102%	(79,581)	170,040	(249,621)	-147%	(52,462)	(27,119)	52%	(249,493)	128	-195017%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				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	32,444	34,851	(2,407)	-7%	31,827	617	2%	99,711	109,378	(9,668)	-9%	99,888	(177)	0%	238,432	248,100	-4%
4235 Customer Discounts	0	0	0	-	0	0	-	(3,950)	0	(3,950)	-	0	(3,950)	-	(3,950)	0	-
4260 Rail Operations Revenue	21,961	26,600	(4,639)	-17%	24,297	(2,337)	-10%	90,307	88,046	2,261	3%	80,424	9,883	12%	281,036	278,775	1%
4265 Rail Surcharges	27,159	33,539	(6,380)	-19%	28,417	(1,258)	-4%	108,721	110,762	(2,041)	-2%	93,846	14,875	16%	347,493	349,535	-1%
4290 Other	0	333	(333)	-100%	0	0	-	0	1,333	(1,333)	-100%	0	0	-	2,667	4,000	-33%
Total Operating Income	81,564	95,323	(13,759)	-14%	84,541	(2,977)	-4%	294,789	309,519	(14,731)	-5%	274,158	20,631	8%	865,679	880,410	-2%
Expenses																	
Personnel Services																	
5005 Salaries	0	0	0	-	11,031	11,031	100%	0	0	0	-	30,973	30,973	100%	0	0	-
Total Compensation	0	0	0	-	11,031	11,031	100%	0	0	0	-	30,973	30,973	100%	0	0	-
5100 Federal Payroll taxes	0	0	0	-	815	815	100%	0	0	0	-	2,264	2,264	100%	0	0	-
5105 State Payroll taxes	0	0	0	-	3	3	100%	0	0	0	-	7	7	100%	0	0	-
5115 Workers compensation	0	0	0	-	321	321	100%	0	0	0	-	1,284	1,284	100%	0	0	-
Total Payroll Taxes	0	0	0	-	1,139	1,139	100%	0	0	0	-	3,555	3,555	100%	0	0	-
5200 Medical insurance	0	0	0	-	1,454	1,454	100%	0	0	0	-	5,816	5,816	100%	0	0	-
5205 Dental insurance	0	0	0	-	154	154	100%	0	0	0	-	618	618	100%	0	0	-
5215 Term life insurance	0	0	0	-	58	58	100%	0	0	0	-	230	230	100%	0	0	-
5225 PERS Employee Contributions	0	0	0	-	2,106	2,106	100%	0	0	0	-	6,309	6,309	100%	0	0	-
5230 PERS Employer Contributions	0	0	0	-	662	662	100%	0	0	0	-	1,983	1,983	100%	0	0	-
Total Insured Benefits	0	0	0	-	4,434	4,434	100%	0	0	0	-	14,957	14,957	100%	0	0	-
Total Personnel Services	0	0	0	-	16,604	16,604	100%	0	0	0	-	49,485	49,485	100%	0	0	-
Goods & Services																	
6005 Seminars & training	0	0	0	-	(425)	(425)	100%	0	0	0	-	0	0	-	0	0	-
Total Staff Training	0	0	0	-	(425)	(425)	100%	0	0	0	-	0	0	-	0	0	-
6020 Travel - airfare	0	0	0	-	458	458	100%	0	0	0	-	830	830	100%	0	0	-
6025 Travel - lodging & transportation	0	0	0	-	209	209	100%	0	0	0	-	651	651	100%	0	0	-
6030 Travel - Per Diem & mileage reimbursement	0	42	42	100%	0	0	-	0	167	167	100%	1,119	1,119	100%	333	500	33%
6035 Meals & Entertainment	0	42	42	100%	18	18	100%	0	167	167	100%	66	66	100%	333	500	33%
Total Travel & Entertainment	0	83	83	100%	685	685	100%	0	333	333	100%	2,666	2,666	100%	667	1,000	33%
6105 Telephone - mobile	0	60	60	100%	0	0	-	0	240	240	100%	0	0	-	480	720	33%
6145 Hazardous material disposal	0	0	0	-	0	0	-	0	0	0	-	4,313	4,313	100%	0	0	-
Total Utilities	0	60	60	100%	0	0	-	0	240	240	100%	4,313	4,313	100%	480	720	33%
6230 Rail operations service fee	0	542	542	100%	0	0	-	0	2,167	2,167	100%	0	0	-	4,333	6,500	33%
6260 Consulting services	0	4,583	4,583	100%	765	765	100%	250	18,333	18,083	99%	765	515	67%	36,917	55,000	33%
6270 Contracted Services	18	0	(18)	-	17	(0)	-1%	18	0	(18)	-	17	(0)	-1%	18	0	-
6290 Commercial insurance	1,175	3,365	2,190	65%	2,521	1,346	53%	10,495	13,460	2,965	22%	4,935	(5,560)	-113%	37,415	40,380	7%

Financial Report - Actual vs. Budget
For Period Ending Oct 2020

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					
	Oct 2020				Oct 2019			Jul 2020 - Oct 2020				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Professional Services	1,192	8,490	7,298	86%	3,303	2,111	64%	10,762	33,960	23,198	68%	5,717	(5,045)	-88%	78,682	101,880	23%
6410 Signage	0	667	667	100%	0	0	-	0	2,667	2,667	100%	0	0	-	5,333	8,000	33%
6415 Clothing	0	15	15	100%	0	0	-	0	58	58	100%	0	0	-	117	175	33%
Total Operational Expense	0	681	681	100%	0	0	-	0	2,725	2,725	100%	0	0	-	5,450	8,175	33%
6505 Repairs & maintenance vehicles	143	0	(143)	-	0	(143)	-	143	0	(143)	-	275	131	48%	143	0	-
6510 Repairs & maintenance buildings	0	0	0	-	17,819	17,819	100%	0	0	0	-	17,819	17,819	100%	0	0	-
6515 Repairs & maintenance land improvements	0	4,167	4,167	100%	61,627	61,627	100%	0	16,667	16,667	100%	61,627	61,627	100%	33,333	50,000	33%
6530 Repairs & maintenance Locos	0	0	0	-	7,801	7,801	100%	0	0	0	-	7,801	7,801	100%	0	0	-
6580 Permits	0	0	0	-	(1,178)	(1,178)	100%	0	0	0	-	0	0	-	0	0	-
Total Repair and Maintenance	143	4,167	4,023	97%	86,069	85,925	100%	143	16,667	16,523	99%	87,521	87,378	100%	33,477	50,000	33%
Total Goods & Services	1,335	13,481	12,146	90%	89,632	88,297	99%	10,905	53,925	43,020	80%	100,219	89,313	89%	118,755	161,775	27%
Total Expenses	1,335	13,481	12,146	90%	106,236	104,901	99%	10,905	53,925	43,020	80%	149,703	138,798	93%	118,755	161,775	27%
Operating Results	80,229	81,842	(1,613)	-2%	(21,695)	101,924	-470%	283,883	255,594	28,289	11%	124,455	159,429	128%	746,923	718,635	4%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	783,965	783,965	0%
4815 Transfer - RF	0	0	0	-	0	0	-	0	0	0	-	0	0	-	645,000	645,000	0%
4905 Other	0	0	0	-	5,000	(5,000)	-100%	0	0	0	-	5,000	(5,000)	-100%	0	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	(11,393)	11,393	-100%	0	0	-
Total Other Income	0	0	0	-	5,000	(5,000)	-100%	0	0	0	-	(6,393)	6,393	-100%	1,428,965	1,428,965	0%
Other Expenses																	
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	8	8	100%	0	0	-
Total Taxes & Misc Expenses	0	0	0	-	0	0	-	0	0	0	-	8	8	100%	0	0	-
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	338,068	338,068	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	306,543	306,543	0%
7020 Principal repayment - Vehicles	1,042	5,245	4,203	80%	0	(1,042)	-	4,167	20,980	16,813	80%	0	(4,167)	-	46,127	62,940	27%
7025 Interest payment - Vehicles	17	51	34	67%	0	(17)	-	70	204	134	66%	0	(70)	-	477	611	22%
8013 CIP Construction Bridges	0	18,750	18,750	100%	34,263	34,263	100%	0	75,000	75,000	100%	40,503	40,503	100%	150,000	225,000	33%
8015 CIP Land Improvements	0	30,250	30,250	100%	0	0	-	0	121,000	121,000	100%	0	0	-	242,000	363,000	33%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	45,048	0	(45,048)	-	0	(45,048)	-	45,048	0	-
8025 CIP Mobile Equipment	25,000	0	(25,000)	-	0	(25,000)	-	25,000	0	(25,000)	-	0	(25,000)	-	25,000	0	-
Total Debt Services	26,059	54,296	28,237	52%	34,263	8,204	24%	74,285	217,184	142,899	66%	40,503	(33,782)	-83%	1,153,263	1,296,162	11%
Total Other Expenses	26,059	54,296	28,237	52%	34,263	8,204	24%	74,285	217,184	142,899	66%	40,511	(33,774)	-83%	1,153,263	1,296,162	11%
Net Other Income	(26,059)	(54,296)	28,237	-52%	(29,263)	3,204	-11%	(74,285)	(217,184)	142,899	-66%	(46,904)	(27,381)	58%	275,702	132,803	108%
Net Result	54,169	27,546	26,623	97%	(50,958)	105,127	-206%	209,598	38,411	171,187	446%	77,551	132,047	170%	1,022,625	851,438	20%



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Margaret Barber, Director of External Affairs

DATE: December 8, 2020

SUBJECT: Commercial/External Affairs/Marketing Management Report

Commercial:

A series of meetings were held over the past month with CBRL customers to provide an update on operations and projects, discuss feedback from customers on rail service, and discuss industry trends and future projected volumes.

Staff received an inquiry from an engineering firm working with a French offshore wind energy company that is compiling an inventory of potential locations to site a future assembly and placement operation.

Staff participated in a teleconference with a group of seafood processors to discuss opportunities for collaboration, support in operations from a regulatory perspective, and potential for future growth and development.

Staff is working with two potential new rail customers. These inquiries have been connected with the Union Pacific to determine pricing and railcar availability.

Log shipments have been initiated from the Willamette Valley to the Coos Bay area. The appropriate agreements have been executed to support the move.

Staff is working with two commercial inquiries interested in establishing facilities within the Port community.

Marketing, Media, and Outreach:

Staff assisted in the development of materials for the Economic Outlook Forum. The Port was provided with a fifteen-minute time block to discuss the Charleston Marina Complex and its importance to the commercial fishing fleets and Charleston's local economy.

Staff participated in the Great Northern Corridor Coalition (GNCC) meeting, which is a group comprised of transportation providers, ports, and agricultural growers. Staff were provided the opportunity to introduce the Port of Coos Bay and the potential benefits of utilizing both rail and the shipping channel for agricultural interests.

The Port's Facebook page followers increased by 12% over the past month, with page likes increasing by 15% and reach by 8%. The Facebook posts that received the highest number of reactions,

comments and shares over the past month included:

1. A shout out to our crews on the Coos Bay Rail Line (CBRL) and at the Charleston Marina Complex, and the maritime professionals working in the Coos Bay Harbor! During Oregon's "Freeze", these folks are continuing work on the ground to ensure that freight moves in and out of southwestern Oregon, and that our commercial fishing industry is supported at the Port's various facilities at the marina. Thank you! (174 reactions).
2. This week the CBRL initiated a new log move from the Willamette Valley to the Coos Bay area! Each rail car can move approximately three truckloads, keeping our roadways less congested and reducing greenhouse gasses. (202 reactions)
3. A frequent visitor to the Port of Coos Bay, the Princess Haru is currently berthed in the harbor and being loaded with wood chips destined for Asian Markets. Each vessel call generates approximately \$700,000 in economic activity for the region! (184 reactions)

Over the past month, the Port's LinkedIn account added 7 new followers. The Port's Instagram account has reached 77% more accounts in the past 30 days compared to the previous month, with total followers increasing by 1.7%.

Port Property:

Work continues on the Point Adams facility, with tenants completing repairs and updates to prepare for the opening of crab season, currently scheduled to open December 15.

A lease agreement was executed for Building 30. The tenant is currently making improvements to the facility, also for crab season. The building will be utilized as a seafood processing facility for commercial distribution.

Staff received an inquiry from the City of Coos Bay for a requested street vacation of a portion of Maxwell Street.

Legislative/Advocacy Work:

Staff continue to work with Markee and Associates, as well as OPPA and SDAO to submit a legislative concept for the upcoming legislative session beginning in January of 2021.

There is a possibility that another special session takes place prior to the regular session. If convened, it will likely take place the week before Christmas.

Staff participated in a webinar held by EPA and DEQ regarding the CTCLUSI's application for Treatment as a State (TAS), which would provide the Tribe with the authority to implement water quality standards.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Director of Maritime Operations and Asset Management

DATE: December 8, 2020

SUBJECT: Port Operations/Asset Management Report

Channel Modification Project:

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

Rail Bridge Rehabilitation Project:

The Port's Engineer of Record (EOR) was on site in November to conduct a reevaluation of the Rail Bridge Rehabilitation Project scope of work (SOW). This evaluation was completed in about a week, and Stantec is processing the information from the evaluation to complete engineering and design for the development of bid documents. During the evaluation, an additional 6 post members were identified as critical for replacement. Staff is working with Stantec to develop a repair plan and bid documents.

Tunnel Rehabilitation Project:

Rock breaking in the ditch lines continues in tunnel 19. The contractor continues to encounter hard rock but is making headway. They also experienced work delays due to COVID restrictions. This work should be completed in mid-December, with ballast and resurfacing work remaining in tunnel 19 and 20. All work is anticipated to be completed by January 1, 2021.

On Call Track Repair/On Call Bridge Repair:

The Port awarded the on-call track repair contract to Rick Franklin Corp. This contract was awarded following an RFQ process and will allow the Port to quickly respond to emergency repairs in the future. Staff is also working on an RFQ to renew the on call bridge repair contract, which expires in January.

PIDP Grant:

The PIDP Tie Replacement Project Kickoff meeting with MARAD is scheduled for December 16, 2020. This meeting provides an opportunity for Port and MARAD team members to meet and discuss high level project timelines. As discussed previously, the Port believes the project will qualify for a categorical exclusion under MARAD's environmental compliance framework (NEPA). This will allow the project to proceed on a much faster timeline, as compared to the BUILD Grant.

Charleston Piling Permit:

Staff requested to modify the existing piling permit for the Charleston Marina Complex. The original permit authorized piling replacement for up to 50 piles in the outer basin of the Marina. This modification will increase that number to 100 piles and include the shipyard and inner basin. Russel Marine is requesting to replace 6 pilings at the fuel dock (pictured to the right), following the allision last winter with a fishing vessel. A modification to the permit will allow them to complete this work.

Transpacific Parkway Drainage:

In November, I conducted an inspection of Transpacific Parkway with engineers from SHN. They have conducted drone surveys of the area and will be developing alternatives to address the flooding issues over the roadway.

Safety:

Staff is developing a plan and seeking quotes to procure more cameras and install gates at both Marina entrances. Having additional cameras and the ability to control access to the facility will improve the safety and wellbeing of customers, the public, and staff. The final plan is still under development but will focus on reasonably restricting access to the facility during certain hours of the day for the general public.

Staff is also working on developing and implementing the new OSHA COVID-19 requirements. The Risk Assessment and Infection Control Plan is complete and in place. All training required by the new guidelines will be completed by Port staff on or before December 27.





M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Brandon Collura, Harbormaster
DATE: December 8, 2020
SUBJECT: Charleston Operations Management Report

The Marina finished the month of November at 55% capacity. Of the 443 moorage slips, we had 165 annuals, 38 semi-annuals, 43 monthlies and 84 transients. Annuals and semi-annuals remained stable, monthlies increased and transients decreased.

The RV Park had 23% capacity in November. Traffic has slowed considerably which is typical of the off season. Out of 104 RV Park spaces, we had 57 new check-ins for total sales of \$15,140.

Dredge Project:

Dredge operations have been under way since October 15. Progress continued throughout November and material moved is nearing the 10K CY mark as we begin December. Another progress survey is required at 15K CY per the USACE and 20K CY is our permit limit for the first year.

Ice Dock & Plant Project:

As of December 4, the only remaining item to be completed is the installation of the top portion of the public hoist on the NE corner of the dock. The work is scheduled to take place the week of December 7. The ice dock facility will be fully open for operations across all facets upon completion of the hoist assembly.

General Maintenance Projects:

A portion of the roof on Building 30 was recently replaced due to an ongoing leak from the deterioration of the old metal materials. A shipyard building roof also sustained damage from a recent storm and work will begin soon to repair the damages.

Various electrical and plumbing projects have also been undertaken during the month of November.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Rich Lopez, General Manager

DATE: December 8, 2020

SUBJECT: Railroad Department Management Report

Operations:

CBRL handled 349 revenue car loadings for November 2020. November 2020 car loadings were below October 2020, by 91 cars and below by 234 cars from the 2020/21 CBRL forecasted monthly average of 583 cars. November 2020 was above November 2019 of 348 cars by 1 car.

The month of November 2020 decrease in carloads was a result of 2 holiday shutdowns with a total of 3 non-operating days, a reduction of rock cars moving out of Greenhill Reload because of Jordan Cove's unload auger being down, and a reduction of tunnel project loads as completion of the project nears.

Mechanical (Car and Locomotive):

The Mechanical department continues to stay ahead of defects on both cars and locomotives. The Carmen have again increased the volume of cars that they are able to make AAR repairs on in November. The Locomotive Mechanic stays vigilant with the repair needs and required inspections of the locomotive fleet. CBRL has begun the process of returning the 1909 to the fleet with the help of Mechanic Scott Hutton. The plan is to have it back in consist by mid-December.

Maintenance of Way (MOW):

The MOW team continued their efforts to make repairs on the mainline. In November they were able to replace 18 joint ties from Cordes to Hauser. They also regauged mainline track in Lakeside and Mapleton areas. Hazard trees are still being worked off the line, in an effort to keep from falling on the tracks.

ODOT/FRA:

CBRL had an unannounced visit from ODOT Operations Inspector Alon Kelly in November. He observed the crews perform their train service operations in the Noti and Coos Bay areas. No defects were documented on the inspection.

ODOT Mechanical Inspector Greg Stang performed an unannounced site inspection from Eugene to Mapleton. Mr. Stang identified 3 cars of 20 inspected that had defects needing to be corrected.

Coos Bay Rail Line:

As of December 1, 2020, the CBRL is 441 days' injury free. Currently, CBRL has 18 employees and 6 locomotives on property. No incidents occurred on the CBRL in November.

Tunnel Project Phase II:

Tunnel 15 – Rock removal and ditch line.

Tunnel 17 – Complete.

Tunnel 18 – Final track work done.

Tunnel 19 – Final dressing needs to be performed.

Tunnel 20 – Final track dressing needs to be performed.

Tunnel 21 – Complete.



Action Items

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

DATE: December 8, 2020

PROJECT TITLE: 2020Res14 - Amendments to Port Policy Manual Chapter 14: Personnel Policy, Section 14.5: Time Off & Benefits

ACTION REQUESTED: Approve Resolution 2020Res14 Authorizing the Amendments to Port Policy Manual Chapter 14: Personnel Policy, Section 14.5: Time Off & Benefits regarding Unused Holiday Pay.

BACKGROUND:

The Port of Coos Bay currently allows employees who work a paid holiday to either receive 8 hours of standard pay for the holiday (in addition to the hours worked on the holiday), or choose to use the holiday (as time off) at a later date.

To ensure employees who choose to use the holiday at a later date receive the holiday pay that they deserve in a timely manner, Port Staff is recommending Unused Holiday to be used within the calendar year in which it was accrued. If the accrued Unused Holiday is not used within the calendar year in which it was accrued, it will be paid out at full value in the first paycheck of the following calendar year.

Before being presented to the Port Commission, amendments to Section 14.5 have been reviewed and approved by Port's legal counsel and discussed with the Port's Management Team and staff. The red lined draft version of the recommended policy is included within the packet following the resolution. The policy will be effective January 1, 2021.

RECOMMENDED MOTION:

Approve Resolution 2020Res14 Authorizing the Amendments to Port Policy Manual Chapter 14: Personnel Policy, Section 14.5: Time Off & Benefits.

RESOLUTION 2020Res14

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

**RESOLUTION AUTHORIZING THE AMENDMENTS TO
PORT POLICY MANUAL CHAPTER 14: PERSONNEL POLICY,
SECTION 14.5: TIME OFF & BENEFITS**

WHEREAS, the Oregon International Port of Coos Bay, a Port District organized and operated under Oregon Revised Statutes (ORS) 777, maintains a Port Personnel Policy Manual, and

WHEREAS, Port Personnel Policy Manual Section 14.5: Time Off & Benefits, outlines benefits for Port employees, including Holiday Pay, and

WHEREAS, the Port of Coos Bay allows employees who work a paid holiday to either receive 8 hours of standard pay for the holiday (in addition to the hours worked on the holiday), or choose to use the holiday (as time off) at a later date, and

WHEREAS, to ensure employees who choose to use the holiday at a later date receive the holiday pay that they deserve in a timely manner, Port Personnel Policy Manual Section 14.5: Time Off & Benefits will be revised to reflect the following:

- Unused holidays shall be used within the calendar year in which it was accrued.
- If the accrued unused holiday is not used within the calendar year in which it was accrued, it will be paid out in full value in the first paycheck of the following calendar year.

WHEREAS, the policy has been reviewed and approved by the Port's legal counsel before being presented to the Port Commission, and

WHEREAS, the policy will be effective January 1, 2021.

THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Oregon International Port of Coos Bay approves and adopts the amendments to Port Policy Manual Chapter 14: Personnel Policy, Section 14.5: Time Off & Benefits, identified as Exhibit A, attached hereto and incorporated herein by reference.

APPROVED and ADOPTED, by the Board of Commissioners of the Oregon International Port of Coos Bay this 15th day of December 2020.

David Kronsteiner, President

Eric Farm, Vice President

POLICY 14.5 TIME OFF & BENEFITS

A. PAID TIME OFF (PTO)

Paid-Time-Off (PTO) (which combines vacation and sick leave into one accrual account) is provided to all regular employees to use at the employee's discretion. Employees are expected to use accrued PTO responsibly to assure necessary rest, relaxation, and recovery away from work, and to maintain an appropriate balance for use in unexpected illness, emergencies, personal business and in cases of serious illness or injury.

Accrual:

All regular, full time employees begin accruing PTO upon the first day of full-time employment and are immediately available for use. Regular, part-time employees will accrue PTO at a proportionately reduced rate. PTO accrual meets the minimum statutory requirements required by Oregon's Sick Time Leave Law.

PTO accrual rates are as follows:

Completed Years of Service	Accrual Per Pay Period	Annual Accrual
<1 year	7.69 hours	25 days
1	8.00 hours	26 days
2	8.30 hours	27 days
3	8.62 hours	28 days
4	8.92 hours	29 days
5	9.23 hours	30 days
6	9.54 hours	31 days
7	9.85 hours	32 days
8	10.15 hours	33 days
9	10.46 hours	34 days
10+	10.77 hours	35 days

The maximum amount of PTO which may be accrued, is 75 days per employee. PTO will not continue to accrue over 75 days.

PTO is not accrued during unpaid leave.

Use of PTO:

Use of PTO for planned absence must be scheduled and approved by the department head in advance. Due to possible scheduling conflicts and operating needs, employees may not receive their requested days off.. However, Supervisors will make efforts to accommodate such requests when possible. The Port reserves the right to modify or eliminate a specific time off request, if necessary, due to special circumstances.

In an event that PTO must be used for an unplanned absence, employees must contact their supervisor as soon as possible and before their scheduled starting time. If an employee must

unexpectedly leave during the work day, the supervisor must be notified before the employee leaves work.

PTO may be used in conjunction with Worker's Compensation or Long-Term Disability to bring an employee's pay to their normal weekly take home pay. Employees who request FMLA leave, must use available PTO while absent for that leave. When requesting FMLA leave, the employee will be notified of this requirement as well as informed of available PTO and FMLA.

PTO may not be used while on Unpaid Administrative Leave or Suspension Without Pay.

With the exception of an unexpected serious illness or injury, no more than two weeks (80 hours) of PTO may be used at one time unless previously approved by the Chief Executive Officer.

PTO hours must be exhausted before an employee may take time off without pay.

If a holiday falls during an employee's scheduled PTO, the employee will receive holiday pay and will not be charged PTO for the day.

Payment:

PTO will be paid at the employee's regular rate of base pay at the time it is used.

50% of the employee's unused accrued PTO shall be paid out at full value upon termination of employment and will be included in the final paycheck.

If an employee's PTO balance exceeds 40 days (320 hours) at the time of their anniversary date of hire, the employee may cash out PTO hours in excess of 40 days at 50% of face value. The total number of hours paid out will be deducted from the employee's PTO bank and will no longer be available for use.

B. HOLIDAYS

Regular employees will receive a day off with pay regardless of whether that employee is still serving their introductory period on each of these recognized holidays:

New Year's Day
Martin Luther King Jr. Day
President's Day
Memorial Day
Independence Day
Labor Day
Veteran's Day
Thanksgiving Day
Day After Thanksgiving
Christmas Day

When a scheduled holiday falls on Sunday, it will be observed on the following Monday. When a scheduled holiday falls on a Saturday, it will be observed on the preceding Friday.

If a non-exempt employee is required to work on any holiday observed by the Port, the employee shall be entitled to either eight (8) hours of standard pay for the holiday, plus (in addition to pay at the standard rate for the hours actually worked on the holiday) (double pay rate for actual hours worked), or elect to use the unused holiday at a later date, subject to scheduling with the supervisor. If an exempt employee is required to work on any holiday observed by the Port, the employee shall be entitled to another day off subject to their manager's approval. Employees shall use any unused holiday within the calendar year in which it was accrued. If any unused holiday is not used within the calendar year in which it was accrued, the employee shall be paid for the holiday worked at the employee's standard rate of pay in the first pay check of the following calendar year.

Employees who are on an unpaid leave shall not receive holiday pay. Should a holiday occur during an employee's PTO, that day will not be deducted from the employee's accrued leave account.

Holiday pay is not considered time worked for the purpose of overtime calculations.

C. MEDICAL / VISION / DENTAL INSURANCE

Regular and introductory employees will receive health insurance, which includes medical, vision and dental, beginning on the first day of the full month following thirty (30) days of employment. Upon termination, an employee's health insurance will lapse on the last day of the month in which the employee was terminated. Continuous coverage (COBRA) is available and employees must contact the Human Resources department for cost and further information.

D. LIFE / DISABILITY INSURANCE

Regular and introductory employees shall receive life and long-term disability insurance beginning on the first day of the full month following ninety (90) days of employment. Upon termination this insurance will lapse on the last day of the month worked.

E. RETIREMENT PLAN

The Port contributes to a retirement system for all regular employees. New employees who have previously been members of PERS (Public Employees Retirement System) will be eligible immediately upon hiring. Other employees will be eligible on the first full pay period of the month following six months of full time employment. Contributions to this plan will end on the last day worked. More information is available from the Human Resources department.

F. COMMUNITY SERVICE

The Port provides the opportunity for employees to request community service leave of up to one hour per week of paid leave during normal business hours. Community Service Leave is defined

as leave to volunteer with charitable or service organizations that provide a local community service. Community service is intended to be a personal contribution and commitment of time in a service capacity. It is not intended to cover rallies, marches or other events with a political agenda.

Community Service Leave must be pre-approved by the Human Resources Manager and scheduled with the department head in advance. Time spent on Community Service Leave must be recorded in the Port's Time & Attendance system. It is the Port's expectation that regular work be accomplished as a priority to and before any community service activity. Community Service Leave will be paid at the regular rate of pay. The Port will not be held liable for any injury suffered while volunteering on Port time. Unused Community Service Leave will not be paid out upon termination of employment with the Port.

Membership Dues and Other Fees:

Membership dues in a community service organization will not be paid by the Oregon International Port of Coos Bay unless the Port requests, in writing, an employee's membership in an organization for its benefit. Other fees such as travel expenses and meals are also not reimbursable by the Port unless the Port requests the employee's participation in a particular function.

G. EDUCATIONAL ASSISTANCE

The Port recognizes the benefits of a well-trained and properly educated work force. Educational and vocational assistance may be available to employees if the education is deemed directly related to the employee's position and if it is expected to increase the employee's knowledge within the duties expected of the position or qualify the employee for advancement.

Employees must obtain prior written approval from their manager and the Chief Executive Officer (CEO) and will be reimbursed for tuition based upon the following formula:

- 100% for a grade of "A", 75% for a "B", and 50% for a "C" for community college classes, seminars and workshops.
- 75% for a grade of "B" or above for bachelor and advance degree programs.
- Employees attending non-college training events that are offered on a pass/fail basis, must "pass" to receive reimbursement.

Classes should be taken outside the employee's normal working hours. If the class desired is only available during normal working hours, arrangements must be made with the immediate supervisor.

When attendance to a class is required by the Port, the Port will pay for or reimburse employees for the expenses of attending classes, lectures, conferences, etc. Under these circumstances, the Port will also pay the employee's regular wage while the employee is in training.

Employees are expected to demonstrate a commitment to the Port by continuing employment for at least twelve months after tuition reimbursement. If employment is terminated, for any reason,

within twelve (12) months of tuition reimbursement, employees will authorize a payroll deduction for the reimbursement of a pro-rated portion of the tuition.

H. LEAVES OF ABSENCE

The (CEO) has the authority to grant leaves of absence to employees. Approval of leaves of absence should be obtained prior to the commencement of such leaves, except under extreme circumstances. Leaves of absence may be granted for a period not to exceed three months. Leaves of absence shall not be approved for employees accepting other employment. Employees returning from an approved leave are entitled to their previous position if they return within the period for which the leave was granted.

Paid Leaves of Absence:

Regular employees are eligible for paid leaves of absence. Eligible employees shall continue to accrue PTO during these leaves.

The following shall be considered paid leaves of absences:

- Official Appearances/Jury Duty:
Employees required to appear before a legislative committee, judicial or quasi-judicial body, or serve as a juror or represent the Port in response to subpoenas or other action by proper authority, may obtain a leave of absence. Employees who are released for full days during the proceedings, or from such appearances prior to noon, are expected to return to work that day unless they are serving in another county.
- Military Leave:
Annual active duty for training as a member of any component of the Armed Forces of the United States shall entitle the employee to a leave not to exceed 15 calendar days in any calendar year, provided the employee has been employed by the Port at least six months prior to the request for leave. Refer to ORS 408.290 for additional information.
- Managerial Leave:
Regular exempt employees shall be allowed discretionary time off with pay as approved in writing by the CEO. Managers shall regulate their own use of managerial leave, and shall endeavor to provide the CEO with at least one day of notice of any day they intend to take off.
- Bereavement Leave:
In the event of a death in the employee's immediate family (immediate family is defined as spouse, domestic partner, parents, children, siblings, grandchildren or grandparents of the employee or spouse of the employee, or other members of the immediate household), an employee shall be entitled to three paid work days of bereavement leave. Leave shall be extended to five days if the funeral services requires travel outside the State of Oregon. PTO

may be used to supplement this leave. (OFLA grants up to two weeks of unpaid bereavement leave to make funeral arrangements, attend the funeral or to grieve a family member who has passed away.) Reasonable proof of death (and travel if applicable) may be requested upon return to work.

Unpaid Leaves of Absence:

Unpaid leaves of absence may be granted where the temporary absence of an employee will not seriously hinder work or as required by law.

PTO hours must be exhausted before an employee may take time off without pay. The Port will not pay for group health, life or disability insurance premiums during any portion of an unpaid leave of absence unless required by law. Accordingly, the premiums for such coverage are the complete responsibility of the employee. A payment plan must be agreed upon between the employee, their supervisor, and the Chief Financial and Administrative Officer before the employee begins the leave. PTO does not accrue during personal leaves of absence.

The following shall be considered examples of unpaid leave:

- Military Leave Without Pay:
A period of active duty with the Armed Forces of the United States will be without pay. Upon honorable discharge, such employees shall be entitled to reinstatement in their position, or if unavailable, the first available comparable position with pay equal to or better than when the employee left, as provided for in ORS 408.240.
- Medical Leave Without Pay:
The department head will require a certificate from the attending physician.
- Crime Victim Leave:
If an employee or a member of the employee's immediate family suffers financial, social, psychological, or physical harm as a result of a personal felony or an employee is the victim of harassment (under the public offenses statutes), the employee may be entitled to protected leave from work to attend criminal proceedings. Refer to ORS Chapter 659A for additional information.
- Domestic Violence Victim Leave:
An employee who is the victim of domestic violence, sexual assault, or stalking, or is a parent or guardian of a minor child or dependent who is a victim, may be entitled to take unpaid protected leave from work to obtain services or treatment. The Port will also provide reasonable safety accommodations in response to actual or threatened domestic violence, sexual assault, or stalking. Refer to ORS Chapter 659A for additional information.

I. FAMILY MEDICAL LEAVE

Family Medical Leave provides up to 12 weeks of unpaid leave of absence to eligible employees for certain family or medical reasons. This section describes family medical leave under both

federal and state laws. If there are greater employee rights under one law, that law will apply. In practical terms, that means in most instances Oregon family medical leave laws will apply for Oregon employees (as coverage is broader under the state laws).

Eligibility:

Employees eligible for leave of absence under the Family Medical Leave Act ("FMLA") must have been employed by the Port for 12 months or more and have at least 1250 hours of service during the 12 months immediately preceding the leave of absence.

Under the Oregon Family Leave Act ("OFLA"), employees must have worked for a covered employer for at least 180 days and worked an average of 25 hours per week in the previous 180 days to qualify for state family leave. The employee must also work for a District with at least 25 employees in Oregon (during 20 or more work weeks in the current or preceding calendar year). Employees taking leave to care for a newborn, adopted, or newly-placed foster child only have to meet the 180 day employment requirement (regardless of the number of hours worked).

Qualifying Purposes:

Employees may request family and medical leave for:

- The addition of a child to the family through birth, adoption, or placement by foster care ("parental leave");
- A serious health condition of the employee's spouse, child, or parent, grandparents, grandchildren, parent-in-law and same-sex domestic partners;
- A serious health condition that prevents an employee from performing his or her job.
- Under Oregon law, employees may also request family and medical leave for the care of a minor child who is ill and requires home care, even if the child does not have a serious health condition, provided another family member is not willing and able to care for the child.
- Bereavement leave of up to two weeks to attend the service for a deceased family member, to make arrangement for a deceased family member, or to grieve the death of a family member. Eligible employees are entitled to a total of two weeks of leave for this purpose during any one-year period, and the leave is counted toward the 12-week limit. The leave must be taken within 60 days of the death of the family member.
- Oregon Military Family Leave. An employee may take of up to 14 days of leave when their spouse is called to active duty or is on leave from duty.
- Military Care Give Leave. Under FMLA employees may be eligible to take up to 26 weeks leave to care for a covered veteran.

In addition to the basic 12-week family leave entitlement, Oregon employees may qualify for additional family medical leave under Oregon law in the following circumstances:

- 12 weeks leave for an illness, injury or condition related to pregnancy or childbirth that disables the employee; and
- 12 weeks of sick child leave for those employees who take 12 weeks of family leave as parental leave, provided the child does not have a serious health condition.

General Provisions:

- Notice - Employees are required to give the Port 30 days' notice of the need for leave when it is foreseeable. If the reason for the leave is unforeseeable, employees must give the Port oral notice within 24 hours of beginning leave and must provide written notice within three days of returning to work. An employee must make a reasonable effort to schedule treatment for serious health conditions in a manner that does not unduly disrupt business operations.
- Twelve-Month Leave Period - The leave calculation year for family medical leave is 12 months starting with the first day family leave is taken by the employee (12-month "looking forward" method.)

Paid, Other Leave to Run Concurrently - Paid leaves and unpaid leaves (e.g., personal leave) run concurrently with unpaid family medical leave where allowed by law. Any accrued paid leave, such as PTO, must be substituted for unpaid family medical leave and taken before the remainder of family medical leave is taken as unpaid leave. When applicable, FMLA and OFLA run concurrently.

- Medical Certification - The Port will require a medical certification of serious health conditions. The employee will be required to provide the certification in a timely manner. The Port may require returning employees to provide a certification of fitness to return to work.

Under Oregon law, employees who use sick child leave on more than three separate occasions in a 12-month leave period may be required to provide medical documentation from the child's doctor to verify that the child was ill and required home care for all subsequent uses of sick child leave in the 12-month period.

- Intermittent/Reduced Schedule - Leave generally, intermittent or reduced schedule leave is not available for family leave used for birth, adoption or foster placement. In other situations, where intermittent or reduced schedule leave is available, employees may be temporarily transferred to available alternative positions that better accommodate intermittent or reduced schedule leave.
- Reinstatement - Generally, employees returning from leave will be restored to their original or equivalent positions with equivalent pay, benefits, and other employment terms, unless their former position has been eliminated for bona fide business reasons where the employee may have no reinstatement rights. Under Oregon law, reinstatement following Oregon family medical leave is generally to the employee's former position, unless the position has been eliminated, in which the employee may be entitled to reinstatement to an available, equivalent job.

- Continuation of Benefits - Employees on leave are entitled to continue health benefits on the same terms and conditions as active employees for the entire period of unpaid leave. The Port may recover premiums paid on behalf of an employee who does not return to work for reasons other than a serious health condition of the employee or family member or other circumstances beyond the control of the employee.

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

DATE: December 8, 2020

PROJECT TITLE: 2020Res15: RV Park Rate Changes

ACTION REQUESTED: Approve Resolution 2020Res15 Revising the Charleston Marina 2020/21 Rate Schedule for the RV Park

BACKGROUND:

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

RV Park rates are evaluated in December of each year to better serve our summer customers. This ensures that our long-term summer customers do not experience an unknown rate adjustment mid-season.

Port Staff compared similar RV Parks in the region and found the Port’s daily, weekly and monthly rates continue to be below the market average. Port Staff recommends a rate adjustment of 3% per category based on both market analysis and the CPI (rounded to the dollar).

The proposed changes are set forth in the table below (these rates do not include the 1.5% Lodging Tax and 2% Visitor Fee):

Rate Type	2020 Rates	Recommended for 2021
Daily - Back In	\$39.00 reg. / \$41.00 deluxe	\$40.00 reg. / \$42.00 deluxe
Daily - Pull Thru	\$44.00	\$45.00
Weekly - Back In	\$215.00 reg. / \$228.00 deluxe	\$221.00 reg. / \$235.00 deluxe
Weekly - Pull Thru	\$241.00	\$248.00
Monthly - Back In	\$573.00 reg. / \$606.00 deluxe	\$590.00 reg. / \$624.00 deluxe
Monthly - Pull Thru	\$638.00	\$657.00
Yurts - Daily	\$55.00	\$57.00
Yurts - Weekly	\$260.00	\$268.00

Pursuant to Port Policy, the Rate Schedule must be modified by resolution of the Port Commission. Upon Commission approval of the resolution, the revised Charleston Marina 2020/21 Rate Schedule will be republished with an effective date of January 1, 2021.

RECOMMENDED MOTION:

Approve Resolution 2020Res15 revising the Charleston Marina 2020/21 Rate Schedule for the RV Park.

RESOLUTION 2020Res15

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

**RESOLUTION AUTHORIZING RV PARK RATE CHANGES TO THE
2020/21 CHARLESTON MARINA RATE SCHEDULE**

WHEREAS, Charleston Marina RV Park rates are reviewed each year, and

WHEREAS, Charleston Marina RV Park rates may be adjusted by the Consumer Price Index and/or by market analysis, and

WHEREAS, Charleston Marina RV Park rates are listed on the published Charleston Marina Rate Schedule, and

WHEREAS, users of Port services are responsible for the charges outlined in the Charleston Marina Rate and Discount Schedule, and

WHEREAS, the Charleston Marina Rate and Discount Schedule may be modified by, and must be reviewed and approved by, the Port's Board of Commissioners.

THEREFORE, BE IT RESOLVED the Board of Commissioners of the Oregon International Port of Coos Bay, as authorized by Ordinance No. 143, hereby adopts the Charleston Marina Rate Schedule effective January 1, 2021, identified as Exhibit A, attached hereto and incorporated herein by this reference.

APPROVED and ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 15th day of December 2020.

David Kronsteiner, President

Eric Farm, Vice President

Charleston Marina 2020/21 Rate Schedule – effective January 1, 2021

Charleston Marina:	63534 Kingfisher Rd, Charleston, Oregon 97420	(541) 888-2548
Charleston Marina RV Park:	63402 Kingfisher Rd, Charleston, Oregon 97420	(541) 888-9512
Charleston Shipyard:	63131 Troller Rd, Charleston, Oregon 97420	(541) 888-3703

Marina Services

<p><u>Moorage - Boats 15' and Under</u></p> <table> <tr> <td>Day</td> <td style="text-align: right;">\$7.36</td> </tr> <tr> <td>Week</td> <td style="text-align: right;">\$39.66</td> </tr> <tr> <td>Month</td> <td style="text-align: right;">\$113.30</td> </tr> </table> <p><u>Moorage - Vessels Greater Than 15'</u></p> <p>Moorage Rates for vessels greater than 15 feet are charged by foot length on average. Rates vary based on committed time of stay. Please see attached schedule of rates per foot per day. All rates include electric power and water.</p> <p style="text-align: center;"><u>Launch Ramp</u></p> <p style="text-align: center;">\$5.00 Daily Fee \$65.00 Annual Permit</p>	Day	\$7.36	Week	\$39.66	Month	\$113.30	<p>Ice</p> <p><u>Regular Business Hours</u></p> <p>\$91.00 per ton \$61.00 minimum ice order \$73.00 no show fee</p> <p><u>After Hours & Holidays</u></p> <p>\$91.00/ton + \$15.00/ton surcharge \$61.00 minimum ice order \$61.00 minimum surcharge \$73.00 no show fee</p> <p>Public Buying</p> <p>Dock Hoist \$25.00 per hour</p>
Day	\$7.36						
Week	\$39.66						
Month	\$113.30						

Shipyard Services

<p><u>Short Term Work Area – Utility Services</u></p> <table> <tr> <td>Minimum</td> <td style="text-align: right;">\$51.50 per month</td> </tr> <tr> <td>1-30 Days</td> <td style="text-align: right;">\$.15 per foot, per day</td> </tr> <tr> <td>31-90 Days</td> <td style="text-align: right;">\$.27 per foot, per day</td> </tr> <tr> <td>91-180 Days</td> <td style="text-align: right;">\$.39 per foot, per day</td> </tr> <tr> <td>Over 180 Days</td> <td style="text-align: right;">\$.53 per foot, per day</td> </tr> </table> <p><u>Long Term Work Area – No Utility Services</u></p> <p style="text-align: center;">\$4.49 per foot per calendar month, \$135.96 minimum</p> <p>*A 9% Environmental Service Charge will be added to all Charleston Shipyard invoices.</p>	Minimum	\$51.50 per month	1-30 Days	\$.15 per foot, per day	31-90 Days	\$.27 per foot, per day	91-180 Days	\$.39 per foot, per day	Over 180 Days	\$.53 per foot, per day	<p>Concrete Work Dock \$\$.79 per foot, up to 4 hours \$1.32 per foot, per full day</p> <p>Floating Work Dock \$.42 per foot, up to 4 hours \$.68 per foot, per full day</p> <p>Boat Travel Lift \$586.07, two moves (incl. 1 hr Boat Wash) \$418.18, single move \$271.92 after hour surcharge \$67.98 each addtl' hr</p> <p>Forklift Service \$86.52 per hour</p> <p>Dustless Sanders \$13.39 per day \$62.83 per week</p>
Minimum	\$51.50 per month										
1-30 Days	\$.15 per foot, per day										
31-90 Days	\$.27 per foot, per day										
91-180 Days	\$.39 per foot, per day										
Over 180 Days	\$.53 per foot, per day										

Storage Units and Dry Storage

<p style="text-align: center;"><u>Storage Unit Rates</u></p> <table> <tr> <td>5' x 10'</td> <td style="text-align: right;">\$58.71 per month</td> </tr> <tr> <td>10' x 15'</td> <td style="text-align: right;">\$122.57 per month</td> </tr> <tr> <td>10' x 20'</td> <td style="text-align: right;">\$143.17 per month</td> </tr> <tr> <td>10' x 25'</td> <td style="text-align: right;">\$161.71 per month</td> </tr> <tr> <td>10' x 30'</td> <td style="text-align: right;">\$178.19 per month</td> </tr> <tr> <td>10' x 35'</td> <td style="text-align: right;">\$191.58 per month</td> </tr> </table> <p>Dimensions: Door - 9'2" x 10' Inside - 10' x 11'/15'</p>	5' x 10'	\$58.71 per month	10' x 15'	\$122.57 per month	10' x 20'	\$143.17 per month	10' x 25'	\$161.71 per month	10' x 30'	\$178.19 per month	10' x 35'	\$191.58 per month	<p style="text-align: center;"><u>Marina & Shipyard Dry Storage Rates</u></p> <p>Boat Trailers \$24.72 per month</p> <p>Boat & Trailer \$2.42 per foot per month \$71.07 minimum</p> <p>Crab Pots & Fishing Gear \$14.42 per item, or \$.20 per sq. ft. per month \$5.67 prepaid deposit - ID tags</p>
5' x 10'	\$58.71 per month												
10' x 15'	\$122.57 per month												
10' x 20'	\$143.17 per month												
10' x 25'	\$161.71 per month												
10' x 30'	\$178.19 per month												
10' x 35'	\$191.58 per month												

RV Park

Service	Daily	Weekly	Monthly	Service	Daily	Weekly	Monthly
RV Hook Up	\$394 .00	\$215 <u>221</u> .00	\$573 <u>590</u> .00	Yurts	\$55 <u>57</u> .00	\$260 <u>268</u> .00	-
A & D Rows	\$414 .00	\$228 <u>235</u> .00	\$606 <u>624</u> .00	RV Storage*	\$3.75	-	\$101.00
Row C	\$444 .00	\$241 <u>248</u> .00	\$638 <u>657</u> .00	RV Dry Storage**	-	-	\$50.00
				RV Dump	\$7.00	-	-
<p>A 1.81<u>1.5</u>% Lodging Tax and 2% Visitor Fee will be added to RV Park rates. Extra vehicles charged \$2.00 per day, per vehicle.</p>				<p>*RV Storage Units may be left plugged in when unoccupied. **RV Dry Storage Units must be unplugged with all slides in.</p>			
				56 Winter season only, subject to availability.			

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

DATE: December 8, 2020

PROJECT TITLE: Stantec Consulting Task Orders 36-43: Bridge Rehabilitation Project Engineering and Construction Management Support

ACTION REQUESTED: Authorize Chief Executive Officer John Burns to execute Stantec Consulting Services, Inc. Task Orders 36-43 for the CBRL Bridge Rehabilitation Project Engineering and Construction Management support services

BACKGROUND:
In July 2012, the Port entered into a Professional Services Agreement, which was amended in July of 2017, with Stantec Consulting Services Inc. that included initial task orders in support of the rail line’s bridges. Port staff has utilized the expertise of Stantec Consulting Services as a resource for bridge and water crossing engineering, project management support services, and technical support services for the development of the Coos Bay Rail Line Bridge Management plan.

Under the PSA, Stantec provided engineering design and support services for the scope of work identified in the BUILD Bridge Rehabilitation Project awarded to the Port in 2019. With the project grant agreements fully executed and in place, the Port is ready complete and finalize all necessary engineering and design for the project. In addition to engineering support for the project, Stantec will also provide construction management services and contract administration support.

Description	Labor	Subs	Expenses	Total
TO 36 – Vaughn Viaduct Bridge Replacement Engineering Support	\$33,108	\$0	\$4,000	\$37,108
TO 37 – Vaughn Viaduct Bridge Replacement Construction Management Support	\$85,680	\$220,574	\$9,000	\$315,254
TO 38 – Swing-span Repairs Engineering Support	\$389,880	\$0	\$18,450	\$408,330
TO 39 – Swing-span Repairs Construction Management Support	\$453,222	\$0	\$155,200	\$608,422
TO 40 – Wildcat Creek Steel Span and Urgent Need Bridge Repairs Engineering Support	\$148,321	\$0	\$10,080	\$158,401
TO 41 – Wildcat Creek Steel Span and Urgent Need Bridge Repairs Construction Management Support	\$173,678	\$0	\$14,500	\$188,178
TO 42 – Coal Bank Slough Replacement Engineering Support	\$124,896	\$40,000	\$0	\$164,896
TO 43 – Coal Bank Slough Replacement Construction Management Support	\$122,332	\$0	\$9,500	\$131,832
TOTAL	\$1,531,117	\$260,574	\$220,730	\$2,012,421

To gain efficiencies and effectively manage the project schedule, staff is requesting approval of Task Orders 36-43. This will allow all phases of the project to work in parallel, as necessary to achieve success.

Staff requests the Port Commission authorize Stantec Task Orders 36-43 for the CBRL Bridge Rehabilitation Project in the amount of \$2,012,421.00. Funding for these task orders are covered by the grant agreements with the Maritime Administration (BUILD) and Oregon Department of Transportation Grants.

RECOMMENDED MOTION:

Authorize Chief Executive Officer John Burns to execute Stantec Consulting Services, Inc. Task Orders 36-43 for the CBRL Bridge Rehabilitation Project Engineering and Construction Management support services in the amount of \$2,012,421.00.

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

DATE: December 8, 2020

PROJECT TITLE: Replacement of Six Severely Deteriorated Posts on the North Bend Swing Span Bridge

ACTION REQUESTED: Authorization for Port Staff to issue a Request for Proposals (RFP) for the replacement of six severely deteriorated posts on spans 6 and 7 of the North Bend Swing Span Bridge

BACKGROUND:

In November of 2020, the Port’s Railroad Engineer of Record (EOR) conducted a reevaluation of the Bridge Rehabilitation Project components and scope of work. During this inspection, six severely deteriorated posts on spans 6 and 7 of the North Bend Swing Span Bridge were identified. The EOR highly recommends that these posts are replaced soon.

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

The replacement of the six posts will be funded through the application of 2021 State of Oregon Short Line Railroad tax credits (1/3 of costs) and the Ports General Fund. Port staff requests the Commission authorize staff to issue a Request for Proposals (RFP) for the replacement of six severely deteriorated posts on spans 6 and 7 of the North Bend Swing Span Bridge.

RECOMMENDED MOTION:

Authorize Port staff to issue a Request for Proposals for the replacement of six severely deteriorated posts on spans 6 and 7 of the North Bend Swing Span Bridge.

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

DATE: December 8, 2020

PROJECT TITLE: Vacation of an Undeveloped Portion of Land of Maxwell Street.

ACTION REQUESTED: Approval of request for Oregon International Port of Coos Bay’s consent to a Street Vacation of an Undeveloped 50’X160’ portion of land of Maxwell Street.

BACKGROUND:

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

Red Moon Development has requested the vacation to subdivide lots 200 and 4000, and approval from the City of North Bend to access that subdivision via Connecticut Avenue. The only properties potentially served by the section of Maxwell proposed for vacation are in the newly created subdivision; because the subdivision gains access from Connecticut, this section of Maxwell is no longer needed for access. *(As required by Resolution 90 91-14, Port must approve proposed vacations within 1,000 feet of the harbor and pierhead line of the Port).*

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

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

RECOMMENDED MOTION:

Approve the request for consent from Red Moon Development to vacate the undeveloped 50’ X 160’ section of Maxwell Street.



CITY OF COOS BAY
 Public Works & Community Development Department
 500 Central Avenue, Coos Bay, Oregon 97420
 Phone 541-269-8918 Fax 541-269-8916

Permit No. 187-20-000151 -PW

Date Received: 11-12-2020

RIGHT OF WAY VACATION APPLICATION

Applicant/Owner Name: <small>(please print)</small>	Applicant: Hailey Sheldon	Owner: Red Moon Devmpt.	Phone: (541) 968-4686
Address:	Sheldon Planning LLC	6589 S Kings Ranch Rd	Email: hailey@sheldonplanning.com
	444 N. 4th Street	Ste 103J, Box 6	cc: bwoodruff01@gmail.com
City State ZIP:	Coos Bay OR 97420	Gold Canyon AZ 85118	redmoonaz@aol.com

Proposed Vacation Area/Address: Maxwell Street ROW (see attached map)

Purpose Statement:

The purpose for which the RIGHT OF WAY vacation is proposed:

The applicant is proposing to vacate the northernmost 50x160 foot section of Maxwell Street, as shown on Exhibit B; this street section is currently undeveloped.

The purpose and justification for this vacation: the applicant has gained approval from the City of Coos Bay to subdivide lots 200 and 4000, and approval from the City of North Bend to access that subdivision via Connecticut Avenue. The only properties potentially served by the section of Maxwell proposed for vacation are in the newly created subdivision; because the subdivision gains access from Connecticut, this section of Maxwell is no longer needed for access.

Application Requirements:

1. Preapplication meeting

An in-person pre-application meeting is required to submit a right of way vacation application. A base fee of \$954, plus a 5% technology fee, and the information in section 2 of this form is required. Additional fees may be required based on RIGHT OF WAY impacts. You will meet with the Public Works Operations Administrator or his designee to review the application for completeness. Only complete applications will be accepted.

2. Submittal requirements with the Right of Way Vacation Application

- a) A written summary of the purpose and justification for the vacation.
- b) A map of the ground proposed to be vacated, and if applicable, a plat showing the proposed manner of re-platting or rededication. (Map can be provided by the City)
- c) A notarized statement of the Applicant that owners of the "real property affected thereby," as defined below, have been notified of the pending request before the City. Attached to this statement shall be a copy of the notice provided and a list of the property owners notified, which includes their name(s), mailing address, situs address, and map and tax lot number of the real property affected. ORS 271.080 defines real property affected thereby as "land lying on either side of the street or portion of land proposed to be vacated and extending laterally to the next street that serves as a parallel street, but in any case not to exceed 200 feet, and the land for a like lateral distance on either side of the street for 400 feet along its course beyond each terminus of the part proposed to be vacated. Where a street is proposed to be vacated to its termini, the land embraced in an extension of the street for a distance of 400 feet beyond each terminus shall also be counted." (See attached sample)
- d) Written consent of abutting property owners and two-thirds of the property owners affected thereby (if required). (See attached samples)
- e) A legal description for each affected property (if required).
- f) A metes and bounds survey of the area to be vacated (if required, the cost will be at the Applicant's expense).

The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application. Acceptance of this application does not infer a complete submittal. All amendments to the Coos Bay Development Code and to other regulations adopted after the application is approved shall be enforced where applicable. Approved applications and subsequent development is not vested under the provisions in place at the time of the initial application.

The undersigned acknowledges and agrees that submittal of this application does not constitute approval of the request and further understands the application is subject to review and approval under CBMC Chapter 12.45.

	09/11/2020		
Applicant's signature	Date	Owner's signature (required)	Date



Proposed Vacation Area



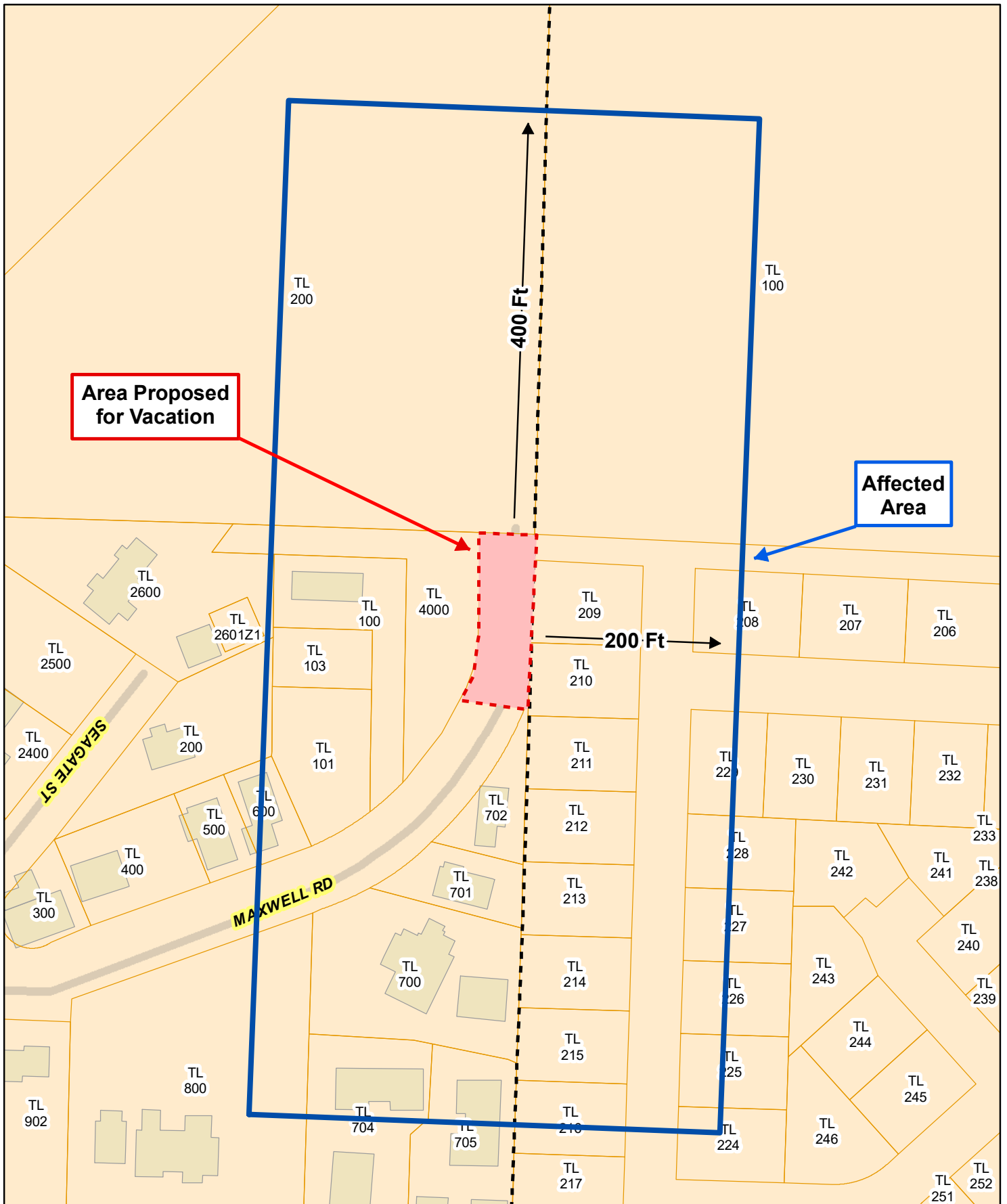
Disclaimer:
 This document is produced using a Geographic Information System (GIS). The data contained herein is intended to be a graphical representation only and is by no means an official survey or legal interpretation thereof. The City of Coos Bay provides this data in good faith and makes no warranties, guarantees or representations of any kind, either expressed or implied, as to the content, accuracy, completeness or reliability of this data.

Image Date: 3/6/2018



1 inch = 160 feet

Date: 5/20/2020



Area Proposed for Vacation

Affected Area

200 Ft

400 Ft

Disclaimer:
 This document is produced using a Geographic Information System (GIS). The data contained herein is intended to be a graphical representation only and is by no means an official survey or legal interpretation thereof. The City of Coos Bay provides this data in good faith and makes no warranties, guarantees or representations of any kind, either expressed or implied, as to the content, accuracy, completeness or reliability of this data.

Image Date: 3/6/2018



Date: 11/3/2020

EXHIBIT B

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

DATE: December 8, 2020

PROJECT TITLE: Assignment of Coos Bay Rail Line Track Miles for Tax Credit under Section 45G of the Internal Revenue Code

ACTION REQUESTED: Commission Approval of the Agreement to Assign Coos Bay Rail Line Track Miles for Purposes of the Tax Credit under Section 45G of the Internal Revenue Code

BACKGROUND:

Port staff has worked with Mickelson & Company in the past to arrange assignment of the Port's Section 45G tax credit on behalf of its 151-track miles of rail line to a third party Class II railroad for allowable track mile maintenance tax credits.

The Short Line Railroad Rehabilitation and Investment Act, Section 45G of the Internal Revenue Code, creates an incentive for the private sector to invest in rail infrastructure by providing a tax credit of 50 cents for every dollar a railroad spends on track improvements. The credit is based on a track mile formula and is limited to \$3,500 per mile of rail line owned, leased or assigned to such a Class II or Class III railroad at the end of the railroad's taxable year.

Mickelson & Company is able to assign the Port's 151-track miles solely for the purpose of the Section 45G credit for \$2,100 per track mile or \$317,100. The fee for this Agreement of Assignment is not to exceed 8% or \$25,368, which provides the Port with revenue of \$291,732. The funds will be deposited in the Port's General Fund and are used to offset overhead and other expenses related to the Port's ownership of the rail line.

Mickelson & Company has worked with the Port since 2013 and has provided exemplary service in the marketing and assignment of the Port's 45G Tax Credit.

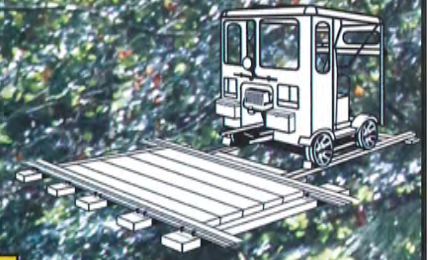
RECOMMENDED MOTION:

Approve agreement to assign track miles for purpose of receiving tax credit revenue under Section 45G of the Internal Revenue Code, including signature authority for the Port Chief Executive Officer to execute the document.

Other

Informational Items

THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
NOV / DEC 2020 VOLUME 34 - No. 6



OVER THE RIVER &
THROUGH THE WOODS
WEEDS MEET THEIR MATCH
SPECIAL DELIVERY RAILCAR

AREA
TEN



BILL ANDREWS

It's so great to be back on the rail! We just completed our favorite run on the Coos Bay Rail Line in Oregon. With 30 safely operated cars it was a smooth, enjoyable 250 miles. Cool weather...with a bit of moisture on the way home.

This was the inaugural PRO Teddy Bear Toy Express toy collection run in conjunction with the Coos Bay Rotary Club. It was fun; people turned out with toys and questions. With continued great railroad, radio, and newspaper support, we look forward to doing it again next year.

This year had limited and postponed runs for good reason. Hopefully, next year we'll be back to the old "normal".

Now's the time to take care of the most important job—detailed maintenance that will result in a high level of safe operation.

Experience the holidays with good health and happiness!

Enjoy the ride!

Bill Andrews

SAFETY



RICH GUNN

I'm writing this time to remind all of our operators that getting back on the rails is not something to be taken lightly. We've been dormant for so long due to the pandemic that going on a run now is like going on a first run of the year.

-Make sure that your fuel is fresh. Consider adding a shut off valve to your fuel line to eliminate that old fuel in the carburetor

-Make sure that your mobile radio is working properly. It can be a lifesaver for you and others should your car break down.

-Remember to flag and get on the radio if something out of the ordinary happens. This can give a "heads up" to the EC and all others on the run.

-Be especially careful when loading and unloading your railcar from the trailer. USE THE WINCH and make sure NO ONE is between the rear of the trailer and the rail.

-Pay close attention to the set on/set off procedures given by the excursion coordinator or their designee. They are familiar with the railroad and have a reason for their procedures.

-We are all familiar with the NARCOA rule book. Pay close attention during safety meeting (job briefings) to the information from the excursion coordinator and host railroad representatives. Both are familiar with things particular to the railroad.

I know that some of these reminders seem elementary but I hope that by jogging your memory we can prevent incidents on our excursions.

THINK SAFETY

BE SAFE



COOS BAY RAIL LINE

BY WAYNE PARSONS

This event almost did not happen due to slow sign-ups caused by the Corona virus. A last-ditch effort by Bill Andrews, EC, to strike a deal with the Coos Bay Rail Line (CBRL) firmed up the event. Once firm, motorcar operators responded with an enthusiasm that resulted in a 30-car event. Seton was at the Rosboro Lumber yard in Vaughn, OR, with travel to Coos Bay, OR, and on to Coquille, OR, for 234 miles round trip.

Nine tunnels and more than a dozen long bridges (including three swing bridges) makes CBRL the Holy Grail of western motorcar riding. Since 2011, when the Port of Coos Bay reopened the line, the speeder hobby has been able to ride with increasing frequency—usually three events per year.

Bill Andrews, EC, led the consist southbound and Guy Howard, President of PRO, led on the return to

setoff. These two fine coordinators have developed the perfect schedule that includes well timed potty stops and a lunch break at Mapleton, OR, where a cafe, coffee bar, and grocery store are available.

The virus outbreak canceled many NARCOA events this year. Despite being in October, for many, the CBRL was their first event of the year. The result was several breakdowns. Each was handled quickly and—with everyone helping—all cars made it home safely. John Martin and Glen Ford generously worked on mechanical issues of fuel and chain (the most common problems on any run) helping the “wounded puppies.” Thanks to everyone that lent a tow.

Thank you especially to the CBRL officials that welcomed us to their line: Richard Lopez, General Manager; Alan French and Brandon Shobar, Es-corts.



Malcolm Frost and Wayne Parsons catch up on family news. Social distancing and face coverings follow local health regulations and NARCOA guidelines.



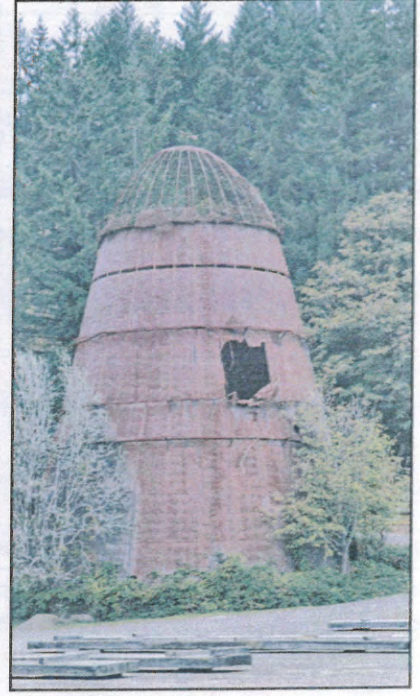
Something about speeders passing by on the tracks brings a smile to everyone's face especially if the child gets a honk of the horn. The CBRL management was happy with the increased visibility from this PRO event.



All of the CBRL through truss and swing bridges were built by the American Bridge Co. in 1914. The lack of maintenance over the years, by previous owners, is painfully obvious.

69

All photos by Nancy Parsons except as noted



Above left: From MP 730 to 734 six bridges carry the rail over inlets of Lake Tahkenitch. Above right: Beehive burners were once used to burn off scrap at lumber mills. Left center: Most of CBRL's business is hauling lumber racks to Eugene. Right Center: Buggies on the Oregon Sand Dunes near MP 760. Below: The back half of the consist stops at the Coos Bay Boardwalk for motorcars to leave toys for distribution by the Rotary club.





Above right: Rich Gunn operates one of the five Missouri Pacific MT-14M cars at this event. Center left: PRO Treasurer Bob McCoy collects donated toys in his truck. Center Right: The North Bend drawbridge 485-foot swing span closes so we can pass on north to setoff. Below: The front half of the consist stops at the Coos Bay Boardwalk for motorcars to leave toys for distribution by the Rotary club. See Teddy Bear Express story in this issue.





Above: At 3450 feet, the Siuslaw bridge, with a 295-foot swing span, is the longest bridge on CBRL. The swing span is no longer used.

Left: Motorcars exit into the mist from one of the nine tunnels; photo by Carol Balestreri.

Below: Street running—the group stops for fuel in Coos Bay.



TEDDY BEAR EXPRESS

ROLLS INTO COOS BAY FOR THE FIRST TIME



At Lakeside, precious children brought gifts for other little kids.

Any new project requires support and effort from the community, but we were happily surprised with great enthusiasm and support of Coos Bay businesses and community leaders. K-DOCK radio started their Bus Jam Toy and Food Drive 18 years ago in Coos Bay Area. The Rotary club distributes the toys and food collected from Jamming the Buses each fall. After some discussions, they decided to use the PRO Teddy Bear Toy Express as the kickoff to their drive! Therefore, we were honored to receive much publicity and support.

Our idea to gather toys as we progressed along the track, luckily dodging Oregon autumn rains, had the all-out support of the Coos Bay Rail Line from the beginning. Manager Richard Lopez shared our enthusiasm for adding to children's Christmas joy volunteering CBRL support and enlisting rail escorts Al French and Brandon Shobar. Once community leaders were contacted, publicity began in a big way. We literally could not have enjoyed such a successful first annual toy collection without these folks: Stephanie Kilmer of K-DOCK radio, Mikel Bear, K-DOCK announcer, Margaret Barber, Port and CBRL Marketing, the communities of Lakeside, Mapleton and Coos Bay including Mayor Joe Benetti, and Rotary leadership. Heartfelt thanks go to motorcar operators for bringing so many toys to the Teddy Bear Toy Express.

The Teddy Bear Toy Express will be heading down the rails again in 2021!

Thank you Coos Bay communities!

Bill & Nancy Andrews

Pacific Railcar Operators/NARCOA



Symbolic presentation of toys to Rotary President Tim Novotny at the Coos Bay Boardwalk. Left to right in photo, CBRL Manager, Rich Lopez, Nancy & Bill Andrews, Rotary President Tim Novotny, Stephanie Kilmer, and Coos Bay Mayor and Rotarian, Joe Benetti.

Coos Bay Rail Line serving western Lane, western Douglas and Coos Counties in Southwest Oregon Owned and Operated by the Oregon International Port of Coos Bay, Operations by the Coos Bay Rail Line Inc.

Monthly Revenue Car Loads and Equivalent Highway Truck Loads / 2016 - 2020

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

Month	2016		2017		2018		2019		2020	
	Railcar Loads	Equivalent Truck Loads	Railcar Loads	Equivalent Truck Loads	Railcar Loads	Equivalent Truck Loads	Railcar Loads	Equivalent Truck Loads	Railcar Loads	Equivalent Truck Loads
Jan	594	1,960.2	528	1,742.4	565	1,864.5	611	2,016.30	409	1,349.70
Feb	691	2,280.3	520	1,716.0	618	2,039.4	465	1,534.50	400	1,320.00
March	678	2,237.4	536	1,768.8	580	1,914.0	547	1,805.10	432	1,425.60
April	618	2,039.4	582	1,920.6	574	1,894.2	521	1,719.30	350	1,155.00
May	646	2,131.8	727	2,399.1	623	2,055.9	438	1,445.40	394	1,300.20
June	653	2,154.9	582	1,920.6	594	1,960.2	318	1,049.40	534	1,762.20
July	529	1,745.7	727	2,399.1	602	1,986.6	346	1,141.80	435	1,435.50
Aug	645	2,128.5	721	2,379.3	602	1,986.6	329	1,085.70	467	1,541.10
Sept	607	2,003.1	593	1,956.9	472	1,557.6	299	986.70	373	1,230.90
Oct	682	2,250.6	601	1,983.3	469	1,547.7	425	1,402.50	430	1,419.00
Nov	514	1,696.2	615	2,029.5	268	884.4	348	1,148.40	349	1,151.70
Dec	594	1,960.2	569	1,877.7	399	1,316.7	303	999.90	-	-
Annual	7,435	24,535.50	7,301	24,093.30	6,366	21,007.80	4,950	16,335.00	4,573	15,090.90

Start up: 2011 4th Quarter / Oct – Dec: 194 railcar loads / 640.2 equivalent truck loads

2012 Full Year: 2,480 railcar loads / 8,184.0 equivalent truck loads.

2013 Full Year: 4,845 railcar loads / 15,988.5 equivalent truck loads.

The Coos Bay rail line Owned and Operated by the Oregon International Port of Coos Bay, Operations by the Coos Bay Rail Line Inc.

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 2020 are as follows:

2011-2013:	7,519	revenue car loads =	751,900	short tons
2014:	7,509	revenue car loads =	750,900	short tons
2015:	7,341	revenue car loads =	734,100	short tons
2016:	7,435	revenue car loads =	743,500	short tons
2017:	7,301	revenue car loads =	730,100	short tons
2018:	6,366	revenue car loads =	636,600	short tons
2019:	4,950	revenue car loads =	495,000	Short Tons
2020:	4,573	revenue car loads =	457,300	Short Tons

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

Coos Bay Rail Line-CBRL is 441 days' injury free as of December 1, 2020!
Coos Bay Rail Line-CBRL started service November 1, 2018.