



M E M O R A N D U M

TO: Interested Parties  
FROM: Kyle Stevens, Vice President  
DATE: October 8, 2024  
SUBJECT: Port of Coos Bay Commission Meeting Notice

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The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Tuesday, October 15, 2024**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Tuesday, October 15, 2024. Written comment will be accepted until 8:30 a.m. on Tuesday, October 15, 2024 by sending an email to [portcoos@portofcoosbay.com](mailto:portcoos@portofcoosbay.com) with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, October 15, 2024**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

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

KS/kk

**OREGON INTERNATIONAL PORT OF COOS BAY  
REGULAR COMMISSION MEETING  
11:00 a.m., Tuesday, October 15, 2024**  
Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420  
Watch Live on YouTube: [www.youtube.com/portcoos](http://www.youtube.com/portcoos)

**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**

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<b>6. PORT PROJECT UPDATE &amp; DISCUSSION (NO ACTION ITEM)</b>	
A. Ice Plant .....	Ray Dwire
B. Dredging.....	Mike Dunning
C. Pacific Coast Intermodal Port.....	Melissa Cribbins

**7. OTHER**

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**9. COMMISSION COMMENTS**

**10. NEXT MEETING DATE** – Tuesday, November 19, 2024, 11:00 a.m.

**11. RECESS TO EXECUTIVE SESSION**

**12. ADJOURN**

# Consent Items

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

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

**ATTENDANCE**

**Commission:**

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

**Staff:**

Lanelle Comstock, Chief Executive Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; Rick Adamek, Director of Asset Management; Brian Early, General Manager, Coos Bay Rail Line; Ray Dwire, Charleston Marina Manager; Krystal Karcher, Administrative Services Manager; and Amanda Cordova, Administrative Assistant.

**Media & Guests:**

Tom Estes; and Anne Donnelly.

**1. CALL MEETING TO ORDER**

President Hanson called the meeting to order at 11:02 a.m.

**2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF**

**3. PUBLIC COMMENT**

**A. Tom Estes** of the Noyo Dawn vessel based in Fort Bragg, CA, spoke about his experience with the Charleston Ice Plant regarding quality and price of ice in comparison to other ice plants along the West Coast. He stated that the pricing is similar to other ice plants; however, the weight is not. Ice purchased from the Charleston Ice Plant has a higher weight point than other ice plants which causes the price of ice to be higher even with comparable rates. Mr. Estes also stated the quality of ice from the Charleston Ice Plant is second to last when compared to other ice plants on the West Coast. The ice is not as cold which decreases the quality of ice.

President Hanson asked Mr. Estes his opinion on the characteristics of good quality ice. Mr. Estes stated that good quality ice needs to be as cold as possible. Good quality ice becomes frost colored when it is at an appropriate temperature. Mr. Estes stated the Charleston ice is often referred to as “wet ice”. When the ice is being blown onto the boat, he can see water coming out of the tube which indicates it is not as cold as it needs to be.

Commissioner Edwards commented that the Port sold more ice this year than last year and asked Mr. Estes his opinion on where the shrimp will be next year. Mr. Estes responded that the shrimp will be in Coos Bay.

President Hanson asked if there has been a third-party calibration of the scales for the ice plant. Mr. Dwire stated that one of the things the Port has found with the delivery system of ice is that it does not have a scale, it is calibrated to if the delivery system is full at the time. One of the possible solutions is to have staff adjust the ice amount on the ice sales ticket if ice storage is low and scraping the bottom of the bin or there is a blockage, which may register more ice than actually dispensed. Mr. Dwire acknowledged that the Port does need to work on getting the ice colder.

**B. Anne Donnelly** commented on the Port's release of an RFP for a strategic business plan. Ms. Donnelly stated that a strategic business plan is a requirement for any project that may need funding from the state within the next 10 years. Ms. Donnelly stated that the Board of Commissioners lacks a sense of direction which makes it difficult for the Executive Director to establish priorities and a sense of direction. Ms. Donnelly also stated that the Board of Commissioners is an extension of the executive branch in Salem which is focused on PCIP rather than on more feasible economic development opportunities. Ms. Donnelly encouraged the Port to step away from PCIP to focus on serving the community immediately.

#### **4. CONSENT ITEMS**

- A. Approval of August 20, 2024 Regular Commission Meeting Minutes
- B. Approval of September 5, 2024 Special Commission Meeting Minutes
- C. Approval of August Invoices
- D. Approval of August Contracts Awarded

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners voted to approve the August 20, 2024 Regular Commission Meeting Minutes, September 5, 2024 Special Commission Meeting Minutes, August Invoices, and August Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

#### **5. MANAGEMENT REPORTS**

All Management Reports were included within the Meeting Packet.

#### **6. ACTION ITEMS/REPORTS**

##### **A. FRA Railroad Crossing Elimination Grant Application**

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

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

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

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners motioned to authorize Port Staff to apply for a Railroad Crossing Elimination Grant for Reedsport Highway 38 for a total project cost not to exceed \$5 million, with a Port pledged match of 20%. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

#### **B. 2024Res10: Line of Credit Extension**

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

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

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

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

Upon a motion by Commissioner Edwards (second by Commissioner Stevens), the Board of Commissioners motioned to approve resolution 2024Res10 authorizing Chief Executive Officer Lanelle Comstock to negotiate the terms, execute and deliver a \$5,000,000 working capital line of credit loan agreement with Umpqua Bank. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

**C. 2024Res11: Declaration of Emergency: Bridge at MP750.46**

On August 20, 2024, Port staff was notified that the timber bents supporting the steel girders were failing on the bridge at MP750.46, which will affect the useability of the bridge.

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

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

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

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

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

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners motioned to adopt resolution 2024Res11 ratifying the Declaration of Emergency for emergency span repairs on the timber and steel bridge located at MP 750.46. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

**D. Building #30 Roof Replacement Change Order**

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

Upon removal of the north side of the roof, it was discovered that over 90% of the sub-sheeting needed replacement. Speculating that the remaining uncovered sub-sheeting will also be of the same condition, it is estimated that the project cost will be increased in the amount of approximately \$40,000.00 which

exceeds the CEO spending authority for the Public Improvement Contract and exceeds the 25% change order limit authority of the CEO. Any exceedance outside of the Chief Executive Officer authority must be authorized by the Board of Commissioners for the Oregon International Port of Coos Bay, acting as its own local contract review board.

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners motioned to authorize Lanelle Comstock, Chief Executive Officer, to authorize a change order for the public improvement contract with Daryl Rodgers Construction for the amount of \$40,000.00, with a total project cost of \$134,488.64, to replace the roof for Building #30 in the Charleston Marina Complex. **Motion Passed Unanimously.** (Ayes: Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

## 7. OTHER

### A. Discussion of Ice Rates

Ms. Comstock provided financial reports to the Board of Commissioners for the Ice Plant to display revenues, expenses, and tons sold over the last four fiscal years. Ms. Comstock also informed the Commissioners that Mr. Dwire will be providing an Ice Plant update about the chlorine levels and fans.

Mr. Dwire stated that the Port has experienced a chlorine issue in the water. The Ice Plant uses water treated by the Coos Bay North Bend Water Board. The Water Board aims for 3.1 parts per million chlorine in the water, with an acceptable level being under 4.0 parts per million. Upon testing the water at the Ice Plant, Mr. Dwire stated that the chlorine level was at 3.1 parts per million. Once the salt is introduced, the level of chlorine is raised to 4.9 parts per million which puts it over the acceptable level for contact. Mr. Dwire stated that the Water Board provided the Port with five years of monthly testing data which showed a chlorine range of 0.5 parts per million to 3.1 parts per million, with an average of 1.5 parts per million. Mr. Dwire stated one of the options to lower chlorine levels at the ice plant is to have the chlorine removed from the water before introducing the salt. Mr. Dwire has made contact with three local contractors and is currently waiting for bids, speculating the cost will be about \$20,000 for the new filtration system.

President Hanson asked if it would make sense to not use the City of Coos Bay water in place of adding a filtration system. Mr. Dwire stated that not using City water is another option, informing the Commission that other ice plants on the West Coast extract their water right out of the bay. Mr. Dwire stated that with the option of using the water from the bay, there would be additional treatment steps that may need to take place to remove any contaminants.

Commissioner Edwards asked if there is any chance that the Water Board will reduce the amount of chlorine in their treatment. Mr. Dwire stated that the Water Board will not change their processing for the Port's request and the best avenue would be to reduce the amount of chlorine using a filtration system at the Ice Plant. Going forward, the Port will also be using additional monitoring of the chlorine levels through testing kits.

Mr. Dwire stated the Ice Plant currently has fan issues and HVAC repairs that were not successful. Mr. Dwire stated that of the eight cooling fans within the ice bin, only three of them are functioning. The new fans have recently been received and the Port is waiting for the technician to install them, which should keep the Ice Plant as cold as is required.



Mr. Edwards asked if the Port is seeing corrosion on the electronics within the Ice Plant. Mr. Dwire stated that the electronics are not showing corrosion, however, the fans look as if they have wiring issues.

President Hanson asked if Mr. Dwire has information on the ice prices. Mr. Dwire stated that the discussion on not considering the debt services when pricing ice is a decision the Commission will need to make. Mr. Dwire stated that an option to decrease debt is shutting down the Ice Plant in the wintertime; however, even if the Ice Plant is not running there is still a monthly power bill of over \$2,500 because of the demand system. During operations, the electricity bill can be upwards of \$7,000 a month.

Commissioner ViksneHill asked if the Ice Plant is not able to cover its debt service. Mr. Dwire stated that the price of the ice does not include the debt service. Mr. Dwire stated that he believes last year it cost about \$180 per ton of ice to run the Ice Plant, but the ice was being sold for \$100 a ton. Commissioner ViksneHill stated that upon looking at the rough numbers, the revenue is not enough to cover the debt service, let alone operating cost. Commissioner ViksneHill asked if the Port were to drop the price of ice, what volume would need to be sold to reduce the unit cost. Mr. Dwire stated that he does not have an exact number, but the volume sold this season has been much higher than in years past.

President Hanson asked what the “other expense” on the Ice Plant financial report is. Ms. Richardson stated that the expense included an insurance claim and capital repairs on the condenser fans. President Hanson stated there are two options: increasing the cost of ice or increasing the scale of operations. Ms. Comstock stated the Port will run calculations to see the tons required to sell if the price was lowered to \$75 or \$80.

Mr. Dwire stated that the Ice Plant currently runs for three to four days at a time and then needs to be shut down for a day to allow the ice sales to catch up. The Port can make more ice than is sold. Commissioner Stevens asked what the capacity of the Ice Plant is. Mr. Dwire stated that the Ice Plant can hold 150 tons in the ice bin and can make about five tons an hour.

Mr. Dwire asked the Commission what acceptable ice for the fishermen would be. Commissioner Edwards stated that getting the correct volume of ice is important. Mr. Dwire stated that he will have NorthStar look at the calibration of the machinery. The weight sold is based on a full delivery tube. If the delivery tube is not full, such as because of a block or scraping the bottom of the bin, it will record as a higher tonnage sold.

Ms. Comstock stated that it appears Hallmark Fisheries charges \$80 per ton and asked Commissioner Edwards if that is a negotiated price for his vessel or the same rate for everybody. Commissioner Edwards stated that it is the same for everybody; however, the fisherman that fish directly for Hallmark are not charged for ice.

President Hanson agreed that having a third party come in and calibrate for scale is necessary. Commissioner Edwards asked Mr. Dwire if a higher output fan would be beneficial. Mr. Dwire stated that the fans the Port currently has are the only ones available to fit the system installed. President Hanson stated from the discussion there are three items that will need a decision: (1) a filtration system for the water or switching to bay water, (2) looking into calibration of the scales, and (3) modeling ice prices and tonnage at different rates.

**8. COMMISSION COMMENTS**

President Hanson stated this is her last meeting after serving over eleven years on the Board. Commissioner Stevens will be stepping into the role of President. She stated that Commissioners Stevens is willing to put in the effort to figure out exactly what the issues are and help resolve them. Commissioner Edwards thanked President Hanson for her years with the Commission and her willingness to listen to the issues. Ms. Comstock stated that during the past three months with Ms. Hanson as President that the Commission has been more engaged, involved, and knowledge hungry.

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

**10. ADJOURN**

President Hanson adjourned the meeting at 11:59 a.m. and entered into Executive Session to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (f) consider information or records that are exempt by law from public inspection;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;
- (h) consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.



M E M O R A N D U M

**To:** Port of Coos Bay Board of Commissioners  
**From:** Mary Green, Accounting Clerk  
**Date:** October 8, 2024  
**Subject:** Invoices Paid for Commission Approval through September 2024

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A/P checks issued per NetSuite financial system	612,618.02
Payroll disbursement per Umpqua Bank statement	136,497.29
Misc electronic disbursements per Umpqua Bank statement	2,520,634.38
<b>Total Disbursements</b>	<b><u>\$ 3,269,749.69</u></b>



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Megan Richardson, Director of Finance and Accounting

DATE: October 8, 2024

SUBJECT: September 2024 Contracts Awarded

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

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

<b>Contract</b>	<b>Description</b>	<b>Cost</b>
Daryl Rodgers Construction	Building 30 Roof Repair Change Order #1	\$20,317.00
Daryl Rodgers Construction	Building 30 Roof Repair Change Order #2	\$25,099.00
<b>Total Contracts Awarded for September</b>		<b>\$45,416.00</b>

# **Management Reports**



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Lanelle Comstock, Chief Executive Officer  
DATE: October 8, 2024  
SUBJECT: Administrative Services Management Report

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**Upcoming Scheduled Meetings and Events:**

- New Commissioner Orientation: Wednesday, October 9
- October Regular Commission Meeting: Tuesday, October 15, 11:00 am
- Charleston Advisory Committee Meeting: Wednesday, October 16, noon
- Harbor Safety Committee: Thursday, October 17, 1:00 pm
- Veteran’s Day Observed (Offices closed): Monday, November 11
- November Regular Commission Meeting: Tuesday, November 19, 11:00 am

**HUMAN RESOURCES**

**Recruitment –**

- **Maintenance Apprentice Temp:** In anticipation of four Port Maintenance employees being offsite while dredging the Port of Garibaldi this fall, the Port of Coos Bay is seeking to hire a Temporary Maintenance Apprentice to temporarily fulfill the routine maintenance needs of the Charleston Marina. Essential job functions will include disinfecting and cleaning public restrooms and marina office, performing landscaping tasks such as lawn mowing, weed eating, and tree trimming, collecting trash, fish waste, and recycling from the dumpsters, as well as assisting other Maintenance Staff with projects and other duties as assigned. This position is expected to continue through mid February.
- **Administrative Assistant:** The Port of Coos Bay is seeking to hire an Administrative Assistant to provide quality support to all departments and employees through the functions of Office Administration, Administrative Support, Information Systems, and Records Management. Essential job functions include greeting all guests and answering and directing phone calls to Port staff; providing secretarial and administrative support to the Chief Executive Officer, Board of Commissioners, and senior management staff; preparing committee meeting notices and agendas, proofreading and maintaining meeting packet contents; and assisting in maintaining the file structure for electronic and physical records. Required qualifications include an Associates degree and 5 years of experience in a similar position or, an equivalent combination of education and experience sufficient to successfully perform the essential duties of the job.
- **Accounting Clerk:** An open position announcement has been posted and interviews have been conducted for a Part Time Accounts Payable/Accounts Receivable Data Entry Clerk to work in the Finance Department. Final candidates have progressed to the next round of reference checks.

## **ADMINISTRATION**

**New Commissioner Orientation:** We are excited to announce the appointment of two new Commissioners to the Board. Elise Hamner and Arnie Roblan were appointed by the Oregon Senate in September to both begin in October. Port Staff will officially welcome Elise and Arnie to the Oregon International Port of Coos Bay Board of Commissioners with a day full of meetings with Port Directors, property tours, and orientation on Wednesday, October 9. Welcome, Elise and Arnie!

**Oregon Public Ports Association:** I attended the Oregon Public Ports Association (OPPA) annual meeting in The Dalles on September 26 and 27. The meeting was an amazing opportunity to meet and network with other Oregon Port Managers. Highlights of the meeting included: discussion of OPPA goals and special projects, state and federal legislative updates regarding ports, and presentations from Oregonians for Floodplain Protection, the Coastal Caucus, Business Oregon, PNWA, MARAD, and the Port of Portland.

**Boardwalk Levee Repair:** Port Staff is working with the City of Coos Bay in planning repairs to the levee along the Coos Bay Boardwalk. The sluffing levee is Port property and the boardwalk is managed by the City. Port and City staff is collaboratively looking into grants to assist with the expense in planning the repairs.

**Alternative Energy:** I have been introduced to, and met with, different local individuals and agencies on a couple occasions to learn more about and discuss alternative and renewable energy sources and to brainstorm on how the Port and Rail can not only benefit from the use of renewable energy, but also how the Port could provide the infrastructure to support future development of clean energy sources.

**Locomotive Auction:** The public auction for locomotives took place on October 1, 2024 at 4:00pm. Bid results are as follows:

<b>Bidder Name</b>	<b>Loco 1916</b>	<b>Loco 2018</b>	<b>Loco 2020</b>
<i>Reserve</i>	<i>\$100,000</i>	<i>\$200,000</i>	<i>\$100,000</i>
Western Rail, Inc.	\$101,550	\$151,550	\$101,550
Columbia Rail	\$50,000	\$200,000	\$50,000

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



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Megan Richardson, Director of Finance  
DATE: October 8, 2024  
SUBJECT: Accounting & Finance Management Report

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We hereby present August and August Year-to-Date (2 months) of financial results for the Port.

**Operating Revenue:**

Total operating revenues were \$444K, which was approximately \$13K less than budgeted. All departments, except Charleston Ops, reported revenues that fell short of the budget. Admin revenue continues to fall short of budget due to vacancies within the Hub Building. Rail Ops car movements fell short of the budgeted amount due to lower customer demand than anticipated. The month of August had a total of 433 car movements compared to a budget projection of 640 cars. Charleston exceeded budgeted revenue across all business lines except building leases and RV Park. The greatest increase this period is from ice sales, which surpassed the projected sales by about \$42K.

**Operating Expense:**

Operating expenses totaled \$489K, which was \$14K less than the budget. All departments underspent their budgets this month except Rail Ops. Rail Ops overspending this period is for emergency bridge repairs to the North Bend Swing Span Bridge.

**Operating Result:**

The Port ended August with a net loss of \$46K against a planned net loss of \$46K, which is better than planned by \$264. All departments performed better than planned except for Rail Ops. The unfavorable operating result is due to lower than projected revenues and unforeseen major repairs on the rail bridge.

**Other Income & Expense:**

Other revenues totaled \$21K, which is greater than the budget by \$4K. Other Expenses are overspent by \$12K. This overspending is due to the timing of Capital Expenditures.

**Net Result & Year to Date:**

August had a net loss of \$81K compared to a budgeted net loss of \$72K resulting in a \$9K negative variance. This greater loss put the Port at a net loss of \$211K for the fiscal year. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.



**Other Comments:**

September Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
4,933,228.31	1,409,440.66	3,523,787.65	947.94	537,488.16	2,985,351.55

The total cash balances in all bank accounts for the September month end were \$ 4,933,228.31 which is a decrease from August of \$253K. Restricted funds are detailed in the table above. Total interest earnings totaled \$ 12,817.73, with \$0 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate increased to 5.30% pa. This is an increase in the pool interest rate of 0.03% from the start of the fiscal year.

Financial Report - Actual vs. Budget - General Fund  
For Period Ending Aug 2024



	Current Period				Same Month Last Year			Year to Date						Year End			
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD		Jul 2024 - Jun 2025			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
Administration	12,121	15,618	(3,497)	(22%)	7,979	4,142	52%	24,227	31,235	(7,008)	(22%)	16,688	7,539	45%	180,401	187,409	(4%)
External Affairs	0	0	0	-	15,050	(15,050)	(100%)	0	0	0	-	30,050	(30,050)	(100%)	0	0	-
Port Operations	20,993	21,131	(138)	(1%)	18,515	2,478	13%	45,158	45,179	(21)	(0%)	57,293	(12,134)	(21%)	274,831	274,852	(0%)
Railroad Operations	85,940	106,874	(20,934)	(20%)	76,676	9,264	12%	180,963	213,748	(32,786)	(15%)	168,367	12,595	7%	2,143,648	2,176,434	(2%)
<b>Charleston Operations</b>																	
Building & Dock Leases	19,485	29,474	(9,989)	(34%)	24,028	(4,543)	(19%)	38,854	58,949	(20,095)	(34%)	51,030	(12,176)	(24%)	333,598	353,693	(6%)
Marina	123,579	114,061	9,517	8%	108,792	14,787	14%	213,586	202,145	11,442	6%	197,185	16,402	8%	1,235,762	1,224,320	1%
Shipyard	27,232	17,376	9,856	57%	23,152	4,080	18%	59,345	33,709	25,636	76%	43,388	15,957	37%	257,428	231,792	11%
RV Park	63,447	64,771	(1,324)	(2%)	66,129	(2,682)	(4%)	125,581	131,451	(5,870)	(4%)	134,137	(8,556)	(6%)	366,117	371,987	(2%)
Ice Plant	84,070	42,040	42,030	100%	49,226	34,843	71%	146,193	64,577	81,616	126%	75,616	70,577	93%	281,616	200,000	41%
Travel Lift	3,871	1,719	2,152	125%	1,408	2,464	175%	13,597	4,911	8,686	177%	4,022	9,576	238%	62,036	53,350	16%
Other	2,908	43,995	(41,087)	(93%)	5,273	(2,365)	(45%)	41,966	74,887	(32,920)	(44%)	6,710	35,257	525%	355,160	388,080	(8%)
<b>Total Charleston Operations</b>	<b>324,592</b>	<b>313,436</b>	<b>11,155</b>	<b>4%</b>	<b>278,009</b>	<b>46,583</b>	<b>17%</b>	<b>639,122</b>	<b>570,628</b>	<b>68,494</b>	<b>12%</b>	<b>512,087</b>	<b>127,035</b>	<b>25%</b>	<b>2,891,716</b>	<b>2,823,222</b>	<b>2%</b>
<b>Total Operating Income</b>	<b>443,646</b>	<b>457,059</b>	<b>(13,413)</b>	<b>(3%)</b>	<b>396,228</b>	<b>47,417</b>	<b>12%</b>	<b>889,470</b>	<b>860,790</b>	<b>28,680</b>	<b>3%</b>	<b>784,484</b>	<b>104,986</b>	<b>13%</b>	<b>5,490,596</b>	<b>5,461,916</b>	<b>1%</b>
<b>Operating Expenses</b>																	
Administration	98,621	140,998	42,377	30%	199,332	100,711	51%	482,240	281,204	(201,036)	(71%)	297,424	(184,816)	(62%)	1,921,063	1,720,027	(12%)
External Affairs	20,344	30,129	9,785	32%	40,810	20,466	50%	54,426	60,258	5,832	10%	70,509	16,083	(23%)	366,417	372,249	(2%)
Port Operations	31,639	39,333	7,694	20%	108,884	77,245	71%	61,807	77,344	15,537	20%	155,393	93,586	(60%)	487,071	502,609	(3%)
Railroad Operations	142,554	62,779	(79,775)	(127%)	4,851	(137,703)	(2838%)	149,907	125,558	(24,349)	(19%)	96,705	(53,202)	55%	785,065	760,716	3%
Charleston Operations	196,098	229,695	33,597	15%	191,369	(4,729)	(2%)	348,463	463,451	114,988	25%	327,714	(20,749)	6%	2,758,932	2,873,920	(4%)
<b>Total Expenses</b>	<b>489,256</b>	<b>502,934</b>	<b>13,677</b>	<b>3%</b>	<b>545,246</b>	<b>55,990</b>	<b>10%</b>	<b>1,096,844</b>	<b>1,007,815</b>	<b>(89,029)</b>	<b>(9%)</b>	<b>947,744</b>	<b>(149,099)</b>	<b>(16%)</b>	<b>6,318,550</b>	<b>6,229,521</b>	<b>(1%)</b>
<b>Operating Results</b>																	
Administration	(86,500)	(125,381)	38,881	(31%)	(191,352)	104,853	(55%)	(458,013)	(249,969)	(208,044)	83%	(280,736)	(177,277)	63%	(1,740,663)	(1,532,619)	14%
External Affairs	(20,344)	(30,129)	9,785	(32%)	(25,760)	5,416	(21%)	(54,426)	(60,258)	5,832	(10%)	(40,459)	(13,967)	35%	(366,417)	(372,249)	(2%)
Port Operations	(10,646)	(18,202)	7,555	(42%)	(90,370)	79,723	(88%)	(16,649)	(32,165)	15,516	(48%)	(98,100)	81,451	(83%)	(212,241)	(227,757)	(7%)
Railroad Operations	(56,614)	44,095	(100,709)	(228%)	71,824	(128,438)	(179%)	31,056	88,191	(57,135)	(65%)	71,662	(40,607)	(57%)	1,358,583	1,415,718	(4%)
Charleston Operations	128,493	83,741	44,752	53%	86,640	41,854	48%	290,659	107,176	183,482	171%	184,373	106,286	58%	132,784	(50,698)	(362%)
<b>Totals Operating Results</b>	<b>(45,610)</b>	<b>(45,874)</b>	<b>264</b>	<b>(1%)</b>	<b>(149,017)</b>	<b>103,407</b>	<b>(69%)</b>	<b>(207,374)</b>	<b>(147,025)</b>	<b>(60,349)</b>	<b>41%</b>	<b>(163,260)</b>	<b>(44,114)</b>	<b>27%</b>	<b>(827,954)</b>	<b>(767,605)</b>	<b>8%</b>
Tax Collected	13,595	6,743	6,852	102%	6,723	6,872	102%	40,055	30,812	9,243	30%	30,752	9,303	30%	2,434,096	2,424,854	0%
Financial Income	7,374	9,379	(2,005)	(21%)	10,336	(2,962)	(29%)	14,748	21,088	(6,340)	(30%)	24,111	(9,364)	(39%)	107,147	113,487	(6%)
Grant Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	60,000	60,000	0%
Other Income	56	1,075	(1,019)	(95%)	738	(682)	(92%)	3,812	2,150	1,662	77%	9,275	(5,463)	(59%)	14,562	12,899	13%
<b>Total Other Income</b>	<b>21,025</b>	<b>17,197</b>	<b>3,828</b>	<b>22%</b>	<b>17,797</b>	<b>3,228</b>	<b>18%</b>	<b>58,615</b>	<b>54,050</b>	<b>4,565</b>	<b>8%</b>	<b>64,139</b>	<b>(5,524)</b>	<b>(9%)</b>	<b>2,615,805</b>	<b>2,611,240</b>	<b>0%</b>
Financial Expenses & Taxes	3,778	3,250	(528)	16%	4,871	1,094	(22%)	7,802	6,500	(1,302)	20%	8,301	499	(6%)	73,302	72,000	(2%)
Debt Service	4,965	4,966	0	(0%)	1,910	(3,055)	160%	6,876	8,357	1,482	(18%)	3,821	(3,055)	80%	1,351,654	1,353,135	0%
Capital Outlays	47,244	34,875	(12,369)	35%	219,432	172,188	(78%)	47,244	69,750	22,506	(32%)	234,182	186,938	(80%)	395,994	418,500	5%
<b>Total Other Expenses</b>	<b>55,988</b>	<b>43,091</b>	<b>(12,897)</b>	<b>30%</b>	<b>226,214</b>	<b>170,226</b>	<b>(75%)</b>	<b>61,922</b>	<b>84,607</b>	<b>22,685</b>	<b>(27%)</b>	<b>246,304</b>	<b>184,382</b>	<b>(75%)</b>	<b>1,820,950</b>	<b>1,843,635</b>	<b>(1%)</b>
<b>Net Result</b>	<b>(80,573)</b>	<b>(71,768)</b>	<b>(8,805)</b>	<b>(12%)</b>	<b>(357,434)</b>	<b>276,861</b>	<b>(77%)</b>	<b>(210,681)</b>	<b>(177,583)</b>	<b>(33,099)</b>	<b>(19%)</b>	<b>(345,425)</b>	<b>134,744</b>	<b>39%</b>	<b>(33,099)</b>	<b>0</b>	<b>-</b>

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

amounts in \$US dollars

Fund: General Fund

Department: Administration

Location: All

Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	10,871	14,322	(3,451)	-24%	6,729	4,142	62%	21,727	28,643	(6,916)	-24%	14,188	7,539	53%	164,943	171,859	-4%
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	2,500	2,500	0	0%	2,500	0	0%	15,000	15,000	0%
4290 Other	0	46	(46)	-100%	0	0	-	0	92	(92)	-100%	0	0	-	458	550	-17%
<b>Total Operating Income</b>	<b>12,121</b>	<b>15,618</b>	<b>(3,497)</b>	<b>-22%</b>	<b>7,979</b>	<b>4,142</b>	<b>52%</b>	<b>24,227</b>	<b>31,235</b>	<b>(7,008)</b>	<b>-22%</b>	<b>16,688</b>	<b>7,539</b>	<b>45%</b>	<b>180,401</b>	<b>187,409</b>	<b>-4%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	40,392	58,325	17,933	31%	109,523	69,131	63%	216,242	116,649	(99,593)	-85%	148,169	(68,074)	-46%	858,041	758,449	-13%
5015 Overtime	0	0	0	-	14	14	100%	0	0	0	-	47	47	100%	0	0	-
<b>Total Compensation</b>	<b>40,392</b>	<b>58,325</b>	<b>17,933</b>	<b>31%</b>	<b>109,536</b>	<b>69,144</b>	<b>63%</b>	<b>216,242</b>	<b>116,649</b>	<b>(99,593)</b>	<b>-85%</b>	<b>148,216</b>	<b>(68,026)</b>	<b>-46%</b>	<b>858,041</b>	<b>758,449</b>	<b>-13%</b>
5100 Federal Payroll taxes	3,038	3,959	921	23%	7,791	4,753	61%	8,340	7,918	(422)	-5%	10,659	2,319	22%	51,903	51,481	-1%
5105 State Payroll taxes	159	0	(159)	-	312	153	49%	338	0	(338)	-	443	106	24%	338	0	-
5110 Unemployment Insurance	530	916	385	42%	1,336	806	60%	1,267	1,831	564	31%	1,799	532	30%	11,342	11,906	5%
5115 Workers compensation	89	230	141	61%	26	(63)	-239%	178	461	282	61%	34	(144)	-420%	2,713	2,995	9%
<b>Total Payroll Taxes</b>	<b>3,816</b>	<b>5,105</b>	<b>1,289</b>	<b>25%</b>	<b>9,464</b>	<b>5,648</b>	<b>60%</b>	<b>10,123</b>	<b>10,210</b>	<b>86</b>	<b>1%</b>	<b>12,936</b>	<b>2,812</b>	<b>22%</b>	<b>66,296</b>	<b>66,382</b>	<b>0%</b>
5200 Medical insurance	7,489	8,184	695	8%	12,949	5,460	42%	13,495	16,368	2,874	18%	25,898	12,403	48%	95,336	98,210	3%
5205 Dental insurance	850	980	129	13%	1,074	224	21%	1,759	1,959	200	10%	1,949	189	10%	11,556	11,756	2%
5215 Term life insurance	75	88	13	14%	133	58	44%	142	175	33	19%	266	124	47%	1,017	1,050	3%
5220 Long Term Disability insurance	264	386	122	32%	453	189	42%	427	771	344	45%	856	429	50%	4,283	4,627	7%
5225 PERS Employer Contributions	13,072	12,213	(859)	-7%	24,851	11,779	47%	17,275	24,426	7,151	29%	33,946	16,671	49%	151,664	158,815	5%
5230 PERS Employee Contributions	3,547	3,314	(233)	-7%	6,268	2,721	43%	4,688	6,628	1,941	29%	8,495	3,807	45%	41,157	43,098	5%
5295 Allocations	0	(189)	(189)	100%	0	0	-	0	(378)	(378)	100%	0	0	-	(2,080)	(2,458)	15%
<b>Total Insured Benefits</b>	<b>25,297</b>	<b>24,975</b>	<b>(322)</b>	<b>-1%</b>	<b>45,729</b>	<b>20,432</b>	<b>45%</b>	<b>37,786</b>	<b>49,950</b>	<b>12,164</b>	<b>24%</b>	<b>71,409</b>	<b>33,624</b>	<b>47%</b>	<b>302,933</b>	<b>315,097</b>	<b>4%</b>
<b>Total Personnel Services</b>	<b>69,504</b>	<b>88,404</b>	<b>18,900</b>	<b>21%</b>	<b>164,729</b>	<b>95,224</b>	<b>58%</b>	<b>264,151</b>	<b>176,809</b>	<b>(87,343)</b>	<b>-49%</b>	<b>232,561</b>	<b>(31,590)</b>	<b>-14%</b>	<b>1,227,270</b>	<b>1,139,928</b>	<b>-8%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	679	679	100%	0	0	-	325	1,358	1,033	76%	0	(325)	-	7,117	8,150	13%
<b>Total Staff Training</b>	<b>0</b>	<b>679</b>	<b>679</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>325</b>	<b>1,358</b>	<b>1,033</b>	<b>76%</b>	<b>0</b>	<b>(325)</b>	<b>-</b>	<b>7,117</b>	<b>8,150</b>	<b>13%</b>
6020 Travel - airfare	0	167	167	100%	0	0	-	0	333	333	100%	0	0	-	1,667	2,000	17%
6025 Travel - lodging & transportation	0	208	208	100%	0	0	-	0	417	417	100%	0	0	-	2,083	2,500	17%
6030 Travel - Per Diem & mileage reimbursement	23	250	227	91%	60	36	61%	174	500	326	65%	95	(79)	-83%	2,674	3,000	11%
6035 Meals & Entertainment	0	167	167	100%	187	187	100%	0	333	333	100%	703	703	100%	1,667	2,000	17%
<b>Total Travel &amp; Entertainment</b>	<b>23</b>	<b>792</b>	<b>768</b>	<b>97%</b>	<b>247</b>	<b>223</b>	<b>90%</b>	<b>174</b>	<b>1,583</b>	<b>1,410</b>	<b>89%</b>	<b>798</b>	<b>624</b>	<b>78%</b>	<b>8,090</b>	<b>9,500</b>	<b>15%</b>

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

amounts in \$US dollars

Fund: General Fund Department: Administration Location: All Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	495	433	(62)	-14%	361	(134)	-37%	578	867	289	33%	2,675	2,097	78%	4,911	5,200	6%
6055 Kitchen supplies	121	92	(29)	-32%	131	10	8%	524	183	(341)	-186%	310	(214)	-69%	1,441	1,100	-31%
6060 IT supplies	52	583	532	91%	270	218	81%	52	1,167	1,115	96%	270	218	81%	5,885	7,000	16%
6070 Postage & courier services	400	333	(67)	-20%	800	400	50%	800	667	(133)	-20%	800	0	0%	4,133	4,000	-3%
6085 Office equipment lease	0	154	154	100%	0	0	-	0	308	308	100%	0	0	-	1,539	1,847	17%
6087 Office equipment repairs & maintenance	182	375	193	51%	186	4	2%	349	750	401	54%	356	7	2%	4,099	4,500	9%
6090 IT SW subscriptions & licenses	14,340	10,373	(3,967)	-38%	15,333	993	6%	28,366	20,747	(7,619)	-37%	27,676	(690)	-2%	132,099	124,480	-6%
6095 Commission expenses	207	640	433	68%	378	171	45%	207	1,280	1,073	84%	378	171	45%	6,607	7,680	14%
<b>Total Office Expense</b>	<b>15,797</b>	<b>12,984</b>	<b>(2,813)</b>	<b>-22%</b>	<b>17,460</b>	<b>1,664</b>	<b>10%</b>	<b>30,874</b>	<b>25,968</b>	<b>(4,907)</b>	<b>-19%</b>	<b>32,464</b>	<b>1,590</b>	<b>5%</b>	<b>160,713</b>	<b>155,807</b>	<b>-3%</b>
6100 Telephone - landline	460	417	(44)	-10%	433	(27)	-6%	920	833	(87)	-10%	866	(54)	-6%	5,087	5,000	-2%
6105 Telephone - mobile	370	555	185	33%	792	422	53%	1,111	1,110	(1)	0%	1,583	472	30%	6,661	6,660	0%
6110 Internet services	633	650	17	3%	619	(14)	-2%	1,265	1,299	34	3%	1,238	(28)	-2%	7,762	7,796	0%
6130 Electricity	787	1,078	291	27%	943	155	16%	1,620	2,048	427	21%	1,790	170	10%	15,133	15,560	3%
6135 Water/Sewer	227	193	(34)	-17%	174	(53)	-30%	424	410	(14)	-3%	369	(55)	-15%	3,014	3,000	0%
6140 Garbage/Sanitation Collection	338	310	(28)	-9%	287	(51)	-18%	649	620	(29)	-5%	573	(76)	-13%	3,749	3,720	-1%
<b>Total Utilities</b>	<b>2,815</b>	<b>3,203</b>	<b>388</b>	<b>12%</b>	<b>3,247</b>	<b>432</b>	<b>13%</b>	<b>5,990</b>	<b>6,320</b>	<b>330</b>	<b>5%</b>	<b>6,420</b>	<b>430</b>	<b>7%</b>	<b>41,406</b>	<b>41,736</b>	<b>1%</b>
6205 Janitorial services	882	1,017	135	13%	840	(42)	-5%	1,764	2,033	269	13%	1,680	(84)	-5%	11,931	12,200	2%
6215 Payroll services	180	855	675	79%	760	580	76%	805	1,004	199	20%	892	87	10%	8,801	9,000	2%
6245 Legal advertising	78	167	89	53%	0	(78)	-	78	333	256	77%	0	(78)	-	1,744	2,000	13%
6250 Legal services	628	8,333	7,705	92%	0	(628)	-	1,569	16,667	15,098	91%	5,076	3,508	69%	84,902	100,000	15%
6255 Auditing	5,355	10,714	5,359	50%	7,800	2,445	31%	5,355	21,429	16,074	75%	7,800	2,445	31%	58,926	75,000	21%
6260 Consulting services	0	6,327	6,327	100%	(2)	(2)	100%	161,076	12,653	(148,423)	-1173%	(2)	(161,077)	10738493%	224,343	75,920	-195%
6290 Commercial insurance	2,769	2,769	0	0%	2,431	(338)	-14%	5,537	5,537	0	0%	4,915	(622)	-13%	33,528	33,528	0%
<b>Total Professional Services</b>	<b>9,891</b>	<b>30,181</b>	<b>20,290</b>	<b>67%</b>	<b>11,829</b>	<b>1,938</b>	<b>16%</b>	<b>176,183</b>	<b>59,656</b>	<b>(116,527)</b>	<b>-195%</b>	<b>20,361</b>	<b>(155,822)</b>	<b>-765%</b>	<b>424,175</b>	<b>307,648</b>	<b>-38%</b>
6315 Advertising	0	42	42	100%	0	0	-	0	83	83	100%	0	0	-	417	500	17%
6351 Awards & Recognitions	0	663	663	100%	0	0	-	0	1,325	1,325	100%	110	110	100%	6,625	7,950	17%
<b>Total Marketing Expense</b>	<b>0</b>	<b>704</b>	<b>704</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1,408</b>	<b>1,408</b>	<b>100%</b>	<b>110</b>	<b>110</b>	<b>100%</b>	<b>7,042</b>	<b>8,450</b>	<b>17%</b>
6400 Small equipment & tools	19	42	23	55%	362	344	95%	19	83	64	77%	853	835	98%	436	500	13%
6405 Safety/hazardous materials	0	22	22	100%	590	590	100%	0	43	43	100%	676	676	100%	217	260	17%
6420 Janitorial supplies	130	125	(5)	-4%	0	(130)	-	130	250	120	48%	253	123	49%	1,380	1,500	8%
6425 Operational supplies	242	42	(200)	-480%	2	(240)	-12048%	242	83	(158)	-190%	83	(159)	-193%	658	500	-32%
<b>Total Operational Expense</b>	<b>390</b>	<b>230</b>	<b>(160)</b>	<b>-70%</b>	<b>954</b>	<b>564</b>	<b>59%</b>	<b>390</b>	<b>460</b>	<b>70</b>	<b>15%</b>	<b>1,865</b>	<b>1,475</b>	<b>79%</b>	<b>2,690</b>	<b>2,760</b>	<b>3%</b>

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

amounts in \$US dollars

Fund: General Fund Department: Administration Location: All Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	340	340	100%	0	0	0	-	340	340	100%	0	0	-
6505 Repairs & maintenance vehicles	0	0	0	-	17	17	100%	17	0	(17)	-	78	61	78%	17	0	-
6510 Repairs & maintenance buildings	105	1,462	1,357	93%	508	403	79%	4,037	2,923	(1,114)	-38%	2,368	(1,669)	-70%	18,654	17,540	-6%
6580 Permits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	200	200	0%
<b>Total Repair and Maintenance</b>	<b>200</b>	<b>1,487</b>	<b>1,287</b>	<b>87%</b>	<b>865</b>	<b>666</b>	<b>77%</b>	<b>4,153</b>	<b>2,973</b>	<b>(1,179)</b>	<b>-40%</b>	<b>2,845</b>	<b>(1,308)</b>	<b>-46%</b>	<b>19,219</b>	<b>18,040</b>	<b>-7%</b>
6599 Budget Contingency	0	2,334	2,334	100%	0	0	-	0	4,668	4,668	100%	0	0	-	23,341	28,009	17%
<b>Total Goods &amp; Services</b>	<b>29,116</b>	<b>52,594</b>	<b>23,477</b>	<b>45%</b>	<b>34,603</b>	<b>5,487</b>	<b>16%</b>	<b>218,089</b>	<b>104,395</b>	<b>(113,694)</b>	<b>-109%</b>	<b>64,863</b>	<b>(153,226)</b>	<b>-236%</b>	<b>693,793</b>	<b>580,100</b>	<b>-20%</b>
<b>Total Expenses</b>	<b>98,621</b>	<b>140,998</b>	<b>42,377</b>	<b>30%</b>	<b>199,332</b>	<b>100,711</b>	<b>51%</b>	<b>482,240</b>	<b>281,204</b>	<b>(201,036)</b>	<b>-71%</b>	<b>297,424</b>	<b>(184,816)</b>	<b>-62%</b>	<b>1,921,063</b>	<b>1,720,027</b>	<b>-12%</b>
<b>Operating Results</b>	<b>(86,500)</b>	<b>(125,381)</b>	<b>38,881</b>	<b>-31%</b>	<b>(191,352)</b>	<b>104,853</b>	<b>-55%</b>	<b>(458,013)</b>	<b>(249,969)</b>	<b>(208,044)</b>	<b>83%</b>	<b>(280,736)</b>	<b>(177,277)</b>	<b>63%</b>	<b>(1,740,663)</b>	<b>(1,532,618.54)</b>	<b>14%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	7,897	3,893	4,004	103%	3,776	4,121	109%	27,025	22,537	4,488	20%	22,066	4,959	22%	2,053,341	2,048,854	0%
4410 Property Taxes - Prior Years	5,698	2,850	2,848	100%	2,947	2,751	93%	12,905	8,275	4,630	56%	8,561	4,344	51%	54,630	50,000	9%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	0	0	-	0	0	-	11,000	11,000	0%
4505 Interest - Bank	0	2,005	(2,005)	-100%	2,962	(2,962)	-100%	0	6,340	(6,340)	-100%	9,364	(9,364)	-100%	18,660	25,000	-25%
4506 Interest - Southport Note	1,365	1,365	0	0%	1,543	(177)	-11%	2,745	2,745	0	0%	3,100	(354)	-11%	15,565	15,565	0%
4515 Principal Repayment - Southport Note	6,009	6,009	0	0%	5,831	177	3%	12,002	12,002	0	0%	11,648	354	3%	72,922	72,922	0%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	50,000	50,000	0%
4905 Other	56	0	56	-	63	(6)	-10%	749	0	749	-	63	686	1098%	749	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	8,537	(8,537)	-100%	0	0	-
<b>Total Other Income</b>	<b>21,025</b>	<b>16,122</b>	<b>4,903</b>	<b>30%</b>	<b>17,122</b>	<b>3,903</b>	<b>23%</b>	<b>55,426</b>	<b>51,900</b>	<b>3,526</b>	<b>7%</b>	<b>63,338</b>	<b>(7,911)</b>	<b>-12%</b>	<b>2,276,867</b>	<b>2,273,341</b>	<b>0%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	0	0	0	-	0	0	-	11,000	11,000	0%
6740 Merchant fees	0	0	0	-	3,362	3,362	100%	0	0	0	-	6,469	6,469	100%	0	0	-
6745 Banking fees	208	333	126	38%	474	266	56%	390	667	276	41%	797	407	51%	3,724	4,000	7%
6755 Insurance Claims	0	0	0	-	1,000	1,000	100%	0	0	0	-	1,000	1,000	100%	0	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>208</b>	<b>333</b>	<b>126</b>	<b>38%</b>	<b>4,836</b>	<b>4,629</b>	<b>96%</b>	<b>390</b>	<b>667</b>	<b>276</b>	<b>41%</b>	<b>8,266</b>	<b>7,876</b>	<b>95%</b>	<b>14,724</b>	<b>15,000</b>	<b>2%</b>
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	120,000	120,000	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	66,529	66,529	0%
8010 CIP Buildings	0	3,208	3,208	100%	0	0	-	0	6,417	6,417	100%	0	0	-	32,083	38,500	17%
<b>Total Debt Services &amp; Capital Expenses</b>	<b>0</b>	<b>3,208</b>	<b>3,208</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>6,417</b>	<b>6,417</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>218,612</b>	<b>225,029</b>	<b>3%</b>
<b>Total Other Expenses</b>	<b>208</b>	<b>3,542</b>	<b>3,334</b>	<b>94%</b>	<b>4,836</b>	<b>4,629</b>	<b>96%</b>	<b>390</b>	<b>7,083</b>	<b>6,693</b>	<b>94%</b>	<b>8,266</b>	<b>7,876</b>	<b>95%</b>	<b>233,336</b>	<b>240,029</b>	<b>3%</b>
<b>Net Other Income</b>	<b>20,818</b>	<b>12,580</b>	<b>8,237</b>	<b>65%</b>	<b>12,285</b>	<b>8,532</b>	<b>69%</b>	<b>55,036</b>	<b>44,817</b>	<b>10,219</b>	<b>23%</b>	<b>55,071</b>	<b>(35)</b>	<b>0%</b>	<b>2,043,531</b>	<b>2,033,312</b>	<b>1%</b>
<b>Net Result</b>	<b>(65,682)</b>	<b>(112,800)</b>	<b>47,118</b>	<b>-42%</b>	<b>(179,067)</b>	<b>113,385</b>	<b>-63%</b>	<b>(402,977)</b>	<b>(205,152)</b>	<b>(197,825)</b>	<b>96%</b>	<b>(225,665)</b>	<b>(177,312)</b>	<b>79%</b>	<b>302,869</b>	<b>500,694</b>	<b>-40%</b>

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Jul 2024 - Jun 2025					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	19,485	29,474	(9,989)	-34%	24,028	(4,543)	-19%	38,854	58,949	(20,095)	-34%	51,030	(12,176)	-24%	333,598	353,693	-6%
4100 Annual Moorage	34,227	48,247	(14,019)	-29%	33,609	619	2%	51,054	83,115	(32,061)	-39%	57,897	(6,844)	-12%	533,614	565,675	-6%
4105 Semi-Annual Moorage	15,573	8,946	6,627	74%	8,830	6,743	76%	27,807	14,737	13,070	89%	14,546	13,261	91%	173,580	160,510	8%
4110 Monthly Moorage	16,396	23,121	(6,725)	-29%	16,246	150	1%	33,103	44,467	(11,365)	-26%	31,245	1,858	6%	208,636	220,000	-5%
4115 Transient Moorage	19,085	16,594	2,492	15%	20,711	(1,626)	-8%	32,204	27,750	4,455	16%	34,635	(2,431)	-7%	125,455	121,000	4%
4118 Work Dock	3,764	3,769	(4)	0%	4,713	(949)	-20%	12,582	5,406	7,177	133%	6,760	5,822	86%	58,794	51,617	14%
4120 Metered Utilities	166	0	166	-	0	166	-	303	0	303	-	0	303	-	303	0	-
4125 Launch Ramp	7,977	6,315	1,662	26%	5,713	2,264	40%	15,139	12,597	2,541	20%	11,397	3,742	33%	50,787	48,246	5%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	33	(33)	-100%	0	0	-	167	200	-17%
4135 Storage Yard	3,986	6,970	(2,984)	-43%	6,162	(2,176)	-35%	7,948	13,873	(5,925)	-43%	12,265	(4,317)	-35%	50,147	56,072	-11%
4140 Storage Unit	19,725	19,969	(244)	-1%	18,286	1,440	8%	39,450	39,977	(526)	-1%	36,607	2,844	8%	235,094	235,620	0%
4145 Long Term Boat Storage	11,636	11,818	(182)	-2%	11,108	528	5%	23,543	21,957	1,586	7%	20,639	2,904	14%	141,946	140,360	1%
4150 Short Term Boat Storage	5,770	2,624	3,147	120%	2,745	3,026	110%	10,681	6,165	4,516	73%	6,449	4,232	66%	53,155	48,639	9%
4155 Boat Wash	90	83	6	8%	0	90	-	90	167	(77)	-46%	245	(155)	-63%	923	1,000	-8%
4165 Space Rents	62,946	63,000	(54)	0%	64,290	(1,343)	-2%	123,740	128,104	(4,365)	-3%	130,726	(6,987)	-5%	353,662	358,027	-1%
4173 Laundry	171	568	(397)	-70%	463	(292)	-63%	584	1,208	(624)	-52%	988	(404)	-41%	2,676	3,300	-19%
4175 Propane	368	1,195	(827)	-69%	999	(631)	-63%	930	2,122	(1,192)	-56%	1,775	(845)	-48%	9,368	10,560	-11%
4180 Merchandise	8	8	(0)	-4%	127	(119)	-94%	8	17	(9)	-52%	237	(229)	-97%	91	100	-9%
4190 Ice	90,720	42,040	48,680	116%	49,226	41,493	84%	153,077	64,577	88,500	137%	75,616	77,461	102%	288,500	200,000	44%
4200 Boat Lifts	3,871	1,719	2,152	125%	1,408	2,464	175%	13,597	4,911	8,686	177%	4,022	9,576	238%	62,036	53,350	16%
4230 Environmental Fee	3,868	2,934	934	32%	3,169	699	22%	9,092	5,587	3,505	63%	6,034	3,058	51%	46,298	42,793	8%
4235 Customer Discounts	(20)	0	(20)	-	0	(20)	-	(20)	0	(20)	-	0	(20)	-	(20)	0	-
4290 Other	4,777	24,026	(19,249)	-80%	6,176	(1,398)	-23%	45,358	34,910	10,448	30%	8,973	36,385	405%	264,908	254,460	4%
4295 Bad Debt Expense	0	0	0	-	0	0	-	0	0	0	-	0	0	-	(102,000)	(102,000)	0%
<b>Total Operating Income</b>	<b>324,592</b>	<b>313,436</b>	<b>11,155</b>	<b>4%</b>	<b>278,009</b>	<b>46,583</b>	<b>17%</b>	<b>639,122</b>	<b>570,628</b>	<b>68,494</b>	<b>12%</b>	<b>512,087</b>	<b>127,035</b>	<b>25%</b>	<b>2,891,716</b>	<b>2,823,222</b>	<b>2%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	60,474	61,108	634	1%	58,144	(2,330)	-4%	113,607	122,217	8,609	7%	79,029	(34,578)	-44%	786,038	794,647	1%
5010 Other compensation	650	0	(650)	-	3,725	3,075	83%	1,250	0	(1,250)	-	3,877	2,627	68%	1,250	0	-
5015 Overtime	1,808	1,466	(342)	-23%	3,916	2,108	54%	2,854	2,931	77	3%	4,688	1,833	39%	18,983	19,060	0%
<b>Total Compensation</b>	<b>62,932</b>	<b>62,574</b>	<b>(358)</b>	<b>-1%</b>	<b>65,785</b>	<b>2,853</b>	<b>4%</b>	<b>117,712</b>	<b>125,148</b>	<b>7,436</b>	<b>6%</b>	<b>87,594</b>	<b>(30,118)</b>	<b>-34%</b>	<b>806,271</b>	<b>813,707</b>	<b>1%</b>
5100 Federal Payroll taxes	4,740	4,787	47	1%	5,011	271	5%	8,847	9,574	727	8%	6,673	(2,174)	-33%	61,521	62,249	1%
5105 State Payroll taxes	248	0	(248)	-	262	14	5%	463	0	(463)	-	349	(114)	-33%	463	0	-
5110 Unemployment Insurance	1,788	1,774	(14)	-1%	1,465	(322)	-22%	3,344	3,548	203	6%	2,052	(1,292)	-63%	22,863	23,066	1%
5115 Workers compensation	1,677	4,162	2,486	60%	25	(1,652)	-6625%	3,350	8,325	4,975	60%	33	(3,317)	-9963%	49,151	54,126	9%
<b>Total Payroll Taxes</b>	<b>8,452</b>	<b>10,723</b>	<b>2,271</b>	<b>21%</b>	<b>6,763</b>	<b>(1,689)</b>	<b>-25%</b>	<b>16,003</b>	<b>21,446</b>	<b>5,443</b>	<b>25%</b>	<b>9,107</b>	<b>(6,897)</b>	<b>-76%</b>	<b>133,998</b>	<b>139,441</b>	<b>4%</b>
5200 Medical insurance	18,030	19,726	1,696	9%	12,658	(5,373)	-42%	37,587	39,453	1,866	5%	26,703	(10,884)	-41%	234,850	236,715	1%
5205 Dental insurance	1,298	1,554	256	16%	1,079	(220)	-20%	2,730	3,108	378	12%	1,746	(984)	-56%	18,269	18,646	2%
5215 Term life insurance	175	200	25	13%	150	(25)	-17%	388	400	13	3%	275	(113)	-41%	2,388	2,400	1%
5220 Long Term Disability insurance	392	414	22	5%	323	(69)	-22%	799	827	28	3%	549	(250)	-45%	4,936	4,964	1%
5225 PERS Employer Contributions	19,749	14,103	(5,647)	-40%	8,487	(11,262)	-133%	26,434	28,205	1,771	6%	11,315	(15,119)	-134%	181,617	183,388	1%
5230 PERS Employee Contributions	5,250	3,754	(1,496)	-40%	2,303	(2,947)	-128%	7,028	7,509	481	6%	3,042	(3,987)	-131%	48,342	48,822	1%
5295 Allocations	(137)	(8,832)	(8,695)	98%	0	137	-	(1,131)	(17,664)	(16,533)	94%	0	1,131	-	(98,318)	(114,851)	14%
<b>Total Insured Benefits</b>	<b>44,758</b>	<b>30,919</b>	<b>(13,840)</b>	<b>-45%</b>	<b>24,999</b>	<b>(19,759)</b>	<b>-79%</b>	<b>73,835</b>	<b>61,837</b>	<b>(11,998)</b>	<b>-19%</b>	<b>43,630</b>	<b>(30,205)</b>	<b>-69%</b>	<b>392,082</b>	<b>380,085</b>	<b>-3%</b>

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Jul 2024 - Jun 2025					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Total Personnel Services</b>	116,143	104,216	(11,927)	-11%	97,548	(18,595)	-19%	207,550	208,431	881	0%	140,330	(67,220)	-48%	1,332,351	1,333,232	0%
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	108	108	100%	0	0	-	0	217	217	100%	0	0	-	1,083	1,300	17%
<b>Total Staff Training</b>	0	108	108	100%	0	0	-	0	217	217	100%	0	0	-	1,083	1,300	17%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	83	83	100%	0	0	-	417	500	17%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	0	83	83	100%	0	0	-	417	500	17%
6030 Travel - Per Diem & mileage reimbursement	0	75	75	100%	0	0	-	0	150	150	100%	0	0	-	750	900	17%
6035 Meals & Entertainment	0	70	70	100%	0	0	-	45	139	94	68%	0	(45)	-	741	835	11%
<b>Total Travel &amp; Entertainment</b>	0	228	228	100%	0	0	-	45	456	411	90%	0	(45)	-	2,324	2,735	15%
6050 Office supplies	0	0	0	-	9	9	100%	163	0	(163)	-	117	(46)	-39%	163	0	-
6055 Kitchen supplies	187	45	(142)	-320%	332	145	44%	302	89	(213)	-239%	498	196	39%	747	534	-40%
6070 Postage & courier services	15	13	(2)	-17%	66	51	78%	15	25	10	42%	66	51	78%	140	150	7%
6090 IT SW subscriptions & licenses	0	4,312	4,312	100%	0	0	-	0	8,624	8,624	100%	0	0	-	43,120	51,744	17%
<b>Total Office Expense</b>	202	4,419	4,217	95%	406	205	50%	479	8,838	8,359	95%	681	202	30%	44,669	53,028	16%
6100 Telephone - landline	264	265	1	1%	250	(14)	-6%	528	530	2	0%	499	(28)	-6%	3,178	3,180	0%
6105 Telephone - mobile	452	600	148	25%	541	89	16%	1,021	1,200	179	15%	1,045	24	2%	7,021	7,200	2%
6110 Internet services	1,949	2,010	61	3%	1,922	(27)	-1%	3,898	4,020	122	3%	3,844	(54)	-1%	23,998	24,120	1%
6115 Cable TV	935	954	19	2%	1,850	915	49%	1,870	1,907	37	2%	1,850	(20)	-1%	11,407	11,444	0%
6130 Electricity	21,773	19,530	(2,243)	-11%	35,608	13,835	39%	42,332	40,475	(1,857)	-5%	54,711	12,379	23%	284,897	283,040	-1%
6131 Propane - Operations	214	372	158	43%	260	46	18%	297	740	443	60%	517	220	43%	1,557	2,000	22%
6135 Water/Sewer	9,532	10,288	756	7%	12,099	2,567	21%	18,728	23,602	4,874	21%	27,816	9,088	33%	95,989	100,862	5%
6140 Garbage/Sanitation Collection	9,898	8,344	(1,554)	-19%	7,633	(2,265)	-30%	15,420	16,689	1,268	8%	12,792	(2,628)	-21%	98,863	100,131	1%
6145 Hazardous material disposal	630	653	23	3%	0	(630)	-	630	1,305	675	52%	285	(345)	-121%	7,155	7,830	9%
6150 Derelict boat disposal	0	4,167	4,167	100%	0	0	-	0	8,333	8,333	100%	0	0	-	41,667	50,000	17%
6155 Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	0	0	-	0	583	583	100%	0	0	-	2,917	3,500	17%
<b>Total Utilities</b>	45,646	47,474	1,827	4%	60,163	14,516	24%	84,724	99,384	14,660	15%	103,359	18,635	18%	578,648	593,308	2%
6200 Temporary/Contract help	1,640	1,300	(340)	-26%	0	(1,640)	-	1,640	2,600	960	37%	0	(1,640)	-	14,640	15,600	6%
6205 Janitorial services	0	0	0	-	91	91	100%	33	0	(33)	-	152	119	78%	33	0	-
6210 Vending machine services	125	158	33	21%	125	0	0%	388	317	(71)	-22%	250	(138)	-55%	1,971	1,900	-4%
6245 Legal advertising	0	250	250	100%	0	0	-	236	500	264	53%	0	(236)	-	2,736	3,000	9%
6260 Consulting services	268	348	80	23%	374	106	28%	536	695	159	23%	749	213	28%	4,011	4,170	4%
6290 Commercial insurance	10,188	10,188	0	0%	9,132	(1,057)	-12%	20,376	20,376	0	0%	18,263	(2,113)	-12%	136,672	136,672	0%
<b>Total Professional Services</b>	12,221	12,244	23	0%	9,722	(2,499)	-26%	23,210	24,488	1,278	5%	19,654	(3,556)	-18%	160,064	161,342	1%
6400 Small equipment & tools	735	1,713	978	57%	2,193	1,458	66%	993	3,425	2,432	71%	7,992	7,000	88%	18,118	20,550	12%
6405 Safety/hazardous materials	103	83	(19)	-23%	106	3	3%	103	167	64	38%	252	149	59%	936	1,000	6%
6410 Signage	0	42	42	100%	0	0	-	129	83	(46)	-55%	0	(129)	-	546	500	-9%
6415 Clothing	0	544	544	100%	185	185	100%	0	1,088	1,088	100%	365	365	100%	5,438	6,525	17%
6420 Janitorial supplies	996	875	(121)	-14%	609	(386)	-63%	2,013	1,750	(263)	-15%	1,755	(258)	-15%	10,763	10,500	-3%
6425 Operational supplies	1,778	1,833	56	3%	10,322	8,544	83%	5,091	3,667	(1,424)	-39%	16,222	11,131	69%	23,424	22,000	-6%
6430 Equipment Rental	0	2,000	2,000	100%	0	0	-	0	4,000	4,000	100%	0	0	-	20,000	24,000	17%
6450 Fuel - Gas	39	1,000	961	96%	1,568	1,529	98%	39	2,000	1,961	98%	1,676	1,637	98%	10,039	12,000	16%
6455 Fuel - Diesel	206	558	352	63%	423	217	51%	272	1,117	845	76%	523	251	48%	5,855	6,700	13%
6481 Propane - Retail	219	675	456	68%	793	574	72%	558	975	417	43%	1,145	587	51%	4,583	5,000	8%
<b>Total Operational Expense</b>	4,075	9,323	5,248	56%	16,198	12,123	75%	9,197	18,271	9,074	50%	29,930	20,733	69%	99,701	108,775	8%



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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Jul 2024 - Jun 2025					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	3,556	4,917	1,360	28%	2,901	(655)	-23%	4,721	9,833	5,112	52%	4,713	(8)	0%	53,888	59,000	9%
6505 Repairs & maintenance vehicles	4,062	1,458	(2,603)	-179%	103	(3,958)	-3825%	4,379	2,917	(1,463)	-50%	1,504	(2,875)	-191%	18,963	17,500	-8%
6510 Repairs & maintenance buildings	2,126	2,167	40	2%	1,103	(1,023)	-93%	3,189	4,333	1,144	26%	6,717	3,528	53%	24,856	26,000	4%
6515 Repairs & maintenance land improvements	65	2,417	2,352	97%	0	(65)	-	334	4,833	4,500	93%	900	566	63%	24,500	29,000	16%
6520 Repairs & maintenance docks	6,475	11,075	4,600	42%	1,740	(4,735)	-272%	8,118	22,150	14,032	63%	17,209	9,091	53%	118,868	132,900	11%
6540 Marina dredging	0	25,833	25,833	100%	0	0	-	0	51,667	51,667	100%	0	0	-	258,333	310,000	17%
6575 Waterway Leases	0	3,167	3,167	100%	0	0	-	0	6,333	6,333	100%	0	0	-	31,667	38,000	17%
6580 Permits	1,528	650	(878)	-135%	1,484	(44)	-3%	2,518	1,300	(1,218)	-94%	2,717	199	7%	9,018	7,800	-16%
<b>Total Repair and Maintenance</b>	<b>17,811</b>	<b>51,683</b>	<b>33,872</b>	<b>66%</b>	<b>7,332</b>	<b>(10,479)</b>	<b>-143%</b>	<b>23,259</b>	<b>103,367</b>	<b>80,108</b>	<b>77%</b>	<b>33,760</b>	<b>10,501</b>	<b>31%</b>	<b>540,092</b>	<b>620,200</b>	<b>13%</b>
<b>Total Goods &amp; Services</b>	<b>79,955</b>	<b>125,479</b>	<b>45,524</b>	<b>36%</b>	<b>93,821</b>	<b>13,866</b>	<b>15%</b>	<b>140,913</b>	<b>255,020</b>	<b>114,107</b>	<b>45%</b>	<b>187,383</b>	<b>46,470</b>	<b>25%</b>	<b>1,426,581</b>	<b>1,540,688</b>	<b>7%</b>
<b>Total Expenses</b>	<b>196,098</b>	<b>229,695</b>	<b>33,597</b>	<b>15%</b>	<b>191,369</b>	<b>(4,729)</b>	<b>-2%</b>	<b>348,463</b>	<b>463,451</b>	<b>114,988</b>	<b>25%</b>	<b>327,714</b>	<b>(20,749)</b>	<b>-6%</b>	<b>2,758,932</b>	<b>2,873,920</b>	<b>4%</b>
<b>Operating Results</b>	<b>128,493</b>	<b>83,741</b>	<b>44,752</b>	<b>53%</b>	<b>86,640</b>	<b>41,854</b>	<b>48%</b>	<b>290,659</b>	<b>107,176</b>	<b>183,482</b>	<b>171%</b>	<b>184,373</b>	<b>106,286</b>	<b>58%</b>	<b>132,784</b>	<b>(50,698)</b>	<b>-362%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4450 Lodging Tax	0	0	0	-	0	0	-	125	0	125	-	126	(1)	-1%	125	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
4905 Other	0	1,075	(1,075)	-100%	676	(676)	-100%	700	2,150	(1,450)	-67%	676	25	4%	11,450	12,899	-11%
<b>Total Other Income</b>	<b>0</b>	<b>1,075</b>	<b>(1,075)</b>	<b>-100%</b>	<b>676</b>	<b>(676)</b>	<b>-100%</b>	<b>825</b>	<b>2,150</b>	<b>(1,325)</b>	<b>-62%</b>	<b>802</b>	<b>24</b>	<b>3%</b>	<b>16,575</b>	<b>17,899</b>	<b>-7%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	-	-	-	-	0	0	-	12,000.00	12,000.00	0%
6740 Merchant fees	3,563.96	2,916.67	(647.29)	-22%	-	(3,563.96)	-	7,399.18	5,833.34	(1,565.84)	-27%	0	(7,399)	-	36,565.84	35,000.00	-4%
6745 Banking fees	-	-	-	-	35.00	35.00	100%	-	-	-	-	35	35	100%	-	-	-
6750 Fines & Penalties	6.25	-	(6.25)	-	-	(6.25)	-	12.50	-	(12.50)	-	0	(13)	-	12.50	-	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>3,570.21</b>	<b>2,916.67</b>	<b>(653.54)</b>	<b>-22%</b>	<b>35</b>	<b>(3,535)</b>	<b>-10101%</b>	<b>7,412</b>	<b>5,833.34</b>	<b>(1,578)</b>	<b>-27%</b>	<b>35</b>	<b>(7,377)</b>	<b>-21076%</b>	<b>48,578</b>	<b>47,000.00</b>	<b>-3%</b>
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	271,524	271,524	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	140,868	140,868	0%
7020 Vehicle Principal repayment	797	1,388	591	43%	781	(16)	-2%	1,593	4,074	2,481	61%	1,560	(33)	-2%	14,280	16,761	15%
7025 Vehicle Interest payment	7	78	71	91%	23	16	70%	15	339	325	96%	47	33	69%	1,309	1,634	20%
8010 CIP Buildings	47,244	21,667	(25,578)	-118%	0	(47,244)	-	47,244	43,333	(3,911)	-9%	0	(47,244)	-	263,911	260,000	-2%
8011 CIP Docks	0	10,000	10,000	100%	0	0	-	0	20,000	20,000	100%	0	0	-	100,000	120,000	17%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	14,750	14,750	100%	0	0	-
<b>Total Debt Services &amp; Capital Expense</b>	<b>48,048</b>	<b>33,133</b>	<b>(14,916)</b>	<b>-45%</b>	<b>804</b>	<b>(47,244)</b>	<b>-5876%</b>	<b>48,852</b>	<b>67,747</b>	<b>18,895</b>	<b>28%</b>	<b>16,358</b>	<b>(32,494)</b>	<b>-199%</b>	<b>791,892</b>	<b>810,787</b>	<b>2%</b>
<b>Total Other Expenses</b>	<b>51,618</b>	<b>36,049</b>	<b>(15,569)</b>	<b>-43%</b>	<b>839</b>	<b>(50,780)</b>	<b>-6053%</b>	<b>56,264</b>	<b>73,580</b>	<b>17,316</b>	<b>24%</b>	<b>16,393</b>	<b>(39,871)</b>	<b>-243%</b>	<b>840,471</b>	<b>857,787</b>	<b>2%</b>
<b>Net Other Income</b>	<b>(51,618)</b>	<b>(34,975)</b>	<b>(16,644)</b>	<b>48%</b>	<b>(163)</b>	<b>(51,455)</b>	<b>31479%</b>	<b>(55,439)</b>	<b>(71,430)</b>	<b>15,992</b>	<b>-22%</b>	<b>(15,591)</b>	<b>(39,847)</b>	<b>256%</b>	<b>(823,896)</b>	<b>(839,888)</b>	<b>-2%</b>
<b>Net Result</b>	<b>76,875</b>	<b>48,767</b>	<b>28,108</b>	<b>58%</b>	<b>86,476</b>	<b>(9,602)</b>	<b>-11%</b>	<b>235,220</b>	<b>35,746</b>	<b>199,474</b>	<b>558%</b>	<b>168,781</b>	<b>66,439</b>	<b>39%</b>	<b>(691,112)</b>	<b>(890,586)</b>	<b>-22%</b>

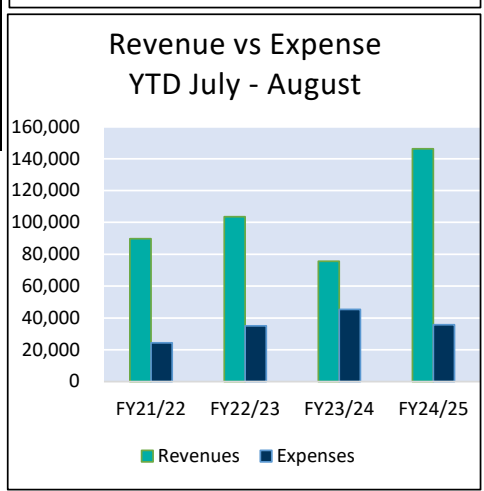
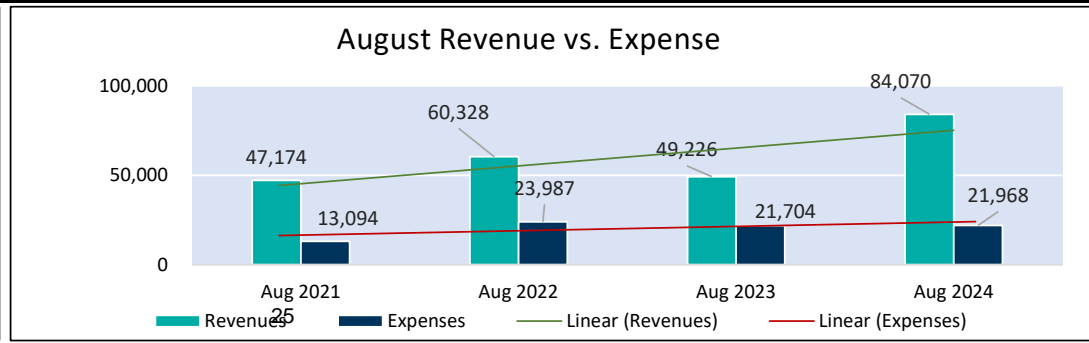
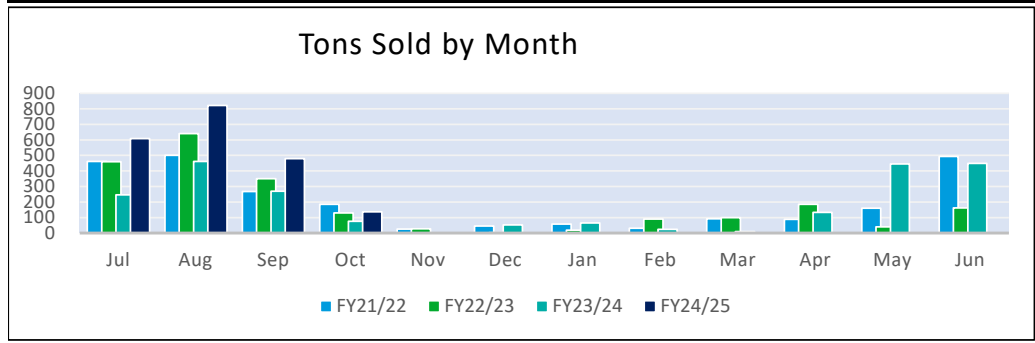
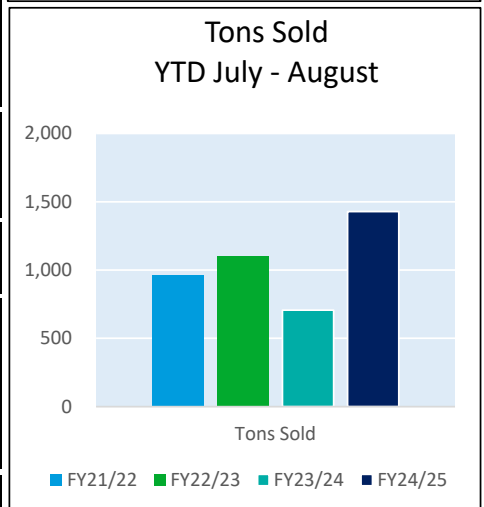
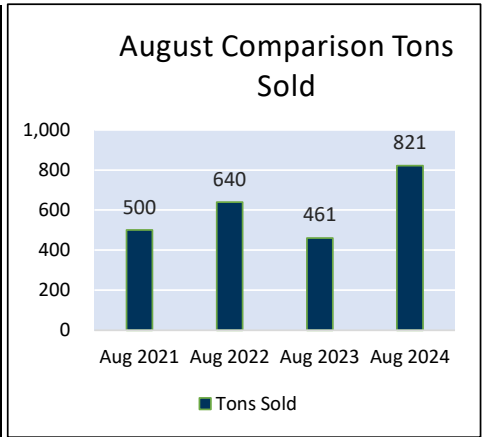


Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Aug 2024		Aug 2023	Aug 2022	Aug 2021	Jul 2024 - Aug 2024		Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	821	420	461	640	500	1,429	710	708	722	101.98%	2,917	2,198	32.73%
<b>Revenues</b>													
Ice Sales	84,070	42,040	49,226	60,328	47,174	146,193	64,577	75,616	70,577	93.34%	281,616	200,000	40.81%
Insurance Reimbursement	-	-	-	-	46,473	0	0	0	0	-	0	0	-
<b>Total Revenues</b>	<b>84,070</b>	<b>42,040</b>	<b>49,226</b>	<b>60,328</b>	<b>47,174</b>	<b>146,193</b>	<b>64,577</b>	<b>75,616</b>	<b>70,577</b>	<b>93.34%</b>	<b>281,616</b>	<b>200,000</b>	<b>40.81%</b>
<b>Operating Expenses</b>													
Personnel Services	6,532	15,040	4,297	4,742	3,940	9,233	16,681	4,764	4,468	93.79%	95,144	102,593	-7.26%
Utilities	10,446	5,646	13,707	6,474	7,077	18,344	11,882	19,761	(1,417)	-7.17%	84,462	78,000	8.29%
Repairs & Maintenance	2,394	1,042	976	9,746	184	2,394	2,083	976	1,418	145.26%	12,811	12,500	2.49%
Operational Supplies & Service	2,595	2,584	2,724	3,025	1,892	5,757	5,169	5,057	700	13.83%	38,689	38,101	1.54%
Capital Outlay	-	-	-	-	-	0	0	0	0	-	0	0	-
<b>Total Expenses</b>	<b>21,968</b>	<b>24,312</b>	<b>21,704</b>	<b>23,987</b>	<b>13,094</b>	<b>35,728</b>	<b>35,815</b>	<b>30,559</b>	<b>5,169</b>	<b>16.92%</b>	<b>231,107</b>	<b>231,194</b>	<b>-0.04%</b>
<b>Operating Net Result</b>	<b>62,102</b>	<b>17,727</b>	<b>27,522</b>	<b>36,341</b>	<b>34,080</b>	<b>110,464</b>	<b>28,762</b>	<b>45,057</b>	<b>65,408</b>	<b>1</b>	<b>50,509</b>	<b>(31,194)</b>	<b>-262%</b>

<b>Other Expenses</b>													
Debt Services	-	-	-	-	-	0	0	0	0	-	260,000	260,000	0.00%
<b>Other Net Result</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>(260,000)</b>	<b>(260,000)</b>	<b>0.00%</b>
<b>Total Net Result</b>	<b>62,102</b>	<b>17,727</b>	<b>27,522</b>	<b>36,341</b>	<b>34,080</b>	<b>110,464</b>	<b>28,762</b>	<b>45,057</b>	<b>65,408</b>	<b>145.17%</b>	<b>(209,491)</b>	<b>(291,194)</b>	<b>-28.06%</b>
<b>Gain (loss) Per Ton</b>	<b>76</b>	<b>42</b>	<b>60</b>	<b>57</b>	<b>68</b>	<b>77</b>	<b>41</b>	<b>64</b>	<b>14</b>	<b>21%</b>	<b>(72)</b>	<b>(132)</b>	

Fisheries	Current Period		Same Month Prior Years			Year to Date					Prior FYTD vs Current FYTD				
	Aug 2024		Aug 2023	Aug 2022	Aug 2021	FY24/25					Last FY	Ton Diff	% Diff		
Albacore Tuna (Oregon) MT		1,267.5	491.2	1,309.6	772.1							1,571.4	523.7	1,048	200.06%
Pink Shrimp (Oregon) MT		4,786.6	3,776.1	3,743.5	4,230.9							9,436.1	8,073.6	1,363	16.88%
Dungeness Crab (Coos Bay) MT		3.0	6.9	2.0	5.2							7.2	22.6	(15)	-68.14%

Monthly Cost Per Ton	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	Average
Operating Expense Per Ton	23	27	0	0	0	0	0	0	0	0	0	0	25
Debt Service Per Ton (allocated)	36	26	0	0	0	0	0	0	0	0	0	0	30
Total Expense Per Ton	58	53	0	0	0	0	0	0	0	0	0	0	55
Gain (Loss) per ton	80	76	0	0	0	0	0	0	0	0	0	0	77



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

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4290 Other	0	0	0	-	15,050	(15,050)	-100%	0	0	0	-	30,050	(30,050)	-100%	0	0	-
<b>Total Operating Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>15,050</b>	<b>(15,050)</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>30,050</b>	<b>(30,050)</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	7,727	7,725	(2)	0%	12,177	4,450	37%	15,454	15,449	(5)	0%	16,509	1,055	6%	100,455	100,450	0%
<b>Total Compensation</b>	<b>7,727</b>	<b>7,725</b>	<b>(2)</b>	<b>0%</b>	<b>12,177</b>	<b>4,450</b>	<b>37%</b>	<b>15,454</b>	<b>15,449</b>	<b>(5)</b>	<b>0%</b>	<b>16,509</b>	<b>1,055</b>	<b>6%</b>	<b>100,455</b>	<b>100,450</b>	<b>0%</b>
5100 Federal Payroll taxes	585	591	6	1%	928	343	37%	1,164	1,182	18	2%	1,257	93	7%	7,666	7,684	0%
5105 State Payroll taxes	31	0	(31)	-	49	18	37%	61	0	(61)	-	66	5	7%	61	0	-
5110 Unemployment Insurance	0	137	137	100%	0	0	-	29	273	244	89%	3	(27)	-975%	1,532	1,776	14%
5115 Workers compensation	19	36	17	47%	2	(17)	-686%	39	72	34	47%	3	(35)	-1150%	437	471	7%
<b>Total Payroll Taxes</b>	<b>635</b>	<b>764</b>	<b>129</b>	<b>17%</b>	<b>979</b>	<b>344</b>	<b>35%</b>	<b>1,293</b>	<b>1,527</b>	<b>235</b>	<b>15%</b>	<b>1,329</b>	<b>36</b>	<b>3%</b>	<b>9,697</b>	<b>9,931</b>	<b>2%</b>
5200 Medical insurance	707	645	(61)	-10%	1,277	570	45%	1,413	1,290	(123)	-10%	2,554	1,141	45%	7,864	7,741	-2%
5205 Dental insurance	45	46	2	4%	103	59	57%	89	93	4	4%	202	113	56%	552	556	1%
5215 Term life insurance	13	13	0	0%	13	0	0%	25	25	0	0%	25	0	0%	150	150	0%
5220 Long Term Disability insurance	54	51	(3)	-5%	57	3	5%	103	102	(1)	-1%	107	4	4%	614	613	0%
5225 PERS Employer Contributions	2,563	1,708	(855)	-50%	2,692	130	5%	3,417	3,416	(1)	0%	3,688	271	7%	22,210	22,209	0%
5230 PERS Employee Contributions	695	463	(232)	-50%	731	35	5%	927	927	(0)	0%	991	63	6%	6,027	6,027	0%
<b>Total Insured Benefits</b>	<b>4,075</b>	<b>2,926</b>	<b>(1,149)</b>	<b>-39%</b>	<b>4,872</b>	<b>797</b>	<b>16%</b>	<b>5,974</b>	<b>5,853</b>	<b>(122)</b>	<b>-2%</b>	<b>7,567</b>	<b>1,593</b>	<b>21%</b>	<b>37,418</b>	<b>37,297</b>	<b>0%</b>
<b>Total Personnel Services</b>	<b>12,437</b>	<b>11,415</b>	<b>(1,022)</b>	<b>-9%</b>	<b>18,027</b>	<b>5,591</b>	<b>31%</b>	<b>22,721</b>	<b>22,829</b>	<b>108</b>	<b>0%</b>	<b>25,405</b>	<b>2,684</b>	<b>11%</b>	<b>147,569</b>	<b>147,678</b>	<b>0%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	83	83	100%	0	0	-	417	500	17%
6025 Travel - lodging & transportation	0	75	75	100%	151	151	100%	0	150	150	100%	151	151	100%	750	900	17%
6030 Travel - Per Diem & mileage reimbursement	0	58	58	100%	0	0	-	0	117	117	100%	0	0	-	583	700	17%
6035 Meals & Entertainment	0	104	104	100%	0	0	-	0	208	208	100%	0	0	-	1,042	1,250	17%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>279</b>	<b>279</b>	<b>100%</b>	<b>151</b>	<b>151</b>	<b>100%</b>	<b>0</b>	<b>558</b>	<b>558</b>	<b>100%</b>	<b>151</b>	<b>151</b>	<b>100%</b>	<b>2,792</b>	<b>3,350</b>	<b>17%</b>
6075 Memberships & dues	2,407	2,459	51	2%	1,377	(1,031)	-75%	4,814	4,917	103	2%	2,753	(2,061)	-75%	29,400	29,502	0%
6077 Subscriptions	0	18	18	100%	0	0	-	0	37	37	100%	0	0	-	183	219	17%
<b>Total Office Expense</b>	<b>2,407</b>	<b>2,477</b>	<b>70</b>	<b>3%</b>	<b>1,377</b>	<b>(1,031)</b>	<b>-75%</b>	<b>4,814</b>	<b>4,954</b>	<b>139</b>	<b>3%</b>	<b>2,753</b>	<b>(2,061)</b>	<b>-75%</b>	<b>29,582</b>	<b>29,721</b>	<b>0%</b>
6260 Consulting services	0	433	433	100%	33	33	100%	0	867	867	100%	57	57	100%	4,333	5,200	17%
<b>Total Professional Services</b>	<b>0</b>	<b>433</b>	<b>433</b>	<b>100%</b>	<b>33</b>	<b>33</b>	<b>100%</b>	<b>0</b>	<b>867</b>	<b>867</b>	<b>100%</b>	<b>57</b>	<b>57</b>	<b>100%</b>	<b>4,333</b>	<b>5,200</b>	<b>17%</b>

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

amounts in \$US dollars

Fund: General Fund Department: External Affairs Location: All Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6310 Marketing supplies	0	50	50	100%	0	0	-	0	100	100	100%	0	0	-	500	600	17%
6315 Advertising	0	533	533	100%	0	0	-	0	1,067	1,067	100%	0	0	-	5,333	6,400	17%
6340 Legislative support	5,500	14,108	8,608	61%	21,222	15,722	74%	26,391	28,217	1,826	6%	42,144	15,753	37%	167,474	169,300	1%
6345 Community affairs	0	833	833	100%	0	0	-	500	1,667	1,167	70%	0	(500)	-	8,833	10,000	12%
<b>Total Marketing Expense</b>	<b>5,500</b>	<b>15,525</b>	<b>10,025</b>	<b>65%</b>	<b>21,222</b>	<b>15,722</b>	<b>74%</b>	<b>26,891</b>	<b>31,050</b>	<b>4,159</b>	<b>13%</b>	<b>42,144</b>	<b>15,253</b>	<b>36%</b>	<b>182,141</b>	<b>186,300</b>	<b>2%</b>
<b>Total Goods &amp; Services</b>	<b>7,907</b>	<b>18,714</b>	<b>10,807</b>	<b>58%</b>	<b>22,782</b>	<b>14,875</b>	<b>65%</b>	<b>31,705</b>	<b>37,429</b>	<b>5,723</b>	<b>15%</b>	<b>45,105</b>	<b>13,399</b>	<b>30%</b>	<b>218,848</b>	<b>224,571</b>	<b>3%</b>
<b>Total Expenses</b>	<b>20,344</b>	<b>30,129</b>	<b>9,785</b>	<b>32%</b>	<b>40,810</b>	<b>20,466</b>	<b>50%</b>	<b>54,426</b>	<b>60,258</b>	<b>5,832</b>	<b>10%</b>	<b>70,509</b>	<b>16,083</b>	<b>23%</b>	<b>366,417</b>	<b>372,249</b>	<b>2%</b>
<b>Operating Results</b>	<b>(20,344)</b>	<b>(30,129)</b>	<b>9,785</b>	<b>-32%</b>	<b>(25,760)</b>	<b>5,416</b>	<b>-21%</b>	<b>(54,426)</b>	<b>(60,258)</b>	<b>5,832</b>	<b>-10%</b>	<b>(40,459)</b>	<b>(13,967)</b>	<b>35%</b>	<b>(366,417)</b>	<b>(372,249)</b>	<b>-2%</b>
<b>Net Result</b>	<b>(20,344)</b>	<b>(30,129)</b>	<b>9,785</b>	<b>-32%</b>	<b>(25,760)</b>	<b>5,416</b>	<b>-21%</b>	<b>(54,426)</b>	<b>(60,258)</b>	<b>5,832</b>	<b>-10%</b>	<b>(40,459)</b>	<b>(13,967)</b>	<b>35%</b>	<b>(366,417)</b>	<b>(372,249)</b>	<b>-2%</b>

Financial Report - Actual vs. Budget  
 For Period Ending Aug 2024  
 amounts in \$US dollars



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

Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	11,006	11,474	(467)	-4%	10,701	305	3%	22,013	22,948	(935)	-4%	21,403	610	3%	136,751	137,685	-1%
4010 Property Agreements	7,814	7,485	329	4%	7,814	1	0%	18,800	17,886	914	5%	17,890	910	5%	112,010	111,096	1%
4135 Storage Yard	2,173	2,173	0	0%	0	2,173	-	4,345	4,345	0	0%	0	4,345	-	26,071	26,071	0%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	18,000	(18,000)	-100%	0	0	-
<b>Total Operating Income</b>	<b>20,993</b>	<b>21,131</b>	<b>(138)</b>	<b>-1%</b>	<b>18,515</b>	<b>2,478</b>	<b>13%</b>	<b>45,158</b>	<b>45,179</b>	<b>(21)</b>	<b>0%</b>	<b>57,293</b>	<b>(12,134)</b>	<b>-21%</b>	<b>274,831</b>	<b>274,852</b>	<b>0%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	12,811	18,825	6,014	32%	65,163	52,352	80%	30,270	37,650	7,379	20%	88,282	58,012	66%	237,417	244,797	3%
5015 Overtime	0	0	0	-	53	53	100%	0	0	0	-	54	54	100%	0	0	-
<b>Total Compensation</b>	<b>12,811</b>	<b>18,825</b>	<b>6,014</b>	<b>32%</b>	<b>65,216</b>	<b>52,405</b>	<b>80%</b>	<b>30,270</b>	<b>37,650</b>	<b>7,379</b>	<b>20%</b>	<b>88,336</b>	<b>58,066</b>	<b>66%</b>	<b>237,417</b>	<b>244,797</b>	<b>3%</b>
5100 Federal Payroll taxes	971	1,440	469	33%	4,933	3,962	80%	2,281	2,880	599	21%	6,669	4,388	66%	18,128	18,727	3%
5105 State Payroll taxes	51	0	(51)	-	258	207	80%	119	0	(119)	-	349	229	66%	119	0	-
5110 Unemployment Insurance	(173)	283	456	161%	1,003	1,176	117%	(156)	566	722	128%	1,440	1,596	111%	2,961	3,683	20%
5115 Workers compensation	36	88	52	59%	22	(14)	-65%	74	176	103	58%	29	(45)	-152%	1,045	1,147	9%
<b>Total Payroll Taxes</b>	<b>885</b>	<b>1,812</b>	<b>927</b>	<b>51%</b>	<b>6,215</b>	<b>5,331</b>	<b>86%</b>	<b>2,318</b>	<b>3,623</b>	<b>1,305</b>	<b>36%</b>	<b>8,487</b>	<b>6,169</b>	<b>73%</b>	<b>22,252</b>	<b>23,557</b>	<b>6%</b>
5200 Medical insurance	1,484	1,354	(129)	-10%	8,300	6,816	82%	2,967	2,709	(259)	-10%	16,599	13,632	82%	16,511	16,252	-2%
5205 Dental insurance	135	141	6	4%	612	477	78%	270	281	11	4%	1,198	928	77%	1,676	1,687	1%
5215 Term life insurance	25	25	0	0%	113	88	78%	50	50	0	0%	250	200	80%	300	300	0%
5220 Long Term Disability insurance	130	124	(6)	-5%	352	222	63%	252	249	(3)	-1%	604	352	58%	1,496	1,493	0%
5225 PERS Employer Contributions	6,245	4,162	(2,083)	-50%	13,695	7,450	54%	8,327	8,324	(3)	0%	18,674	10,347	55%	54,127	54,125	0%
5230 PERS Employee Contributions	1,695	1,129	(565)	-50%	3,663	1,969	54%	2,260	2,259	(1)	0%	4,950	2,690	54%	14,688	14,688	0%
<b>Total Insured Benefits</b>	<b>9,714</b>	<b>6,936</b>	<b>(2,778)</b>	<b>-40%</b>	<b>26,735</b>	<b>17,021</b>	<b>64%</b>	<b>14,126</b>	<b>13,872</b>	<b>(254)</b>	<b>-2%</b>	<b>42,274</b>	<b>28,149</b>	<b>67%</b>	<b>88,799</b>	<b>88,545</b>	<b>0%</b>
<b>Total Personnel Services</b>	<b>23,410</b>	<b>27,572</b>	<b>4,163</b>	<b>15%</b>	<b>98,166</b>	<b>74,756</b>	<b>76%</b>	<b>46,714</b>	<b>55,145</b>	<b>8,430</b>	<b>15%</b>	<b>139,098</b>	<b>92,383</b>	<b>66%</b>	<b>348,468</b>	<b>356,898</b>	<b>2%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	83	83	100%	0	0	-	417	500	17%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	112	83	(29)	-35%	0	(112)	-	529	500	-6%
6030 Travel - Per Diem & mileage reimbursement	630	292	(339)	-116%	738	108	15%	1,150	583	(566)	-97%	767	(383)	-50%	4,066	3,500	-16%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	42	42	100%	0	0	-	208	250	17%
<b>Total Travel &amp; Entertainment</b>	<b>630</b>	<b>396</b>	<b>(235)</b>	<b>-59%</b>	<b>738</b>	<b>108</b>	<b>15%</b>	<b>1,262</b>	<b>792</b>	<b>(470)</b>	<b>-59%</b>	<b>767</b>	<b>(495)</b>	<b>-65%</b>	<b>5,220</b>	<b>4,750</b>	<b>-10%</b>
6130 Electricity	726	1,639	912	56%	1,354	627	46%	1,504	1,827	323	18%	1,499	(5)	0%	14,177	14,500	2%
6135 Water/Sewer	461	496	35	7%	436	(25)	-6%	1,030	1,120	90	8%	981	(48)	-5%	7,910	8,000	1%
6140 Garbage/Sanitation Collection	0	167	167	100%	0	0	-	0	333	333	100%	0	0	-	1,667	2,000	17%
6155 Environmental Remediation/Mitigation/Monitoring	0	500	500	100%	163	163	100%	0	1,000	1,000	100%	163	163	100%	5,000	6,000	17%
<b>Total Utilities</b>	<b>1,187</b>	<b>2,801</b>	<b>1,614</b>	<b>58%</b>	<b>1,953</b>	<b>766</b>	<b>39%</b>	<b>2,534</b>	<b>4,280</b>	<b>1,746</b>	<b>41%</b>	<b>2,644</b>	<b>110</b>	<b>4%</b>	<b>28,754</b>	<b>30,500</b>	<b>6%</b>

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	417	417	100%	0	0	-	0	833	833	100%	0	0	-	4,167	5,000	17%
6245 Legal advertising	0	63	63	100%	0	0	-	0	125	125	100%	0	0	-	625	750	17%
6260 Consulting services	0	1,042	1,042	100%	116	116	100%	0	2,083	2,083	100%	232	232	100%	10,417	12,500	17%
6290 Commercial insurance	4,884	4,884	0	0%	4,266	(618)	-14%	9,769	9,769	0	0%	8,532	(1,237)	-14%	66,310	66,310	0%
<b>Total Professional Services</b>	<b>4,884</b>	<b>6,405</b>	<b>1,521</b>	<b>24%</b>	<b>4,382</b>	<b>(502)</b>	<b>-11%</b>	<b>9,769</b>	<b>12,811</b>	<b>3,042</b>	<b>24%</b>	<b>8,764</b>	<b>(1,005)</b>	<b>-11%</b>	<b>81,519</b>	<b>84,560</b>	<b>4%</b>
6400 Small equipment & tools	0	42	42	100%	25	25	100%	0	83	83	100%	492	492	100%	417	500	17%
6405 Safety/hazardous materials	0	854	854	100%	440	440	100%	0	1,708	1,708	100%	440	440	100%	8,542	10,250	17%
6410 Signage	0	21	21	100%	0	0	-	0	42	42	100%	0	0	-	208	250	17%
6415 Clothing	0	42	42	100%	0	0	-	0	83	83	100%	0	0	-	417	500	17%
6450 Fuel - Gas	0	8	8	100%	0	0	-	0	17	17	100%	0	0	-	83	100	17%
6455 Fuel - Diesel	0	17	17	100%	90	90	100%	0	33	33	100%	90	90	100%	167	200	17%
<b>Total Operational Expense</b>	<b>0</b>	<b>983</b>	<b>983</b>	<b>100%</b>	<b>555</b>	<b>555</b>	<b>100%</b>	<b>0</b>	<b>1,967</b>	<b>1,967</b>	<b>100%</b>	<b>1,022</b>	<b>1,022</b>	<b>100%</b>	<b>9,833</b>	<b>11,800</b>	<b>17%</b>
6500 Repairs & maintenance equipment	0	175	175	100%	1,606	1,606	100%	0	350	350	100%	1,606	1,606	100%	1,750	2,100	17%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	8	8	100%	0	0	-
6510 Repairs & maintenance buildings	0	208	208	100%	0	0	-	0	417	417	100%	0	0	-	2,083	2,500	17%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	167	167	100%	0	0	-	833	1,000	17%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	250	250	100%	0	0	-	1,250	1,500	17%
6575 Waterway Leases	0	250	250	100%	0	0	-	0	500	500	100%	0	0	-	2,500	3,000	17%
6580 Permits	1,528	333	(1,194)	-358%	1,484	(44)	-3%	1,528	667	(861)	-129%	1,484	(44)	-3%	4,861	4,000	-22%
<b>Total Repair and Maintenance</b>	<b>1,528</b>	<b>1,175</b>	<b>(353)</b>	<b>-30%</b>	<b>3,090</b>	<b>1,563</b>	<b>51%</b>	<b>1,528</b>	<b>2,350</b>	<b>822</b>	<b>35%</b>	<b>3,098</b>	<b>1,570</b>	<b>51%</b>	<b>13,278</b>	<b>14,100</b>	<b>6%</b>
<b>Total Goods &amp; Services</b>	<b>8,230</b>	<b>11,761</b>	<b>3,531</b>	<b>30%</b>	<b>10,719</b>	<b>2,489</b>	<b>23%</b>	<b>15,093</b>	<b>22,199</b>	<b>7,107</b>	<b>32%</b>	<b>16,295</b>	<b>1,202</b>	<b>7%</b>	<b>138,604</b>	<b>145,710</b>	<b>5%</b>
<b>Total Expenses</b>	<b>31,639</b>	<b>39,333</b>	<b>7,694</b>	<b>20%</b>	<b>108,884</b>	<b>77,245</b>	<b>71%</b>	<b>61,807</b>	<b>77,344</b>	<b>15,537</b>	<b>20%</b>	<b>155,393</b>	<b>93,586</b>	<b>60%</b>	<b>487,071</b>	<b>502,609</b>	<b>3%</b>
<b>Operating Results</b>	<b>(10,646)</b>	<b>(18,202)</b>	<b>7,555</b>	<b>-42%</b>	<b>(90,370)</b>	<b>79,723</b>	<b>-88%</b>	<b>(16,649)</b>	<b>(32,165)</b>	<b>15,516</b>	<b>-48%</b>	<b>(98,100)</b>	<b>81,451</b>	<b>-83%</b>	<b>(212,241)</b>	<b>(227,757)</b>	<b>-7%</b>
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>5,000</b>	<b>5,000</b>	<b>0%</b>
<b>Taxes &amp; Misc Expenses</b>																	
6745 Banking fees	0	0	0	-	0	0	-	0	0	0	-	0	0	-	10,000	10,000	0%
<b>Total Taxes &amp; Misc Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>10,000</b>	<b>10,000</b>	<b>0%</b>
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	234,649	234,649	0%
<b>Total Debt Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>234,649</b>	<b>234,649</b>	<b>0%</b>
<b>Total Other Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>244,649</b>	<b>244,649</b>	<b>0%</b>
<b>Net Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>(239,649)</b>	<b>(239,649)</b>	<b>0%</b>
<b>Net Result</b>	<b>(10,646)</b>	<b>(18,202)</b>	<b>7,555</b>	<b>-42%</b>	<b>(90,370)</b>	<b>79,723</b>	<b>-88%</b>	<b>(16,649)</b>	<b>(32,165)</b>	<b>15,516</b>	<b>-48%</b>	<b>(98,100)</b>	<b>81,451</b>	<b>-83%</b>	<b>(451,890)</b>	<b>(467,406)</b>	<b>-3%</b>

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

amounts in \$US dollars

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4010 Property Agreements	31,208	30,500	708	2%	29,343	1,865	6%	67,289	61,000	6,289	10%	62,242	5,048	8%	372,289	366,000	2%
4260 Rail Operations Revenue	25,859	38,362	(12,503)	-33%	22,383	3,475	16%	54,119	76,724	(22,605)	-29%	50,365	3,754	7%	437,739	460,343	-5%
4265 Rail Surcharges	28,873	38,012	(9,139)	-24%	24,949	3,924	16%	59,554	76,024	(16,470)	-22%	55,760	3,794	7%	439,676	456,146	-4%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	893,944	893,944	0%
<b>Total Operating Income</b>	<b>85,940</b>	<b>106,874</b>	<b>(20,934)</b>	<b>-20%</b>	<b>76,676</b>	<b>9,264</b>	<b>12%</b>	<b>180,963</b>	<b>213,748</b>	<b>(32,786)</b>	<b>-15%</b>	<b>168,367</b>	<b>12,595</b>	<b>7%</b>	<b>2,143,648</b>	<b>2,176,434</b>	<b>-2%</b>
<b>Expenses</b>																	
<b>Goods &amp; Services</b>																	
6070 Postage & courier services	0	0	0	-	0	0	-	0	0	0	-	51,380	51,380	100%	0	0	-
<b>Total Office Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>51,380</b>	<b>51,380</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6260 Consulting services	924	6,250	5,326	85%	0	(924)	-	1,848	12,500	10,652	85%	605	(1,243)	-205%	64,348	75,000	14%
6290 Commercial insurance	6,337	6,337	0	0%	4,834	(1,503)	-31%	12,674	12,674	0	0%	9,668	(3,007)	-31%	83,416	83,416	0%
<b>Total Professional Services</b>	<b>7,261</b>	<b>12,587</b>	<b>5,326</b>	<b>42%</b>	<b>4,834</b>	<b>(2,427)</b>	<b>-50%</b>	<b>14,522</b>	<b>25,174</b>	<b>10,652</b>	<b>42%</b>	<b>10,273</b>	<b>(4,250)</b>	<b>-41%</b>	<b>147,764</b>	<b>158,416</b>	<b>7%</b>
6410 Signage	0	192	192	100%	0	0	-	0	383	383	100%	0	0	-	1,917	2,300	17%
6425 Operational supplies	0	0	0	-	0	0	-	55	0	(55)	-	0	(55)	-	55	0	-
<b>Total Operational Expense</b>	<b>0</b>	<b>192</b>	<b>192</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>55</b>	<b>383</b>	<b>328</b>	<b>86%</b>	<b>0</b>	<b>(55)</b>	<b>-</b>	<b>1,972</b>	<b>2,300</b>	<b>14%</b>
6505 Repairs & maintenance vehicles	36	0	(36)	-	17	(19)	-109%	73	0	(73)	-	35	(38)	-109%	73	0	-
6510 Repairs & maintenance buildings	135,256	37,500	(97,756)	-261%	0	(135,256)	-	135,256	75,000	(60,256)	-80%	35,017	(100,239)	-286%	510,256	450,000	-13%
6515 Repairs & maintenance land improve	0	12,500	12,500	100%	0	0	-	0	25,000	25,000	100%	0	0	-	125,000	150,000	17%
<b>Total Repair and Maintenance</b>	<b>135,293</b>	<b>50,000</b>	<b>(85,293)</b>	<b>-171%</b>	<b>17</b>	<b>(135,275)</b>	<b>-775217%</b>	<b>135,329</b>	<b>100,000</b>	<b>(35,329)</b>	<b>-35%</b>	<b>35,052</b>	<b>(100,277)</b>	<b>-286%</b>	<b>635,329</b>	<b>600,000</b>	<b>-6%</b>
<b>Total Goods &amp; Services</b>	<b>142,554</b>	<b>62,779</b>	<b>(79,775)</b>	<b>-127%</b>	<b>4,851</b>	<b>(137,703)</b>	<b>-2838%</b>	<b>149,907</b>	<b>125,558</b>	<b>(24,349)</b>	<b>-19%</b>	<b>96,705</b>	<b>(53,202)</b>	<b>-55%</b>	<b>785,065</b>	<b>760,716</b>	<b>-3%</b>
<b>Total Expenses</b>	<b>142,554</b>	<b>62,779</b>	<b>(79,775)</b>	<b>-127%</b>	<b>4,851</b>	<b>(137,703)</b>	<b>-2838%</b>	<b>149,907</b>	<b>125,558</b>	<b>(24,349)</b>	<b>-19%</b>	<b>96,705</b>	<b>(53,202)</b>	<b>-55%</b>	<b>785,065</b>	<b>760,716</b>	<b>-3%</b>
<b>Operating Results</b>	<b>(56,614)</b>	<b>44,095</b>	<b>(100,709)</b>	<b>-228%</b>	<b>71,824</b>	<b>(128,438)</b>	<b>-179%</b>	<b>31,056</b>	<b>88,191</b>	<b>(57,135)</b>	<b>-65%</b>	<b>71,662</b>	<b>(40,607)</b>	<b>-57%</b>	<b>1,358,583</b>	<b>1,415,718</b>	<b>-4%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	315,000	315,000	0%
4905 Other	0	0	0	-	0	0	-	2,363	0	2,363	-	0	2,363	-	2,363	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2,363</b>	<b>0</b>	<b>2,363</b>	<b>-</b>	<b>0</b>	<b>2,363</b>	<b>-</b>	<b>317,363</b>	<b>315,000</b>	<b>1%</b>
<b>Other Expenses</b>																	
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	364,142	364,142	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	122,143	122,143	0%
7020 Principal repayment - Vehicles	3,526	2,933	(593)	-20%	1,007	(2,520)	-250%	4,560	3,375	(1,185)	-35%	2,011	(2,549)	-127%	14,153	12,969	-9%
7025 Interest payment - Vehicles	635	567	(69)	-12%	100	(535)	-537%	708	569	(139)	-25%	202	(506)	-251%	2,057	1,918	-7%
8020 CIP Machinery & Equipment	0	0	0	-	4,097	4,097	100%	0	0	0	-	4,097	4,097	100%	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	215,335	215,335	100%	0	0	0	-	215,335	215,335	100%	0	0	-
<b>Total Debt Services</b>	<b>4,162</b>	<b>3,499</b>	<b>(662)</b>	<b>-19%</b>	<b>220,538</b>	<b>216,377</b>	<b>98%</b>	<b>5,268</b>	<b>3,944</b>	<b>(1,324)</b>	<b>-34%</b>	<b>221,645</b>	<b>216,377</b>	<b>98%</b>	<b>502,495</b>	<b>501,171</b>	<b>0%</b>
<b>Total Other Expenses</b>	<b>4,162</b>	<b>3,499</b>	<b>(662)</b>	<b>-19%</b>	<b>220,538</b>	<b>216,377</b>	<b>98%</b>	<b>5,268</b>	<b>3,944</b>	<b>(1,324)</b>	<b>-34%</b>	<b>221,645</b>	<b>216,377</b>	<b>98%</b>	<b>502,495</b>	<b>501,171</b>	<b>0%</b>
<b>Net Other Income</b>	<b>(4,162)</b>	<b>(3,499)</b>	<b>(662)</b>	<b>19%</b>	<b>(220,538)</b>	<b>216,377</b>	<b>-98%</b>	<b>(2,905)</b>	<b>(3,944)</b>	<b>1,039</b>	<b>-26%</b>	<b>(221,645)</b>	<b>218,740</b>	<b>-99%</b>	<b>(185,132)</b>	<b>(186,171)</b>	<b>-1%</b>
<b>Net Result</b>	<b>(60,775)</b>	<b>40,596</b>	<b>(101,371)</b>	<b>-250%</b>	<b>(148,714)</b>	<b>87,939</b>	<b>-59%</b>	<b>28,151</b>	<b>84,247</b>	<b>(56,096)</b>	<b>-67%</b>	<b>(149,983)</b>	<b>178,134</b>	<b>-119%</b>	<b>1,173,451</b>	<b>1,229,547</b>	<b>-5%</b>

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4285 Mob/Demob Services	0	69,390	(69,390)	-100%	0	0	-	13,498	69,390	(55,891)	-81%	0	13,498	-	82,888	138,779	-40%
4287 Dredging Services	0	0	0	-	0	0	-	0	0	0	-	0	0	-	230,053	230,053	0%
4290 Other	15,625	37,740	(22,115)	-59%	0	15,625	-	80,412	75,480	4,932	7%	0	80,412	-	457,809	452,877	1%
<b>Total Operating Income</b>	<b>15,625</b>	<b>107,129</b>	<b>(91,505)</b>	<b>-85%</b>	<b>0</b>	<b>15,625</b>	<b>-</b>	<b>93,910</b>	<b>144,869</b>	<b>(50,959)</b>	<b>-35%</b>	<b>0</b>	<b>93,910</b>	<b>-</b>	<b>770,750</b>	<b>821,709</b>	<b>-6%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	0	0	0	-	0	0	-	0	0	0	-	283	283	100%	0	0	-
<b>Total Compensation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>283</b>	<b>283</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
5100 Federal Payroll taxes	0	0	0	-	0	0	-	0	0	0	-	22	22	100%	0	0	-
5105 State Payroll taxes	0	0	0	-	0	0	-	0	0	0	-	1	1	100%	0	0	-
5110 Unemployment Insurance	0	0	0	-	0	0	-	0	0	0	-	8	8	100%	0	0	-
5115 Workers compensation	0	0	0	-	0	0	-	0	0	0	-	0	0	100%	0	0	-
<b>Total Payroll Taxes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>30</b>	<b>30</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
5295 Allocations	137	24,772	24,635	99%	0	(137)	-	1,131	26,346	25,215	96%	0	(1,131)	-	111,243	136,458	18%
<b>Total Insured Benefits</b>	<b>137</b>	<b>24,772</b>	<b>24,635</b>	<b>99%</b>	<b>0</b>	<b>(137)</b>	<b>-</b>	<b>1,131</b>	<b>26,346</b>	<b>25,215</b>	<b>96%</b>	<b>0</b>	<b>(1,131)</b>	<b>-</b>	<b>111,243</b>	<b>136,458</b>	<b>18%</b>
<b>Total Personnel Services</b>	<b>137</b>	<b>24,772</b>	<b>24,635</b>	<b>99%</b>	<b>0</b>	<b>(137)</b>	<b>-</b>	<b>1,131</b>	<b>26,346</b>	<b>25,215</b>	<b>96%</b>	<b>313</b>	<b>(818)</b>	<b>-261%</b>	<b>111,243</b>	<b>136,458</b>	<b>18%</b>
<b>Goods &amp; Services</b>																	
6025 Travel - lodging & transportation	0	5,650	5,650	100%	0	0	-	0	5,650	5,650	100%	0	0	-	22,598	28,248	20%
6030 Travel - Per Diem & mileage reimbursement	0	4,868	4,868	100%	0	0	-	0	4,868	4,868	100%	0	0	-	19,470	24,338	20%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>10,517</b>	<b>10,517</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>10,517</b>	<b>10,517</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>42,069</b>	<b>52,586</b>	<b>20%</b>
6105 Telephone - mobile	53	60	7	12%	53	(0)	0%	106	120	14	12%	106	(0)	0%	706	720	2%
<b>Total Utilities</b>	<b>53</b>	<b>60</b>	<b>7</b>	<b>12%</b>	<b>53</b>	<b>(0)</b>	<b>0%</b>	<b>106</b>	<b>120</b>	<b>14</b>	<b>12%</b>	<b>106</b>	<b>(0)</b>	<b>0%</b>	<b>706</b>	<b>720</b>	<b>2%</b>
6290 Commercial insurance	5,950	6,470	520	8%	5,300	(650)	-12%	11,900	12,939	1,039	8%	10,601	(1,299)	-12%	76,596	77,635	1%
<b>Total Professional Services</b>	<b>5,950</b>	<b>6,470</b>	<b>520</b>	<b>8%</b>	<b>5,300</b>	<b>(650)</b>	<b>-12%</b>	<b>11,900</b>	<b>12,939</b>	<b>1,039</b>	<b>8%</b>	<b>10,601</b>	<b>(1,299)</b>	<b>-12%</b>	<b>76,596</b>	<b>77,635</b>	<b>1%</b>

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	4,690	33	(4,657)	-13971%	0	(4,690)	-	9,857	67	(9,791)	-14688%	175	(9,682)	-5533%	10,191	400	-2448%
6405 Safety/hazardous materials	617	17	(600)	-3600%	0	(617)	-	617	33	(583)	-1750%	0	(617)	-	783	200	-292%
6420 Janitorial supplies	158	17	(142)	-851%	0	(158)	-	158	33	(125)	-375%	0	(158)	-	325	200	-63%
6425 Operational supplies	5,365	108	(5,257)	-4853%	0	(5,365)	-	5,792	217	(5,575)	-2573%	0	(5,792)	-	6,875	1,300	-429%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	0	0	-	82,675	82,675	0%
6450 Fuel - Gas	0	4,540	4,540	100%	0	0	-	0	4,540	4,540	100%	0	0	-	18,160	22,700	20%
6455 Fuel - Diesel	0	7,140	7,140	100%	0	0	-	0	7,140	7,140	100%	0	0	-	28,560	35,700	20%
<b>Total Operational Expense</b>	<b>10,831</b>	<b>11,855</b>	<b>1,024</b>	<b>9%</b>	<b>0</b>	<b>(10,831)</b>	<b>-</b>	<b>16,424</b>	<b>12,030</b>	<b>(4,394)</b>	<b>-37%</b>	<b>175</b>	<b>(16,249)</b>	<b>-9286%</b>	<b>147,569</b>	<b>143,175</b>	<b>-3%</b>
6500 Repairs & maintenance equipment	1,215	13,676	12,461	91%	0	(1,215)	-	8,693	27,352	18,660	68%	92,600	83,907	91%	145,453	164,113	11%
6505 Repairs & maintenance vehicles	4,128	20,585	16,457	80%	1,414	(2,714)	-192%	45,889	41,170	(4,718)	-11%	9,339	(36,549)	-391%	251,740	247,022	-2%
<b>Total Repair and Maintenance</b>	<b>5,343</b>	<b>34,261</b>	<b>28,918</b>	<b>84%</b>	<b>1,414</b>	<b>(3,928)</b>	<b>-278%</b>	<b>54,581</b>	<b>68,523</b>	<b>13,941</b>	<b>20%</b>	<b>101,939</b>	<b>47,358</b>	<b>46%</b>	<b>397,194</b>	<b>411,135</b>	<b>3%</b>
<b>Total Goods &amp; Services</b>	<b>22,176</b>	<b>63,163</b>	<b>40,987</b>	<b>65%</b>	<b>6,768</b>	<b>(15,409)</b>	<b>-228%</b>	<b>83,011</b>	<b>104,129</b>	<b>21,118</b>	<b>20%</b>	<b>112,820</b>	<b>29,809</b>	<b>26%</b>	<b>664,133</b>	<b>685,251</b>	<b>3%</b>
<b>Total Expenses</b>	<b>22,313</b>	<b>87,935</b>	<b>65,622</b>	<b>75%</b>	<b>6,768</b>	<b>(15,546)</b>	<b>-230%</b>	<b>84,142</b>	<b>130,475</b>	<b>46,333</b>	<b>36%</b>	<b>113,134</b>	<b>28,991</b>	<b>26%</b>	<b>775,376</b>	<b>821,709</b>	<b>6%</b>
<b>Operating Results</b>	<b>(6,689)</b>	<b>19,194</b>	<b>(25,883)</b>	<b>-135%</b>	<b>(6,768)</b>	<b>79</b>	<b>-1%</b>	<b>9,768</b>	<b>14,394</b>	<b>(4,627)</b>	<b>-32%</b>	<b>(113,134)</b>	<b>122,901</b>	<b>-109%</b>	<b>(4,627)</b>	<b>0</b>	<b>-</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4505 Interest - Bank	2,209	0	2,209	-	2,352	(143)	-6%	3,388	0	3,388	-	4,253	(865)	-20%	3,388	0	-
<b>Total Other Income</b>	<b>2,209</b>	<b>0</b>	<b>2,209</b>	<b>-</b>	<b>2,352</b>	<b>(143)</b>	<b>-6%</b>	<b>3,388</b>	<b>0</b>	<b>3,388</b>	<b>-</b>	<b>4,253</b>	<b>(865)</b>	<b>-20%</b>	<b>3,388</b>	<b>0</b>	<b>-</b>
<b>Net Other Income</b>	<b>2,209</b>	<b>0</b>	<b>2,209</b>	<b>-</b>	<b>2,352</b>	<b>(143)</b>	<b>-6%</b>	<b>3,388</b>	<b>0</b>	<b>3,388</b>	<b>-</b>	<b>4,253</b>	<b>(865)</b>	<b>-20%</b>	<b>3,388</b>	<b>0</b>	<b>-</b>
<b>Net Result</b>	<b>(4,480)</b>	<b>19,194</b>	<b>(23,674)</b>	<b>-123%</b>	<b>(4,416)</b>	<b>(64)</b>	<b>1%</b>	<b>13,155</b>	<b>14,394</b>	<b>(1,239)</b>	<b>-9%</b>	<b>(108,881)</b>	<b>122,036</b>	<b>-112%</b>	<b>(1,239)</b>	<b>0</b>	<b>-</b>



	Carloads: 433	Current Period				Same Month Last Year			Year to Date				Year End					
		Aug 2024				Aug 2023			Jul 2024 - Aug 2024				Prior FYTD vs Current FYTD					
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	<b>Operating Income</b>																	
2	<b>Administration</b>																	
3	Union Pacific	147,268	204,106	(56,838)	(28%)	147,632	(364)	(0%)	283,881	408,212	(124,331)	(30%)	293,715	(9,834)	(3%)	2,324,943	2,449,274	(5%)
4	Carloads CBRL	111,320	179,513	(68,193)	(38%)	76,202	35,118	46%	257,312	359,027	(101,715)	(28%)	208,874	48,438	23%	2,052,444	2,154,160	(5%)
5	Demurrage	0	0	0	-	1,450	(1,450)	(100%)	0	0	0	-	2,300	(2,300)	(100%)	0	0	-
6	<b>Total Administration</b>	258,588	383,811	(125,223)	(33%)	225,284	33,304	15%	541,193	767,622	(226,430)	(29%)	504,889	36,304	7%	4,379,304	4,605,734	(5%)
9	Mechanical	111,347	191,297	(79,950)	(42%)	52,500	58,847	112%	197,729	382,595	(184,866)	(48%)	98,380	99,349	101%	2,110,704	2,295,569	(8%)
10	<b>Total Operating Income</b>	369,935	575,109	(205,173)	(36%)	277,785	92,150	33%	738,922	1,150,217	(411,295)	(36%)	603,269	135,653	22%	6,490,007	6,901,303	(6%)
12	<b>Operating Expenses</b>																	
13	Administration	87,809	96,723	8,914	9%	72,950	(14,859)	(20%)	189,764	193,439	3,675	2%	130,566	(59,198)	(45%)	1,186,738	1,190,413	0%
14	Maintenance of Way	53,054	77,986	24,932	32%	66,975	13,921	21%	96,232	155,648	59,416	38%	107,852	11,621	(11%)	905,340	964,756	(6%)
15	Transportation	142,560	179,194	36,634	20%	189,414	46,854	25%	290,698	358,387	67,689	19%	304,679	13,981	(5%)	2,142,004	2,209,693	(3%)
16	Mechanical	72,805	97,302	24,497	25%	52,233	(20,573)	(39%)	107,698	194,605	86,906	45%	96,595	(11,103)	11%	1,097,547	1,184,453	(7%)
17	<b>Total Expenses</b>	356,228	451,205	94,977	21%	381,572	25,344	7%	684,392	902,078	217,686	24%	639,692	(44,700)	(7%)	5,331,629	5,549,315	4%
19	<b>Operating Results</b>																	
20	Administration	170,779	287,088	(116,309)	(41%)	152,334	18,445	12%	351,429	574,184	(222,755)	(39%)	374,323	(22,894)	(6%)	3,192,566	3,415,321	(7%)
21	Maintenance of Way	(53,054)	(77,986)	24,932	(32%)	(66,975)	13,921	(21%)	(96,232)	(155,648)	59,416	(38%)	(107,852)	11,621	(11%)	(905,340)	(964,756)	(6%)
22	Transportation	(142,560)	(179,194)	36,634	(20%)	(189,414)	46,854	(25%)	(290,698)	(358,387)	67,689	(19%)	(304,679)	13,981	(5%)	(2,142,004)	(2,209,693)	(3%)
23	Mechanical	38,542	93,995	(55,453)	(59%)	268	38,274	14302%	90,031	187,990	(97,959)	(52%)	1,785	88,246	4944%	1,013,156	1,111,116	(9%)
24	<b>Totals Operating Results</b>	13,707	123,903	(110,197)	(89%)	(103,787)	117,494	(113%)	54,530	248,139	(193,609)	(78%)	(36,423)	90,953	(250%)	1,158,379	1,351,988	(14%)
29	Other Income	44,572	0	44,572	-	0	44,572	-	45,140	0	45,140	-	0	45,140	-	45,140	0	-
30	<b>Total Other Income</b>	44,572	0	44,572	-	0	44,572	-	45,140	0	45,140	-	0	45,140	-	45,140	0	-
32	Financial Expenses & Taxes	26,676	38,362	11,686	(30%)	22,443	(4,233)	19%	55,878	76,724	20,846	(27%)	50,544	(5,334)	11%	1,331,141	1,351,988	2%
35	<b>Total Other Expenses</b>	26,676	38,362	11,686	(30%)	22,443	(4,233)	19%	55,878	76,724	20,846	(27%)	50,544	(5,334)	11%	1,331,141	1,351,988	2%
37	<b>Net Result</b>	31,602	85,541	(53,939)	(63%)	(126,231)	157,833	(125%)	43,792	171,415	(127,623)	(74%)	(86,967)	130,759	(150%)	(127,623)	0	-

Month	Carloads	Operating Revenue	Operating Expenses	Operating Expense Ratio
Jul 2024	465	369,555	357,365	96.70%
<b>Aug 2024</b>	<b>433</b>	<b>414,507</b>	<b>382,904</b>	<b>92.38%</b>
Sep 2024	-	-	-	0.00%
Oct 2024	-	-	-	0.00%
Nov 2024	-	-	-	0.00%
Dec 2024	-	-	-	0.00%
Jan 2025	-	-	-	0.00%
Feb 2025	-	-	-	0.00%
Mar 2025	-	-	-	0.00%
Apr 2025	-	-	-	0.00%
May 2025	-	-	-	0.00%
Jun 2025	-	-	-	0.00%
Total	898	784,062	740,270	94.41%



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Matt Friesen, Director of External Affairs  
DATE: October 8, 2024  
SUBJECT: External Affairs Management Report

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**Communications, Media, and Outreach:**

September “legislative days” were held this month in Salem. The legislature meets quarterly during the interim for committee hearings and to confirm executive appointments. Included in this slate of executive appointments was new Port Commissioner nominees Arnie Roblan and Elise Hamner. The nominees participated in the Senate Rules Committee hearings and were then moved forward to the Senate Floor for a vote along with the other executive appointments. During legislative days Port staff held meetings with Representative Gomberg and Senator Anderson’s office as well as leadership from Oregon Business and Industries. Representative Wright also met with Port staff this month to receive an update and briefings and to connect with our new leadership team.

Staff participated in a Board Training offered by SCDC/CCD/Bay Area Chamber of Commerce for local citizens serving in these capacities. Members of the team attended the Chamber’s monthly Board meeting as well as Chamber’s Wednesday Business Connections Weekly Lunch series for the North Bend Mayor’s forum and Congressional Candidate Forums. Staff also met with House Speaker Dan Rayfield, candidate for Attorney General, during the Chambers legislative action meeting this month.

Port team members assisted the annual NARCOA Speeders Toy Express as they traveled the length of the Coos Bay Rail Line from Eugene to Coquille. This year’s group of speeders was the largest yet with approximately 45 cars making the journey and collecting toys for the Coos Bay/North Bend Rotary Clubs Jam the Bus Food and Toy Drive. Port staff collected toys at the Visitor Center for the event and coordinated their delivery to the effort. Staff also assisted Charleston’s OctoberFish event and donated Port facilities along with donated ice for the event.

The PCIP Community Engagement Kickoff took place with North Point, Port staff and JLA Public Involvement participating. This effort will develop a broader and deeper community engagement effort that will coincide with the project timeline. The goal of the community engagement plan and its implementation is to increase community participation, gather feedback, foster collaboration and improve project communication for the PCIP project.

**Relevant Stories:**

- [With offshore wind on hold, fishermen want a more rigorous evaluation | Local News | dailyastorian.com](#)
- [Santa's Shuttle Returning for 2024 Shore Acres Holiday Lights | Local News | theworldlink.com](#)
- [Offshore Oregon wind energy auction postponed after Kotek calls for delay \(yahoo.com\)](#)
- [Oregon legislators' statewide tour to wrap up with Happy Valley and Hillsboro \(govdelivery.com\)](#)
- [Port of Coos Bay announces first female CEO | Local News | theworldlink.com](#)
- [East and Gulf Coast Ports Resume Operations After Historic Pay Deal - Supply Chain World magazine \(scw-mag.com\)](#)
- [Supply Chain Latest: US Container Imports Remain Solid - Bloomberg](#)
- [Automation looms over port strife | Northwest Arkansas Democrat-Gazette \(nwaonline.com\)](#)



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Mike Dunning, Chief Port Operations Officer  
DATE: October 8, 2024  
SUBJECT: Port Operations/Asset Management Report

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**Channel Modification Project/PCIP:**

Geotechnical Boring work began the week of October 7. This work is being conducted at the proposed terminal dock location and will inform the basis of design and future engineering work. In addition to these boring, one additional boring will be done at river mile 6 to further delineate an area of rock identified in previous boring campaigns.

The Port project team will be in Portland for meetings the week of October 21. These meetings will focus on environmental and permitting work. Additionally, we expect to have discussions about feedback on various 204/408 appendices that were submitted in June 2024.

**Rail Bridge Rehabilitation Project:**

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



**PIDP Grant (Tie and Resurfacing Project):**

All scope of work for this project is complete. The final engineering closeout report is complete and ready for submission to MARAD.

**Dredging:**

River mile 12-15 contract is moving ahead quickly. As of October 7, approximately 40% of the contracted material has been removed. In early October, the contractor was able to break contract and conduct dredging at the GMA berth. This work was essential for the arrival of the next garnet vessel, which is due in mid-October.

Port staff continues to work with the USACE on the coastal clamshell contract (Charleston channel) scope of work. This year's contract was terminated due to a protest. The only alternative to completing the work this Fall is an emergency solicitation. After discussions with USACE personnel, it is not looking like we will get this dredging done this Fall. Staff sent a letter to the USACE in September to relay the importance of removing the shoal at the entrance of the marina. We fully expect this shoal to double in size if it is not dredged this Fall. This may completely choke off the fuel dock and inner basin to larger fishing vessels.



## MEMORANDUM

TO: Port of Coos Bay Board of Commissioners

FROM: Raymond Dwire, Charleston Marina Complex Manager

DATE: October 8, 2024

SUBJECT: Charleston Operations Management Report

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### **Monthly Statistics:**

Of the 525 moorage slips, there were 123 annuals (23.42%), 68 semi-annuals (12.95%), 43 monthlies (8.19%), and 739 transient nights, for a total occupancy of 44.61% for the month.

The RV Park had an average capacity of 66.15% in September. Out of 104 RV Park spaces, we had 39 new check-ins with total sales of \$53,001.10. Occupancy in September 2023 was 66.28% with sales of \$61,652.44

There were 514 tons of ice sold in the month of September for a total of \$51,447.50. In comparison, September 2023, 276 tons of ice sold for a total of \$27,694.25.

### **Charleston Marina Staff:**

- Marina Office and RV Park Office Staff is fully staffed with three full-time employees.
- Marina's Maintenance Staff remains fully staffed with eight full-time employees.
- Charleston Security Department is at full staff with five full-time employees.

### **Charleston Marina Highlights:**

September has been a very busy month at the Charleston Marina. The Commercial Fishing Fleet continues with pink shrimp and tuna along with an unexpected halibut quota. Tuna, salmon, halibut, lingcod and rockfish and the last of summer camping for our recreational guests have kept our RV Park and the boat launch and Marina parking lots full. Operating revenue for the first quarter of FY 2024-2025 was \$984,969.18 (17.87% over budget), which is an increase of \$206,174.18 from FY 2023-2024 which was \$778,795.00 (12.69% under budget). What a great start. Thanks to all of the Marina Staff for the hard work this summer.

### **Charleston Ice Plant:**

An unexpected ice buildup under ice maker #1 turned loose overnight on September 10. The large piece crashed down on the rake delivery system and ultimately punched through the southwest wall of the ice bin. Photos below show where ice came out through the damaged wall of the ice bin. This combined with a network issue caused interruptions to ice delivery for approximately 48 hours. Port Staff discovered and safely removed another buildup of ice under ice maker #2 before it became a problem. Identifying and mitigating potential issues through proper preventative maintenance and operator training at the Charleston Ice Plant, is part of our continuing efforts to serve our commercial and recreational fleets as well as local businesses who use flake ice.



Port Staff placed a plywood panel on the side wall of the ice bin until replacement wall panels can be ordered and installed. The ice delivery system was re-aligned and with consultation of North Star Ice Systems, has been determined to be safe for operation with a reduced storage area of 2/3 capacity or approximately 80 tons of flake ice.

Replacement of the wall panels, diagonal, rack lift beam and rake will take place later this year during the annual maintenance shutdown.



1



2



3

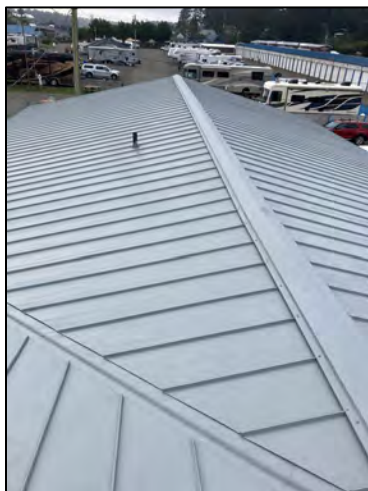
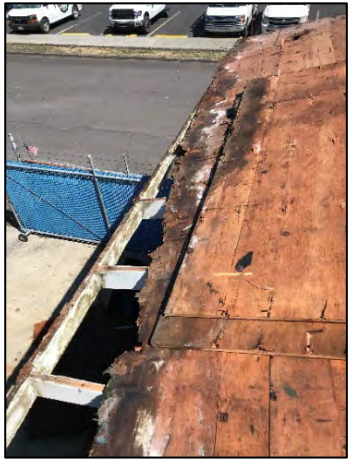
**Photo #1:** Ice Maker #1 chute after breaking loose. **Photo #2:** Image of the chunk of ice that was built up on Ice Maker #1 chute. **Photo #3:** Ice Maker #2 chute with ice buildup that was safely removed.



The first photo above shows a bent diagonal and rack lift beam. The second photo shows one of the ice delivery rakes that was bent from the impact of the ice chunk.

**Building #30 Roof Project:**

Contractors from Daryl Rodgers Construction finished the Building #30 Roof Project. With the discovery of over 90% of the sub-sheeting and rafter tails needing replacement, the construction time and cost of Building #30 Roof Replacement Project more than doubled. Total project cost including change orders was \$160,916.64. Special thanks to Daryl Rodgers Construction for a job well done. The new roof looks great.





**Oregon State Marine Board Boating Facility Grant:**

The Charleston Marina has recently been awarded a grant from the Oregon State Marine Board to re-seal and re-stripe the boat ramp parking lots. The last time these lots were re-sealed was in 2017 by utilizing a similar grant from the Oregon State Marine Board. Total project cost is \$40,800.00 with \$30,000.00 provided by the Oregon State Marine Board and a Port match of \$10,800.00 from budgeted funds for Land Improvement, Repairs and Maintenance. Timeline for the project is Spring of 2025 and must be completed by June 30, 2025.





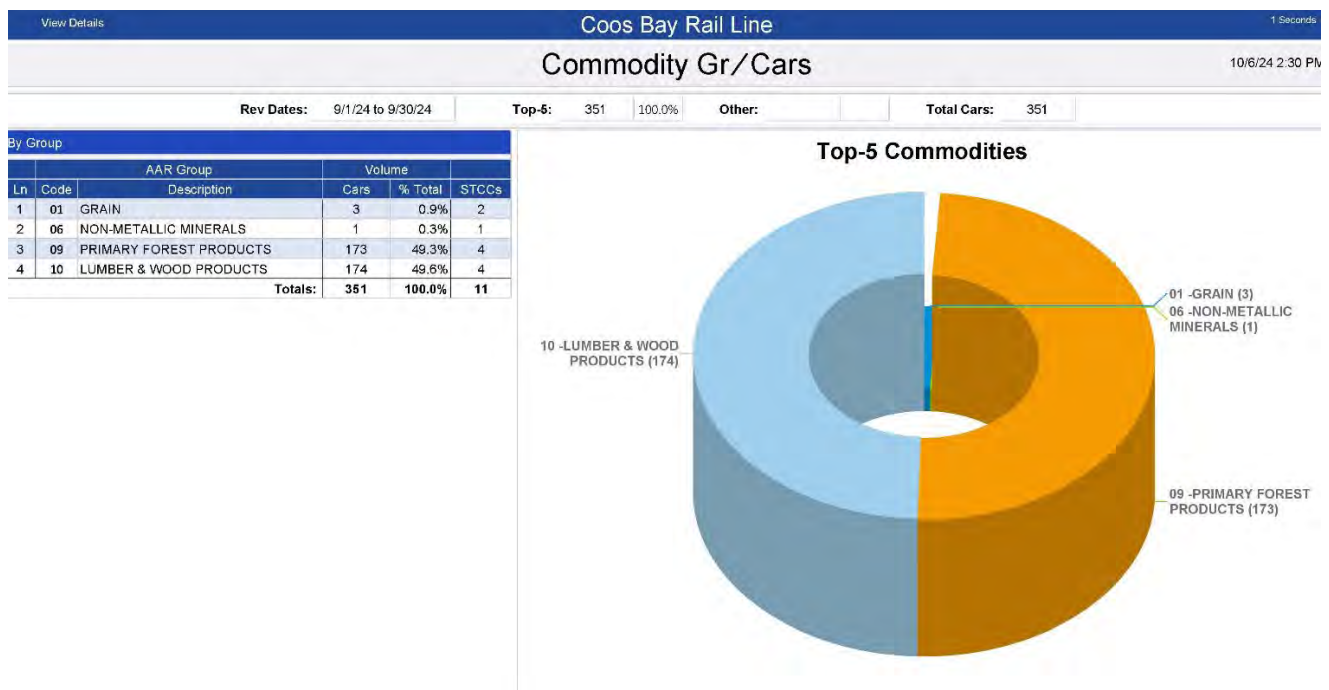
MEMORANDUM

TO: Port of Coos Bay Board of Commissioners  
 FROM: Brian Early, General Manager, CBRL  
 DATE: October 8, 2024  
 SUBJECT: Railroad Department Management Report

**Operations:**

CBRL Carloads for September 2024 = 351  
 Prior month, August 2024 = 433  
 Prior Year, September 2023 = 372  
 2024/2025 Forecasted Monthly Average = 640

CBRL carloads fell substantially in September due to ongoing restrictions in the commercial forests and a sharp decline in volume from our green lumber shipper.



Analyzing the trends over the last few years, it appears to be normal for our volume to fall off late summer, going into fall. We believe this is due to our long dry summers where fire dangers are affecting the availability of logs for processing and shipping. This in turn creates a shortage of export logs, finished lumber and wood chips, resulting in fewer carloads for CBRL.

There is also a steep decline in volume from our green wood shipper. The carloadings from that facility have been roughly half of their historical volumes since July, resulting in an approximate loss of 250 -300 carloads over that period.

On a brighter note, and again, analyzing the trends over the past few years, we should see an increase in carloadings as fire dangers subside and cooler weather prevails. Also, the only operating mill in Swisshome has been purchased and will now begin taking inbound lumber shipments as a first step to resuming rail service after nearly a decade of not utilizing rail service. It is anticipated that outbound shipments will also be available in the near future.



### **Mechanical (Locomotive):**

Columbia Rail was onsite the week of September 8, performing two Periodic Inspections and conducting repairs to the remainder of the fleet. The repairs to the electrical leads on the HLCX 1044 have been completed but unfortunately, the starters have failed and will be replaced during Octobers visit.

### **Mechanical (Car):**

The car supply from Union Pacific has slowed, due for the most part by the fact that demand from our green lumber shipper is down. We continue to see increasing numbers of needed repairs as the larger Class 1 railroads continue to choose not to perform those repairs. We are continuing to take advantage of this opportunity to generate increased repair revenues.

### **Maintenance of Way (MOW):**

I'd like to take this opportunity to give a special nod of the cap to CBRL's MOW Operations Manager, Bridge Inspector and MOW employee. After countless hours of climbing and crawling through decades of grease and oil and rust, the Cushman Turn Span bridge is in better shape than it has been in for decades. The Umpqua Bridge has become nearly flawless in its daily operation and the ongoing attention to the North Bend Swing Span Bridge has given me the ability to say that for the first time in my tenure at CBRL, I now have full confidence in our bridge program and our ability to start affecting needed repairs in-house, and it's thanks to these talented individuals.





**ODOT/FRA:**

CBRL had one visit from ODOT's Operations Inspector in September, and no defects were recommended for violation.

**Coos Bay Rail Line:**

As of September 30, 2024, CBRL has worked 278 days injury free. Currently, CBRL has 22 employees and 10 locomotives on property.



*(Tunnel 17, circa 1916. Courtesy of Robert Melbo)*

# **Informational Items**



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

Owned by the Oregon International Port of Coos Bay  
 Operations by Coos Bay Rail Line, Inc. (CBRL) began on November 1, 2018.

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

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

	2020		2021		2022		2023		2024	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	409	1,349.7	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9
Feb	400	1,320.0	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4
Mar	432	1,425.6	566	1,867.8	694	2,290.2	498	1,643.4	488	1,610.4
Apr	350	1,155.0	621	2,049.3	668	2,204.4	407	1,343.1	456	1,504.8
May	394	1,300.2	599	1,976.7	707	2,333.1	454	1,498.2	548	1,808.4
Jun	534	1,762.2	625	2,062.5	595	1,963.5	468	1,544.4	420	1,386.0
Jul	485	1,600.5	503	1,659.9	530	1,749.0	473	1,560.9	465	1,534.5
Aug	467	1,541.1	485	1,600.5	597	1,970.1	388	1,280.4	433	1,428.9
Sep	378	1,247.4	556	1,834.8	524	1,729.2	372	1,227.6	351	1,158.3
Oct	431	1,422.3	521	1,719.3	488	1,610.4	393	1,296.9	0	0.0
Nov	349	1,151.7	548	1,808.4	512	1,689.6	409	1,349.7	0	0.0
Dec	499	1,646.7	453	1,494.9	493	1,626.9	440	1,452.0	0	0.0
<b>Total</b>	<b>5,128</b>	<b>16,922.4</b>	<b>6,213</b>	<b>20,502.9</b>	<b>6,755</b>	<b>22,291.5</b>	<b>5,168</b>	<b>17,054.4</b>	<b>4,122</b>	<b>13,602.6</b>

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

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

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	4,122	rail carloads =	412,200	short tons =	13,602.6	highway truck loads

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

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