



M E M O R A N D U M

TO: Interested Parties  
FROM: Kyle Stevens, President  
DATE: June 11, 2025  
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 and Budget Hearing at **11:00 a.m., Wednesday, June 18, 2025**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

The purpose of the hearing is to discuss with interested persons the FY 2025/26 budget as approved by the Oregon International Port of Coos Bay’s Budget Committee. Copies of the budget document may be inspected or obtained at [www.portofcoosbay.com/finances](http://www.portofcoosbay.com/finances) or by calling the Administrative office at 541-267-7678.

A supplemental budget for the current fiscal year 2024/25 will be considered at this meeting.

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 Wednesday, June 18, 2025. Written comment will be accepted until 8:30 a.m. on Wednesday, June 18, 2025 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 **Wednesday, June 18, 2025**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (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/cs

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

**11:00 a.m., Wednesday, June 18, 2025**

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)

*Mission: Promoting sustainable development that enhances the economy of southwest Oregon and the State.*

*ORS 777.065: The Legislative Assembly recognizes that assistance and encouragement of enhanced world trade opportunities are an important function of the state, and that development of new and expanded overseas markets for commodities exported from the ports of this state has great potential for diversifying and improving the economic base of the state. Therefore, development and improvement of port facilities suitable for use in world maritime trade at the Ports of Umatilla, Morrow, Arlington, The Dalles, Hood River and Cascade Locks and the development of deepwater port facilities at Astoria, **Coos Bay**, Newport, Portland and St. Helens is declared to be a state economic goal of high priority.*

**T E N T A T I V E   A G E N D A**

- 1. CALL MEETING TO ORDER**
- 2. INTRODUCTION OF COMMISSION, GUESTS AND PORT STAFF**
- 3. PORT PROJECT UPDATE**
  - A. Pt Adams Shoaling and Dredge Project .....Ray Dwire
  - B. Port Financial Update.....Megan Richardson
- 4. PUBLIC COMMENT**
- 5. CONSENT ITEMS** **Page**
  - A. Approval of April 17, 2025 Regular Commission Meeting Minutes ..... 4
  - B. Approval of May 21, 2025 Budget Committee Meeting Minutes..... 9
  - C. Approval of April and May Invoices ..... 15
  - D. Approval of April and May Contracts Awarded ..... 16
- 6. MANAGEMENT REPORTS** **Page**
  - A. Administration ..... 18
  - B. Finance ..... 20
  - C. External Affairs..... 38
  - D. Charleston Operations ..... 40
  - E. Railroad Operations ..... 43
  - F. Pacific Coast Intermodal Port Project ..... 47
- 7. BUDGET HEARING – FY 2025/26** **Page**
  - A. Public Hearing
  - B. 2025Res04: Adoption of Budget, Making Appropriations, Imposing and Categorizing Taxes –  
Combined for the Fiscal Year 2025/26.....Megan Richardson, 49
- 8. ACTION ITEMS** **Page**
  - A. 2025Res05: Adoption of Supplemental Budget for FY 2024/25 .....Megan Richardson, 51
  - B. 2025Res06: Update Signature Authority on Umpqua Bank Account.....Megan Richardson, 53
  - C. 2025Res07: Declaration of Exemption from Competitive Bidding –  
2025 Point Adams Dredging Project at the Charleston Marina.....Ray Dwire, 55
  - D. 2025Res08: Port of Coos Bay Rate Schedule for FY 2025/26.....Ray Dwire, 61
  - E. New Horizons Lease Agreement..... Krystal Karcher, 71
- 9. OTHER**
- 10. INFORMATION ITEMS** **Page**
  - A. Summary of Charleston Advisory Committee Meeting Minutes April 16, 2025..... 73
  - B. Draft Charleston Advisory Committee Meeting Minutes April 16, 2025 ..... 74
  - C. Coos Bay Rail Revenue Car Loads – May 2025 ..... 78
- 11. COMMISSION COMMENTS**
- 12. NEXT MEETING DATE – Thursday, July 17, 2025, 11:00 a.m.**
- 13. RECESS TO EXECUTIVE SESSION**
- 14. ADJOURN**

# Consent Items

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**

**11:00 a.m., Tuesday, April 17, 2025**

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

**ATTENDANCE**

**Commission:**

Kyle Stevens, President; Nick Edwards, Vice President; Kyle ViksneHill, Treasurer; Elise Hamner, Secretary; and Arnie Roblan, Commissioner.

**Staff:**

Lanelle Comstock, Chief Executive Officer; Melissa Cribbins, Executive Director of the PCIP Project; Megan Richardson, Director of Finance and Accounting; 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 Keith Leavitt, PCIP Project.

**Media & Guests:**

Jan Hodder; Tallon Trentz, IUOE 701; Kyle Motley; Aaron Simons, ILWU Local 12; Christine Moffitt; Knute Nemeth; Annie Donnelly; Mike Graybill; and Frank Williams.

**1. CALL MEETING TO ORDER**

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

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

**3. PORT PROJECT UPDATE**

**A. Charleston Update, Presented by Ray Dwire**

Ray Dwire presented updates on two projects in Charleston. The first project involved replacing two piling that failed in the Shipyard, which was completed with significant savings due to the ability to replace the piling from land. The next project involved improvements to Troller Road, which had been a contentious issue for years, and was the result of collaborative work from the Port, the County Road department, and businesses in Charleston. The road has been resurfaced, with all parties working together to achieve this. Mr. Dwire also mentioned completed maintenance work at the boat ramp docks preparing for summer guests, and the upcoming restriping and resealing of the Marina parking lots. This project is funded by the Oregon State Marine Board and must be completed by June 30. The OSMB Boating Facility Grant Program invests fees and marine fuel taxes paid by motorized boaters.

Additionally, the Port has applied for an additional grant for drainage improvements at the boat rinse station, which would also be funded by the OSMB. The drainage issues have led to the failure of the asphalt in this area.

## **B. Port Financial Update, Presented by Megan Richardson**

In the February 2025 financial review, Megan Richardson highlighted a shortfall of \$88,000 in operating income, with Admin facing a \$3,000 shortfall due to Hub Building vacancies and Port Ops experiencing a \$3,000 surplus from an unplanned lease at the Terminal One dock. Railroad Operations had a budget shortfall of \$65,000, mainly due to lower car movements and unbilled operating fees; year to date this is about a \$354,000 shortfall. Charleston Operations had a \$22,000 shortfall across multiple business lines, although the Shipyard and Ice Plant earned more than planned this month. Year to date, that shortfall is about \$146,000 in Charleston.

Operating expenses were \$40,000 less than budget. All departments were underspent this month except Railroad Operations, which incurred higher engineering and construction costs on the swing span bridge and insurance premiums. Operating Result shows a total net loss was \$263,000, compared to a budget of about \$223,000 or about a \$40,000 greater loss than planned. Other income was \$3,000 higher than budget, and other expenses were \$4,000 less than budget. The total net result showed a loss of \$268,000 compared to a budgeted loss of \$235,000, with a net result of a gain of \$465,000 compared to a budgeted net loss of \$46,000. This is primarily due to the sale of three surplus locomotives for about \$400,000.

## **4. PUBLIC COMMENT**

**A. Jan Hodder** spoke on behalf of the League of Women Voters of Coos County. The League works to increase public understanding of public policy issues. The League also acts to inform the public by taking on extensive studies of issues important to the community. The study team presents to the membership, which then votes on a position and goals for the issue. Since 1960, the League has had several studies on the Port of Coos Bay. The League was pleased to see the Port planning to undertake the recommended strategic planning efforts. The League recognizes the importance of an engaged citizenry and plans to continue studying the Port's activity using available public information. Ms. Hodder stated on April 23, the League will continue their work to increase public understanding with a presentation about the PCIP project. The League has not taken a position for or against the project.

Ms. Hodder further commented as an individual, stating that on March 30, she had sent an email requesting to see copies of Sub Appendices that are referenced in the May report submitted to the US Army Corps of Engineers. These documents are not on the Port's website, although these documents were paid for with public funds, initiated by a public body and sent to another public body.

**B. Tallon Trentz** spoke on behalf of the International Union of Operating Engineers, Local 701, and expressed support for the PCIP project which will provide job and apprenticeship opportunities for members.

**C. Mike Graybill** raised concerns about state funding for the Coos Bay Navigation Channel. Specifically, in the 2023 Legislative Session HB 5030 was passed addressing the funding that was initially appropriated in 2006. This bill provided for two \$20 million allocations to the Port, first in 2023 and then in 2025. Mr. Graybill stated he would like to know if the 2023 allocation has been spent and what it was spent on. In the current session of the Legislature there is another bill that has been introduced, HB 5024, which has a provision to provide \$10 million from the State general fund. Port Staff and Commissioners have suggested this is a portion of the lottery bond fund already allocated in 2023 under HB 5030, which are typically budgeted separately from general funds. Mr. Graybill stated he is seeking clarification on the origin and intended use of the \$10 million of general funds in HB 5024

and the legislative action required for the second allocation of \$20 million of lottery bond funding, and asked for a written response.

**D. Frank Williams** stated he is a retired longshoreman, and provided some history of the Coos Bay Railroad and the role he played in helping former CEO Jeff Bishop obtain funding. Mr. Williams stated the lobbyists stress the importance of big numbers in negotiations, and PEG-TV was instrumental in the citing of the mill on the North Spit and the Port's acquisition of the railroad.

**E. Annie Donnelly** suggested the need to adjust the meeting schedule of the Charleston Advisory Committee to ensure timely sharing of information. Ms. Donnelly also expressed concern about the statute at the top of the agenda, suggesting that it could imply the Board is a State Agency or otherwise bound to the Legislature. Ms. Donnelly suggested the inclusion of the statute which states the power and authority given to the Port is vested in the Board. Ms. Donnelly encouraged the Board to approach strategic planning with a more ambitious and useful approach, focusing on priorities, action steps, and communication, and emphasized the need for a fresh look at the Shipyard and Marina properties for strategic planning purposes.

**5. CONSENT ITEMS**

- A. Approval of March 20, 2025 Regular Commission Meeting Minutes
- B. Approval of March Invoices
- C. Approval of Lease Agreements

Upon a motion by Commissioner ViksneHill (second by Commissioner Roblan), the Board of Commissioners voted to approve the March 20, 2025 Regular Commission Meeting Minutes with corrections, March Invoices and Lease Agreements. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

**6. MANAGEMENT REPORTS**

All Management Reports were included within the Meeting Packet.

**7. ACTION ITEMS/REPORTS**

**A. Select Strategic Business Plan Consultant**

In February 2025, Port staff prepared and released a Request for Proposals (RFP) for the Port's 2025 Strategic Business Plan Update. The RFP was published on the Port's website and sent directly to multiple consulting firms.

The Port received four (4) proposals by the deadline. Each firm/team described the depth and quality of their knowledge and experience as it relates to strategic business planning services. A copy of the four proposals has been provided to Commissioners for their review.

An evaluation team consisting of Port staff from multiple departments reviewed and rated each proposal. The evaluation team consisted of Krystal Karcher, Lanelle Comstock, Mike Dunning, Megan Richardson, and Matt Friesen. The evaluation team then recommended the top two firms for the

Commission to consider and make a final selection. Those top two firms were Moss Adams and Points Consulting. Both Moss Adams and Points Consulting will be able to meet the project deadline for completion and both proposals include community outreach within their project plan. Moss Adams' price came in the highest of the four, at \$106,000 and Points Consulting came in the lowest at \$73,480. The other two proposers came in at \$80,000 and \$85,000.

President Stevens opened the discussion by stating due to the price difference he was leaning towards the less expensive option. Commissioner Roblan stated he read the proposals for content then looked at the price, stating he appreciates Moss Adams having a prior relationship with the Port but also felt that a new set of eyes could be advantageous. The price difference is significant and agreed with President Stevens in leaning towards the less expensive option. Commissioner Hamner stated it is important to stay within budget. Commissioner Edwards stated he liked the idea of a fresh set of eyes at a lower cost. Commissioner ViksneHill stated that Moss Adams has experience with the audit but may not be looking at the same aspects as business planning; even so the proposal from Points was a better proposal.

Commissioner Hamner stated that, in line with Ms. Donnelly's comment, that Points Consulting could help the Port deliver a strategic plan with deliverables for Chalreton, the Upper Bay and the North Spit, in a way that meets the needs of the Port and Business Oregon. Commissioner ViksneHill asked what was budgeted for this project. Lanelle Comstock stated there is \$75,000 and the Port expects to receive \$50,000 from Business Oregon.

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners motioned to select Points Consulting as the vendor for the strategic business plan. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

## **B. 2025Res03: Locomotive Lease Agreement**

The Port of Coos Bay currently leases six locomotives from Wells Fargo Rail Corporation. The current lease for two of the locomotives expired April 1, 2025.

Wells Fargo Rail Corporation provided a proposal to renew the lease of two GP38-2 locomotives for a term of 60 months at the rental rate of \$100.00 per unit per day. During the term of the agreement, Port/Rail is responsible for the maintenance, service, and repair of each unit. Upon expiration of the agreement, the term shall continue on a month-to-month basis.

Due to the length and dollar value of the lease, the Port's Board of Commissioners must authorize spending authority and execution of the lease agreement to the Chief Executive Officer.

President Stevens asked if the terms of the lease agreement being 60 month provided better terms. Brian Early confirmed. President Stevens asked if the Port covers the maintenance and repair. Mr. Early confirmed, unless it is a major repair.

Commissioner Hamner asked the current cost for these locomotives. Mr. Early confirmed they are \$110.00 per day per unit for these two, and the other four are \$130.00 per unit per day.

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners motioned to approve Resolution 2025Res03 authorizing Oregon International Port of

Coos Bay Chief Executive Officer Lanelle Comstock to execute a 60 month lease agreement for two locomotives at the rental rate of \$100.00 per unit per day with Wells Fargo Rail Corporation. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

**C. Pacific Coast Intermodal Port Project Lottery Bond Funds**

In April of 2024, the Oregon Governor signed House Bill 5201, which revised language to the allowable use of lottery bond funds set in place by section 15, chapter 746, of Oregon Laws 2007. This change in language allows funds to be used for the design, engineering, permitting, and land acquisition efforts related to the Pacific Coast Intermodal Port.

For the biennium beginning July 1, 2023, at the request of the Oregon Department of Administrative Services, the State Treasurer is authorized to issue lottery bonds pursuant to ORS 286A.560 to 286A.585 in an amount that produces \$20 million in net proceeds for the purposes of supporting the PCIP Project. Bonds are being sold for these funds in the Spring of 2025. In order to receive these funds, the Port will be required to enter into a contract with Business Oregon. This funding will be used as match for the federal CRISI grant and other authorized project related expenses.

Upon a motion by Commissioner Roblan (second by Commissioner ViksneHill), the Board of Commissioners motioned to authorize Commission President Kyle Stevens to enter into a contract with Business Oregon to receive lottery bond funds for the Pacific Coast Intermodal Port Project, in the amount of \$20,000,000. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

**8. OTHER**

**9. COMMISSION COMMENTS**

**10. NEXT MEETING DATE – Thursday, May 22, 2025 at 11:00 a.m.**

**11. ADJOURN**

President Stevens adjourned the meeting at 11:55 a.m. and entered into Executive Session, as authorized under ORS 192.660(2), to:

- (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.

**OREGON INTERNATIONAL PORT OF COOS BAY  
BUDGET COMMITTEE MEETING**

Wednesday, May 21, 2025, 1:00 p.m. – 3:30 p.m.

Port of Coos Bay Commission Chambers, 125 W. Central Ave, Suite 230, Coos Bay, OR 97420

**DRAFT MINUTES**

**ATTENDANCE**

**Commission:**

Kyle Stevens, President; Nick Edwards, Vice President; Kyle ViksneHill, Treasurer; Elise Hamner, Secretary; and Arnie Roblan, Commissioner.

**Budget Committee:**

Lexie Woodward; Lou Leberti; Dax Davidson; Shane McGowne; and George Wales.

**Staff:**

Lanelle Comstock, Chief Executive Officer; Megan Richardson, Director of Finance and Accounting; Matt Friesen, Director of External Affairs; Ray Dwire, Charleston Marina Manager; Brian Early, CBRL General Manager; Rick Adamek, Director of Asset Management; Mary Green, Accounting Supervisor; Krystal Karcher, Administrative Services Manager; and Christina Sanders, Administrative Assistant.

**Media & Guests:**

Jim Pex, Keller Associates; and Carson Valley, Points Consulting.

**1. CALL MEETING TO ORDER**

Vice President Nick Edwards called the meeting to order at 1:02 p.m.

**2. INTRODUCTIONS**

**3. SELECTION OF BUDGET COMMITTEE CHAIR**

Upon a motion by Lou Leberti (second by Arnie Roblan) the Budget Committee voted to appoint Nick Edwards as Budget Committee Chair. **Motion Passed Unanimously.** (Ayes: Edwards, Hamner, Roblan, Woodward, Leberti, Davidson, McGowne, and Wales. Nays: None. Absent: Stevens and ViksneHill.)

**4. RECEIVE FY 2025/26 BUDGET MESSAGE BY LANELLE COMSTOCK, CHIEF EXECUTIVE OFFICER**

Lanelle Comstock and Megan Richardson presented the proposed FY 2025/26 budget, developed over five months with detailed analysis of revenues, occupancy trends, expenses, and projections. The current fiscal year faces a \$1.9 million shortfall, necessitating spending reductions. The proposed

budget prioritizes sustainability and conservative operations, with limited cash flow. Operating revenues and expenses are projected to decrease compared to prior years, focusing on core mission objectives, including marine and rail infrastructure, industrial property development, and expansion of commercial fishing and recreational tourism facilities in Charleston.

## **5. REVIEW THE PROPOSED BUDGET DOCUMENT**

### **A. Overview of the Budget Funds**

Ms. Comstock stated that the Port's budget comprises of four funds: General Fund, Special Projects Fund, Reserve Fund, and Dredge Fund. All funds are projected to balance, resulting in a net-zero balance. The General Fund anticipates \$8.3 million in total income, including a \$1.4 million transfer from the Special Projects Fund for indirect costs, which are uncommitted and placed in contingency, primarily from the Pacific Coast Intermodal Port project. Excluding the transfer, revenues total \$6.8 million, a \$1.2 million decrease from the current fiscal year.

The Port has \$22 million in outstanding debt, with \$1.4 million in debt payments anticipated for FY 2025/26. The principal payment for the Terminal One property, estimated at \$530,000–\$550,000, has been deferred to FY 2026/27 per discussions with Business Oregon.

The personnel budget has been reduced to 23.5 full-time equivalents (FTEs) from 26, down from 31 in recent years, increasing individual workloads. Rising costs for employee benefits, such as medical insurance premiums increasing 12%, dental insurance premiums increasing 6%, and PERS contributions increasing nearly 2%, have prompted proposed cost-saving measures, including reducing Port-paid health insurance from 100% to 90% resulting in an employee cost share of 10%. Additional measures include canceling long-term disability insurance, forgoing employee cost-of-living adjustments (COLA), and implementing a temporary 10% pay reduction for CEO Lanelle Comstock to avoid layoffs.

Commissioner Hamner inquired about expected revenues for May and June 2025 to close the current fiscal year. Ms. Richardson stated approximately \$300,000 is expected for May and \$350,000 for June.

Commissioner Hamner asked if the budget would be reviewed page by page. Ms. Comstock confirmed it would.

### **B. Administration**

The Administration department oversees all administrative functions for the Port and the Railroad. For FY 2025/26, the External Affairs department has been merged with Administration.

Anticipated revenues include \$2.1 million from property taxes, \$28,000 from interest earnings, \$15,000 from Coos County Urban Renewal, \$11,800 from other sources, and \$75,140 from a Southport note principal repayment. Revenue from the Hub Building is expected to increase as it nears full occupancy, with Suite 290 expected to be leased for nine months.

Administration personnel is budgeted for 6.5 FTEs, with costs reduced from \$1.1 million to \$900,000. The Administration budget has been reduced to \$1.68 million, down \$433,000, with cuts to training,

travel, and the PNWA membership. The training budget will primarily fund crane and rigging certifications for maintenance staff. IT costs have increased to \$10,000 for Microsoft program and licensing upgrades. The Port committed three \$10,000 donations to the North Bend Airport in 2019, with the first budgeted for FY 2025/26. Capital Outlays include \$25,000 for repairs to one section of the Hub Building roof and HVAC repairs.

Commissioner Hamner asked if the Port still administers the Coos County Urban Renewal Agency (CCURA). Ms. Comstock clarified that the Port continues to administer CCURA, but the County will oversee the projects.

Commissioner Roblan asked about legislative support in recent years. Ms. Comstock confirmed past support was previously budgeted under External Affairs.

### **C. Charleston Operations**

Ms. Comstock stated the Charleston Marina Complex generates revenue through building leases, property agreements, ice sales, moorage, RV Park sales, and anticipated grants totaling \$487,500. Operating revenue is projected at \$2.4 million for FY 2025/26, a decrease from the prior year. Port staff proposed a 3% rate increase for most marina and shipyard services. The salaries and benefits of 16 full-time employees are budgeted in the Charleston Marina Complex, where one vacant maintenance position is not being budgeted for. Ms. Comstock reviewed the Charleston expenses, which total \$2,858,048, including capital expenditures and personnel services.

Commissioner Edwards asked if lessees paying annual leases upfront could receive a discount and if it would benefit cash flow. Ms. Comstock noted it was worth exploring. Ms. Richardson cautioned that reduced monthly payments could strain finances.

Commissioner Roblan asked how long four marina staff members would be assigned to dredging in Garibaldi. Ms. Comstock estimated five to six months. Lou Leberti asked if the State of Oregon had previously covered temporary employee wages. Ms. Comstock confirmed the State had not. Commissioner Hamner questioned why these costs were not passed to the State. Commissioner Roblan explained that the agreement prohibits the Port from profiting from operating the State-owned dredge.

Commissioner Hamner asked why ice prices were not increased to offset rising utility costs. Ray Dwire noted resistance to last year's proposed increase but said improvements to the Ice Plant aim to maintain manageable prices for fishermen. Commissioner Roblan asked if the Port's ice prices align with regional rates. Commissioner Edwards noted that when the Port raises rates, competitors often follow.

Commissioner Stevens inquired about staffing in the Security Department. Mr. Dwire reported five full-time staff, with two patrolling at night. Commissioner Stevens asked about installing higher-quality cameras. Mr. Dwire said staff are exploring options and researching grant funding.

Dax Davidson asked if sediment testing was put out for bid. Ms. Comstock confirmed it was.

Mr. Leberti asked why no funds were allocated for Charleston marketing. Ms. Comstock clarified that marketing funds are included in the Administration budget under External Affairs. Commissioner

Hamner noted that the previous year’s Budget Committee had allocated \$5,000 for advertising, to which Ms. Comstock stated advertising was reduced to \$1,000 for FY 2025/26. Commissioner Stevens asked about tourism promotion efforts. Ms. Comstock reported investigating partnering with Travel Oregon for “outdoorsman” shows, either attending or providing materials.

#### **D. Port Operations/Asset Management**

The Port Operations department operates with one full-time employee, the Director of Asset Management, and is responsible for properties and infrastructure. The Chief Port Operations Officer position remains vacant. Expenses include utilities, stormwater testing for environmental compliance, nutria control, fire protection systems, alarm monitoring, and emergency repairs for buildings, docks, and equipment to ensure operational safety and compliance.

Commissioner Hamner asked about repairs to the Tyree property. Ms. Comstock confirmed that Tyree is contracting the repairs, and the Port will adjust their lease agreement accordingly.

Shane McGowne sought clarification on the “East Side Property.” Ms. Comstock explained it refers to approximately 300 acres owned by the Port on the east side of Coos Bay, with half zoned residential and half industrial, behind the school.

#### **E. Railroad Operations**

The Railroad Department maintains Port-owned rail infrastructure, separate from Coos Bay Rail Line operations, generating \$1,038,844 in revenue, including a \$332,000 Federal 45G tax credit, \$332,000 from property agreements, and \$374,844 from a capital project surcharge. No management fee is budgeted due to the rail operation’s \$1.7 million outstanding debt to the Port. Expenses are estimated at \$411,000 for emergency bridge and track repairs, \$20,000 for a tax credit broker fee, and \$50,000 for engineering services. No capital projects are budgeted due to funding constraints.

Commissioner Hamner asked why the budget decreased significantly from prior years. Ms. Comstock explained that insufficient revenue limits additional expenses. Commissioner Hamner asked how repair costs exceeding the budget would be covered. Ms. Comstock said funds would be redistributed from other departments.

Commissioner Edwards asked if the Cushman Bridge poses issues similar to the North Bend swing bridge. Brian Early confirmed that the Cushman Bridge is in good condition.

Commissioner Hamner asked about potential increases in shipping cars. Mr. Early mentioned possible scrap hauling, interest from a potential Terminal One client, and overflow work from Union Pacific in Eugene.

Commissioner Roblan asked if railroad agreements are up to date. Ms. Comstock acknowledged they are not but said the issue is being addressed.

#### **F. Special Projects & Reserve Funds**

The Special Projects Fund includes capital projects funded outside of the General Fund, such as a \$1.5 million BUILD Grant for the Coos Bay Swing Span Bridge with expected completion in summer

2025, a \$1.5 million Congressional Community Project Fund grant for shipyard improvements which requires a non-federal match, and a \$29 million INFRA Grant. The Pacific Coast Intermodal Port Project anticipates \$4 million for one year of a two-year planning and engineering grant, with a 5% administrative fee transferred to the General Fund and placed in contingency, pending grant receipt. No supplemental budget is needed for project work, only for administrative funds.

The Reserve Fund has a projected beginning balance of \$1 million, allocated between railroad and general reserves, with no plans to add or use funds in FY 2025/26. The reserve represents approximately 12% of the total budget, below the typical 15–20% range.

## **G. Dredge Operations**

The Dredge Fund manages the state-owned dredge, reimbursed at \$976,371 without profit. The Port of Garibaldi dredging project, started in November 2024, was halted due to slurry pump issues. Dredging is expected to resume in October 2025 during the in-water work window (November 1 to mid-February). Approximately four marina staff members will be deployed for five to six months at a cost of \$247,000, covered by the Dredge Fund. Using the State-owned dredge offers other ports significant savings but delays Charleston Marina maintenance. The Budget Committee discussed negotiating state funding or exiting the program due to staff strain.

Commissioner Roblan asked if the Port could use the dredge at Point Adams. Mr. Dwire noted that the Port dredged its portion in 2022, but the Army Corps of Engineers did not, leading to sand shoaling.

George Wales asked if the Army Corps of Engineers would take over the boat ramp. Ms. Comstock confirmed it is planned for next year, pending approval of the Section 107.

## **6. PUBLIC/ COMMITTEE COMMENT**

The Budget Committee commended Ms. Comstock and Ms. Richardson for the budget's transparency and thoroughness, emphasizing employee retention despite reduced benefits and staffing. The Committee urged increased grant-seeking efforts and encouraged Commissioners to engage in strategic planning to prioritize infrastructure repairs, including docks and rails.

Commissioner Hamner requested additional details on the Airport's \$10,000 funding request. Ms. Comstock noted that when the Port committed the funds, one staff member occasionally used the Airport's direct Portland flight, but the travel budget for future flights is minimal. Matt Friesen stated that the option for direct Portland flights would benefit the Port.

Commissioner Stevens asked if the Port had made any of the three payments to the Airport. Ms. Comstock confirmed that no payments had been made.

Committee members discussed the impact on employees by not providing a COLA while initiating an employee benefits cost-share in the same year. Committee members reviewed the \$46,000 cost of a COLA for FY 2025/26 and agreed that a 2% COLA would help offset the 10% employee benefits premium cost. The budget for the 2% COLA will be made by withholding funds from the North Bend

Airport donation in the amount of \$10,000, moving \$10,000 from bridge repair, and moving the balance of funds from contingency.

Commissioner ViksneHill inquired about bad debt reduction strategies. Ms. Richardson explained that the Port uses a third-party company to collect debts.

Lexie Woodward suggested maximizing rate increases for moorage and marina services. The Committee raised concerns about customer affordability.

Commissioner Edwards asked if derelict boats could be salvaged for scrap. Mr. Dwire confirmed it is possible but requires staff time and infrastructure for crane removal and storage, which is under consideration for potential revenue.

No public comments were received.

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

Upon a motion by Kyle Stevens (second by George Wales) the Budget Committee voted to approve the proposed budget for fiscal year 2025/26, with the recommended change to include a 2% COLA by withholding funds from the North Bend Airport donation in the amount of \$10,000, moving \$10,000 from bridge repair, and moving the balance of funds from contingency, and recommend to the Board of Commissioners for adoption. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, Roblan, Woodward, Leberti, Davidson, McGowne, and Wales. Nays: None.)

Upon a motion by Arnie Roblan (second by Lou Leberti) the Budget Committee voted to approve imposing the Port's maximum permanent tax rate of \$0.6119 per \$1,000 taxable assessed value for fiscal year 2025/26. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, Roblan, Woodward, Leberti, Davidson, McGowne, and Wales. Nays: None.)

**8. ADJOURN MEETING**

President Stevens adjourned the meeting at 3:13 p.m.



M E M O R A N D U M

**To:** Port of Coos Bay Board of Commissioners  
**From:** Mary Green, Accounting Supervisor  
**Date:** June 11, 2025  
**Subject:** Invoices Paid for Commission Approval through May 2025

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A/P checks issued per NetSuite financial system	779,782.11
Payroll disbursement per Umpqua Bank statement	136,263.85
Misc electronic disbursements per Umpqua Bank statement	131,153.22

<b>Total Disbursements For April</b>	<b><u>\$ 1,047,199.18</u></b>
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A/P checks issued per NetSuite financial system	1,031,989.73
Payroll disbursement per Umpqua Bank statement	123,290.76
Misc electronic disbursements per Umpqua Bank statement	633,847.66

<b>Total Disbursements For May</b>	<b><u>\$ 1,789,128.15</u></b>
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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: June 11, 2025

SUBJECT: April & May 2025 Contracts Awarded

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

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

<b>Contract</b>	<b>Description</b>	<b>Cost</b>
Scott Partney Construction	24/25 On Call Bridge Repair TO#1	\$16,728.00
Straight Up Elevator Company	On Call Elevator Service	\$1,200.00
Strahm’s Sealcoating & Striping	Marina Parking Lot Sealcoat & Striping	\$40,800.00
<b>Total Contracts Awarded for April</b>		<b>\$58,728.00</b>

<b>Contract</b>	<b>Description</b>	<b>Cost</b>
Scott Partney Construction	24/25 On Call Bridge Repair TO#2	\$47,855.00
Scott Partney Construction	Repair North Door on Giddings Building #6	\$19,199.00
Knife River Materials	Drainage Improvements Marina Boat Wash Station	\$23,615.00
<b>Total Contracts Awarded for May</b>		<b>\$90,669.00</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: June 11, 2025  
SUBJECT: Administrative Services Management Report

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**Upcoming Scheduled Meetings and Events:**

- CBRL Budget Hearing & Regular Board Meeting: Wednesday, June 18, 10:30 am
- June Port Budget Hearing & Regular Commission Meeting: Wednesday, June 18, 11:00 am
- Juneteenth (Offices Closed): Thursday, June 19
- CCURA Budget Hearing & Regular Board Meeting: Tuesday, June 24, 7:30 am
- Independence Day (Offices Closed): Friday, July 4
- July Regular Commission Meeting: Thursday, July 17, 11:00 am
- Charleston Advisory Committee Meeting: Wednesday, July 23, 10:00 am

**ADMINISTRATION**

**Charleston Advisory Committee Meetings:** The quarterly Charleston Advisory Committee Meetings are tentatively being changed from the regularly scheduled third Wednesday of the month to the fourth Wednesday of the month. This was requested during public comment at Port Commission meetings in an effort to ensure the Charleston Advisory Committee meeting minutes are completed in time to be included in the following months Port Commission meeting packet.

**Community Project Funding Request:** In 2024, the Port applied for a ConnectOregon grant for a Charleston Shipyard Capacity Enhancement project (modifications to the existing travel lift slip and repairs to the work docks). At that time, the \$1.5 million cash match for the grant was also applied for via a Community Project Funding Request through Congresswoman Val Hoyle. The ConnectOregon was ultimately not awarded, and although the Community Project Funding Request was earmarked by Congresswoman Hoyle, the earmarks were not funded. This year, the Port has again applied for the same Community Project Funding Request through Congresswoman Hoyle. The Port’s federal lobbyist, Ray Bucheger has announced the following:

*Rep Hoyle has submitted the Port’s request for \$1.5 million through the FY26 appropriations process for the Charleston project. This is a big deal given that Rep Hoyle is limited to making only 15 requests across 11 appropriations bills for her entire Congressional district. Not only that, because all the earmarks were stripped from the FY25 bills, a lot of last year’s projects were also under consideration this year, which made the process even more competitive than usual. Here is the full list: <https://hoyle.house.gov/404community-project-funding-requests-2026>. While this does not guarantee funding, it is a big step forward. We will likely not find out until after the 4<sup>th</sup> of July whether the Appropriations Committee will provide the funding the Port is seeking.*

**USACE Annual Dredging Meeting:** Port Staff attended the U.S. Army Corps of Engineers Annual Dredging and Resource Agency Coordination (ADRAC) meeting in Salem the morning of May 20. This was a very beneficial and informational meeting where the USACE discussed the current budget, reviewed 2024 channel maintenance projects, and outlined upcoming 2025 channel dredging work. This was also a great opportunity to meet USACE and other state agency representatives and network with other Ports.

**DEQ Introduction:** Port Staff met with the Director and Western Region Administrator of the Department of Environmental Quality (DEQ) on June 3 while the DEQ representatives were in the Coos Bay area. This meeting was a great opportunity to collaborate and discuss current and future Port projects.

**Hub Building Lease:** The Hub Building is nearing full occupancy. [Suite 290](#), which is currently occupied by Port Finance and Rail Staff, will soon be vacated and is marketed for lease. Suite 290 is approximately 2,674 square feet, has 8 offices, a large reception and waiting area, and bright skylight features. The Hub Building is a quiet, low traffic office building centrally located in downtown Coos Bay and is prime space for professional offices.

## **HUMAN RESOURCES**

**Recruitment - Marina and RV Park Office Assistant:** The Oregon International Port of Coos Bay is seeking to hire a Marina and RV Park Office Assistant who will accommodate the needs of customers in the Charleston Marina. The ideal candidate must possess strong customer service, communication, and organization skills and have keen attention to detail. Essential job functions include answering all incoming phone calls and assisting all walk-up customers, assigning moorage and RV spaces and ensuring Port policy is followed in the execution of lease agreements with customers, providing customer assistance and performing general clerical office duties. The job announcement can be found at: <https://www.portofcoosbay.com/charleston-marina-rv-park-office-assistant>

**Workers Compensation:** When it seems we only see increases in insurance premiums, we have actually just received reduced renewal rates for Workers Compensation. The renewing premium for workers compensation reduced 13.43% due to not only reduced payroll but due to decreased workers compensation rates. The Port's modification factor remains at .83 even though there have been no workers compensation claims since 2023.

### **Open Enrollment:**

- The month of June is the open enrollment period for the Port and Rail employee's medical, dental and voluntary life insurance for the plan year beginning July 1. This is the only opportunity for employees to make changes to their insurance coverage for the next fiscal year (unless they have a qualifying event such as marriage, the birth of a child, loss of other health coverage, etc.).
- Each year we meet with our health insurance broker to review our medical and dental insurance plans and to receive quotes on other possible medical and dental insurance plans. This year, the cost of our existing medical insurance coverage through Providence is increasing 10.9% for the Port, and 7.9% for the Rail for fiscal year 2025/26. After very careful consideration, in an effort to maintain continuity for our employees and to provide the best benefits at the associated cost, we have chosen to renew medical, vision, and dental insurance with the current medical and dental insurance providers, administered through the Bend Chamber of Commerce.



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: June 11, 2025  
SUBJECT: Accounting & Finance Management Report

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

**Operating Revenue:**

Total operating revenues totaled \$285K, which was approximately \$96K less than budgeted. Revenues were less than anticipated in all departments except Port Ops. 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. This affects the surcharge billed to the customer. The Port has stopped billing CBRL for the management fee due to revenues being down. The month of April had a total of 476 car movements compared to a budget projection of 640 cars. While it is less than budget, it is an increase over last month's car movements. Charleston revenues are down in building leases and marina moorage, and other revenue. Other Revenue budgeted revenue from legal proceedings that did not occur and merchant processing fees that the Port is still in the process of setting up. Charleston did exceed budget on shipyard services (including the work dock, and travel lift operations), and ice sales.

**Operating Expense:**

Operating expenses totaled \$432K, which was \$67K under budget for the period. All departments, except Port Ops and Rail Ops, underspent their budgets this month. The underspending this period is a combination of an effort to reduce spending across the general fund. Port Ops budget was exceeded due to final payroll payments resulting from employee separation. Personnel expenses are within budget for the fiscal year. Rail Ops has overspent their budget this month for bridge repairs.

**Operating Result:**

The Port ended April with a net loss of \$147K against a planned net loss of \$118K, which was less than planned by \$28K. All departments performed better than planned except for Port Ops and Rail Ops. Rail Ops continues to not meet their budgeted operating result due to lower revenue and greater expenditure.

**Other Income & Expense:**

Other revenues totaled \$57K, which is more than planned by \$35K. The overage was reimbursement for an insurance claim. Other expenses totaled \$25K, which is \$15K underspent for the month.

**Net Result & Year to Date:**

April had a net loss of \$115K compared to a budgeted net loss of \$136K resulting in a positive \$21K variance.

**Other Comments:**

May Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
2,608,229.01	1,762,718.25	845,510.76	-	147,908.16	697,602.60

The total cash balances in all bank accounts for May month end were \$2,608,229.01 which is a decrease from April of \$198K. Restricted funds are detailed in the table above. Total interest earnings totaled \$4,948.54 with \$1,660.06 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 remained at 4.60% pa. This is a decrease in the pool interest rate of 0.67% from the start of the fiscal year.

Financial Report - Actual vs. Budget - General Fund  
For Period Ending Apr 2025



	Current Period				Same Month Last Year			Year to Date						Year End			
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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	12,124	15,618	(3,494)	(22%)	11,592	532	5%	122,718	156,176	(33,458)	(21%)	111,430	11,288	10%	153,951	187,409	(18%)
External Affairs	4	0	4	-	10,000	(9,996)	(100%)	4	0	4	-	100,139	(100,135)	(100%)	4	0	-
Port Operations	21,644	21,131	512	2%	23,504	(1,861)	(8%)	247,736	227,736	20,001	9%	256,323	(8,586)	(3%)	294,852	274,852	7%
Railroad Operations	45,023	106,874	(61,851)	(58%)	69,894	(24,871)	(36%)	616,659	1,068,741	(452,083)	(42%)	780,965	(164,306)	(21%)	1,724,351	2,176,434	(21%)
<b>Charleston Operations</b>																	
Building & Dock Leases	19,093	29,474	(10,381)	(35%)	16,238	2,855	18%	193,363	294,744	(101,381)	(34%)	223,893	(30,530)	(14%)	252,312	353,693	(29%)
Marina	115,278	123,540	(8,262)	(7%)	98,733	16,545	17%	1,015,252	1,082,841	(67,589)	(6%)	893,802	121,450	14%	1,340,734	1,408,323	(5%)
Shipyard	33,640	26,986	6,654	25%	30,742	2,898	9%	305,287	232,249	73,039	31%	260,956	44,331	17%	356,448	283,409	26%
RV Park	13,774	14,529	(755)	(5%)	14,766	(992)	(7%)	275,660	310,882	(35,222)	(11%)	316,169	(40,509)	(13%)	336,765	371,987	(9%)
Ice Plant	18,402	12,860	5,542	43%	13,608	4,794	35%	279,315	125,002	154,313	123%	140,237	139,078	99%	354,313	200,000	77%
Travel Lift	4,976	4,418	558	13%	3,618	1,358	38%	46,777	40,666	6,111	15%	32,975	13,802	42%	59,461	53,350	11%
Other	1,076	25,446	(24,370)	(96%)	(10,584)	11,660	(110%)	(26,045)	146,600	(172,645)	(118%)	(82,683)	56,638	(68%)	(20,185)	152,460	(113%)
<b>Total Charleston Operations</b>	<b>206,239</b>	<b>237,253</b>	<b>(31,014)</b>	<b>(13%)</b>	<b>167,121</b>	<b>39,118</b>	<b>23%</b>	<b>2,089,609</b>	<b>2,232,984</b>	<b>(143,374)</b>	<b>(6%)</b>	<b>1,785,349</b>	<b>304,261</b>	<b>17%</b>	<b>2,679,848</b>	<b>2,823,222</b>	<b>(5%)</b>
<b>Total Operating Income</b>	<b>285,034</b>	<b>380,876</b>	<b>(95,842)</b>	<b>(25%)</b>	<b>282,112</b>	<b>2,921</b>	<b>1%</b>	<b>3,076,727</b>	<b>3,685,637</b>	<b>(608,910)</b>	<b>(17%)</b>	<b>3,034,205</b>	<b>42,521</b>	<b>1%</b>	<b>4,853,006</b>	<b>5,461,916</b>	<b>(11%)</b>
<b>Operating Expenses</b>																	
Administration	97,628	130,590	32,961	25%	133,067	35,439	27%	1,366,182	1,419,752	53,570	4%	1,549,723	183,541	12%	1,666,457	1,720,027	3%
External Affairs	28,218	30,129	1,911	6%	35,418	7,200	20%	292,181	306,640	14,459	5%	358,263	66,082	(18%)	357,790	372,249	(4%)
Port Operations	50,218	40,724	(9,494)	(23%)	65,335	15,117	23%	347,748	409,124	61,376	15%	782,644	434,895	(56%)	441,233	502,609	(12%)
Railroad Operations	87,279	64,007	(23,272)	(36%)	122,900	35,621	29%	838,748	632,702	(206,046)	(33%)	1,011,406	172,658	(17%)	966,762	760,716	27%
Charleston Operations	168,215	233,496	65,280	28%	133,162	(35,053)	(26%)	1,786,214	2,360,721	574,507	24%	1,671,414	(114,800)	7%	2,299,413	2,873,920	(20%)
<b>Total Expenses</b>	<b>431,559</b>	<b>498,946</b>	<b>67,387</b>	<b>14%</b>	<b>489,883</b>	<b>58,324</b>	<b>12%</b>	<b>4,631,073</b>	<b>5,128,939</b>	<b>497,866</b>	<b>10%</b>	<b>5,373,450</b>	<b>742,377</b>	<b>14%</b>	<b>5,731,655</b>	<b>6,229,521</b>	<b>8%</b>
<b>Operating Results</b>																	
Administration	(85,505)	(114,972)	29,468	(26%)	(121,475)	35,971	(30%)	(1,243,464)	(1,263,576)	20,112	(2%)	(1,438,293)	194,829	(14%)	(1,512,506)	(1,532,619)	(1%)
External Affairs	(28,214)	(30,129)	1,915	(6%)	(25,418)	(2,796)	11%	(292,177)	(306,640)	14,463	(5%)	(258,124)	(34,053)	13%	(357,786)	(372,249)	(4%)
Port Operations	(28,575)	(19,593)	(8,982)	46%	(41,831)	13,257	(32%)	(100,012)	(181,388)	81,377	(45%)	(526,321)	426,309	(81%)	(146,380)	(227,757)	(36%)
Railroad Operations	(42,256)	42,867	(85,123)	(199%)	(53,005)	10,750	(20%)	(222,089)	436,040	(658,129)	(151%)	(230,441)	8,352	(4%)	757,589	1,415,718	(46%)
Charleston Operations	38,024	3,757	34,266	912%	33,959	4,064	12%	303,396	(127,737)	431,133	(338%)	113,934	189,461	166%	380,435	(50,698)	(850%)
<b>Totals Operating Results</b>	<b>(146,526)</b>	<b>(118,070)</b>	<b>(28,456)</b>	<b>24%</b>	<b>(207,771)</b>	<b>61,245</b>	<b>(29%)</b>	<b>(1,554,346)</b>	<b>(1,443,302)</b>	<b>(111,044)</b>	<b>8%</b>	<b>(2,339,244)</b>	<b>784,898</b>	<b>(34%)</b>	<b>(878,649)</b>	<b>(767,605)</b>	<b>14%</b>
Tax Collected	15,217	12,674	2,543	20%	12,608	2,609	21%	2,414,938	2,366,143	48,795	2%	2,326,547	88,391	4%	2,473,649	2,424,854	2%
Financial Income	13,679	8,644	5,035	58%	11,097	2,582	23%	93,851	96,239	(2,388)	(2%)	110,662	(16,811)	(15%)	111,099	113,487	(2%)
Grant Income	0	0	0	-	0	0	-	0	5,000	(5,000)	(100%)	10,300	(10,300)	(100%)	55,000	60,000	(8%)
Loan Receipts	0	0	0	-	0	0	-	0	0	0	-	31,909	(31,909)	(100%)	0	0	-
Other Income	28,096	1,075	27,021	2514%	66,040	(37,944)	(57%)	668,370	10,750	657,621	6118%	488,874	179,497	37%	670,520	12,899	5098%
<b>Total Other Income</b>	<b>56,993</b>	<b>22,393</b>	<b>34,600</b>	<b>155%</b>	<b>89,745</b>	<b>(32,752)</b>	<b>(36%)</b>	<b>3,177,159</b>	<b>2,478,132</b>	<b>699,027</b>	<b>28%</b>	<b>2,968,291</b>	<b>208,868</b>	<b>7%</b>	<b>3,310,268</b>	<b>2,611,240</b>	<b>27%</b>
Financial Expenses & Taxes	5,003	3,250	(1,753)	54%	2,120	(2,883)	136%	72,842	63,000	(9,842)	16%	148,235	75,393	(51%)	81,842	72,000	(14%)
Debt Service	20,200	2,143	(18,056)	842%	1,910	(18,289)	957%	1,036,836	1,060,983	24,147	(2%)	1,208,400	171,564	(14%)	1,328,990	1,353,137	2%
Capital Outlays	0	34,875	34,875	(100%)	0	0	-	188,084	348,750	160,666	(46%)	732,566	544,482	(74%)	257,834	418,500	38%
Interfund Transfers	0	0	0	-	66,040	66,040	(100%)	0	0	0	-	322,740	322,740	(100%)	0	0	-
<b>Total Other Expenses</b>	<b>25,203</b>	<b>40,268</b>	<b>15,066</b>	<b>(37%)</b>	<b>70,070</b>	<b>44,867</b>	<b>(64%)</b>	<b>1,297,761</b>	<b>1,472,733</b>	<b>174,972</b>	<b>(12%)</b>	<b>2,411,940</b>	<b>1,114,179</b>	<b>(46%)</b>	<b>1,668,665</b>	<b>1,843,637</b>	<b>(9%)</b>
<b>Net Result</b>	<b>(114,736)</b>	<b>(135,945)</b>	<b>21,210</b>	<b>16%</b>	<b>(188,096)</b>	<b>73,360</b>	<b>(39%)</b>	<b>325,052</b>	<b>(437,903)</b>	<b>762,956</b>	<b>174%</b>	<b>(1,782,893)</b>	<b>2,107,945</b>	<b>118%</b>	<b>762,954</b>	<b>(2)</b>	<b>-</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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	10,869	14,322	(3,453)	-24%	10,342	527	5%	110,113	143,216	(33,103)	-23%	98,905	11,208	11%	138,756	171,859	-19%
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	12,500	12,500	0	0%	12,500	0	0%	15,000	15,000	0%
4290 Other	5	46	(41)	-89%	0	5	-	105	460	(355)	-77%	25	80	320%	195	550	-65%
<b>Total Operating Income</b>	<b>12,124</b>	<b>15,618</b>	<b>(3,494)</b>	<b>-22%</b>	<b>11,592</b>	<b>532</b>	<b>5%</b>	<b>122,718</b>	<b>156,176</b>	<b>(33,458)</b>	<b>-21%</b>	<b>111,430</b>	<b>11,288</b>	<b>10%</b>	<b>153,951</b>	<b>187,409</b>	<b>-18%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	44,267	58,325	14,058	24%	65,906	21,639	33%	586,752	612,523	25,771	4%	729,390	142,638	20%	732,677	758,449	3%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	0	-
<b>Total Compensation</b>	<b>44,267</b>	<b>58,325</b>	<b>14,058</b>	<b>24%</b>	<b>65,906</b>	<b>21,639</b>	<b>33%</b>	<b>586,752</b>	<b>612,523</b>	<b>25,771</b>	<b>4%</b>	<b>729,437</b>	<b>142,686</b>	<b>20%</b>	<b>732,677</b>	<b>758,449</b>	<b>3%</b>
5100 Federal Payroll taxes	3,338	3,959	621	16%	4,891	1,553	32%	36,099	41,576	5,477	13%	48,780	12,681	26%	46,004	51,481	11%
5105 State Payroll taxes	0	0	0	-	256	256	100%	0	0	0	-	2,369	2,369	100%	0	0	-
5110 Unemployment Insurance	589	916	327	36%	1,293	704	54%	6,778	9,616	2,838	30%	11,578	4,800	41%	9,069	11,906	24%
5115 Workers compensation	73	230	157	68%	230	157	68%	(1,079)	2,418	3,497	145%	1,748	2,826	162%	(503)	2,995	117%
<b>Total Payroll Taxes</b>	<b>4,000</b>	<b>5,105</b>	<b>1,105</b>	<b>22%</b>	<b>6,669</b>	<b>2,670</b>	<b>40%</b>	<b>41,798</b>	<b>53,610</b>	<b>11,812</b>	<b>22%</b>	<b>64,474</b>	<b>22,676</b>	<b>35%</b>	<b>54,570</b>	<b>66,382</b>	<b>18%</b>
5200 Medical insurance	6,726	8,184	1,458	18%	11,367	4,641	41%	62,103	81,842	19,739	24%	119,177	57,074	48%	78,472	98,210	20%
5205 Dental insurance	655	980	325	33%	998	343	34%	7,630	9,796	2,166	22%	10,056	2,425	24%	9,590	11,756	18%
5215 Term life insurance	75	88	13	14%	108	33	31%	692	875	183	21%	1,163	471	41%	867	1,050	17%
5220 Long Term Disability insurance	266	386	120	31%	385	120	31%	2,464	3,855	1,392	36%	3,984	1,520	38%	3,235	4,627	30%
5225 PERS Employer Contributions	9,220	12,213	2,993	25%	14,647	5,427	37%	94,428	128,259	33,831	26%	151,512	57,084	38%	124,984	158,815	21%
5230 PERS Employee Contributions	2,502	3,314	812	25%	3,904	1,402	36%	25,625	34,806	9,181	26%	39,977	14,352	36%	33,917	43,098	21%
5295 Allocations	(254)	(189)	65	-34%	0	254	-	(305)	(1,985)	(1,680)	85%	0	305	-	(778)	(2,458)	68%
<b>Total Insured Benefits</b>	<b>19,190</b>	<b>24,975</b>	<b>5,785</b>	<b>23%</b>	<b>31,409</b>	<b>12,220</b>	<b>39%</b>	<b>192,638</b>	<b>257,448</b>	<b>64,810</b>	<b>25%</b>	<b>325,869</b>	<b>133,231</b>	<b>41%</b>	<b>250,286</b>	<b>315,097</b>	<b>21%</b>
<b>Total Personnel Services</b>	<b>67,457</b>	<b>88,404</b>	<b>20,948</b>	<b>24%</b>	<b>103,985</b>	<b>36,528</b>	<b>35%</b>	<b>821,187</b>	<b>923,581</b>	<b>102,394</b>	<b>11%</b>	<b>1,119,780</b>	<b>298,593</b>	<b>27%</b>	<b>1,037,534</b>	<b>1,139,928</b>	<b>9%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	679	679	100%	450	450	100%	1,100	6,792	5,692	84%	13,932	12,833	92%	2,458	8,150	70%
6010 Educational reimbursement	0	0	0	-	0	0	-	0	0	0	-	1,104	1,104	100%	0	0	-
<b>Total Staff Training</b>	<b>0</b>	<b>679</b>	<b>679</b>	<b>100%</b>	<b>450</b>	<b>450</b>	<b>100%</b>	<b>1,100</b>	<b>6,792</b>	<b>5,692</b>	<b>84%</b>	<b>15,036</b>	<b>13,937</b>	<b>93%</b>	<b>2,458</b>	<b>8,150</b>	<b>70%</b>
6020 Travel - airfare	0	167	167	100%	0	0	-	0	1,667	1,667	100%	0	0	-	333	2,000	83%
6025 Travel - lodging & transportation	0	208	208	100%	0	0	-	163	2,083	1,920	92%	1,644	1,480	90%	580	2,500	77%
6030 Travel - Per Diem & mileage reimbursement	0	250	250	100%	0	0	-	269	2,500	2,231	89%	1,195	926	77%	769	3,000	74%
6035 Meals & Entertainment	0	167	167	100%	0	0	-	471	1,667	1,195	72%	1,422	950	67%	805	2,000	60%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>792</b>	<b>792</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>904</b>	<b>7,917</b>	<b>7,013</b>	<b>89%</b>	<b>4,260</b>	<b>3,357</b>	<b>79%</b>	<b>2,487</b>	<b>9,500</b>	<b>74%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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	153	433	280	65%	462	309	67%	2,796	4,333	1,537	35%	6,422	3,626	56%	3,663	5,200	30%
6055 Kitchen supplies	0	92	92	100%	19	19	100%	855	917	61	7%	1,504	648	43%	1,039	1,100	6%
6060 IT supplies	0	583	583	100%	0	0	-	269	5,833	5,564	95%	3,109	2,840	91%	1,436	7,000	79%
6070 Postage & courier services	0	333	333	100%	0	0	-	2,412	3,333	922	28%	2,402	(10)	0%	3,078	4,000	23%
6085 Office equipment lease	0	154	154	100%	0	0	-	1,385	1,539	154	10%	1,385	0	0%	1,693	1,847	8%
6087 Office equipment repairs & maintenance	216	375	159	42%	149	(67)	-45%	1,624	3,750	2,126	57%	2,174	550	25%	2,374	4,500	47%
6090 IT SW subscriptions & licenses	12,182	10,373	(1,808)	-17%	16,676	4,495	27%	137,312	103,733	(33,579)	-32%	170,699	33,387	20%	158,059	124,480	-27%
6095 Commission expenses	266	640	374	58%	0	(266)	-	3,027	6,400	3,373	53%	378	(2,649)	-701%	4,307	7,680	44%
<b>Total Office Expense</b>	<b>12,817</b>	<b>12,984</b>	<b>167</b>	<b>1%</b>	<b>17,306</b>	<b>4,489</b>	<b>26%</b>	<b>149,681</b>	<b>129,839</b>	<b>(19,842)</b>	<b>-15%</b>	<b>188,072</b>	<b>38,392</b>	<b>20%</b>	<b>175,649</b>	<b>155,807</b>	<b>-13%</b>
6100 Telephone - landline	422	417	(5)	-1%	458	36	8%	4,362	4,167	(196)	-5%	4,495	133	3%	5,196	5,000	-4%
6105 Telephone - mobile	372	555	183	33%	733	361	49%	4,131	5,550	1,419	26%	8,033	3,902	49%	5,241	6,660	21%
6110 Internet services	292	650	357	55%	633	340	54%	3,398	6,497	3,098	48%	6,284	2,885	46%	4,698	7,796	40%
6130 Electricity	1,197	1,400	204	15%	1,225	28	2%	11,677	13,168	1,492	11%	11,516	(160)	-1%	14,068	15,560	10%
6135 Water/Sewer	269	259	(10)	-4%	233	(35)	-15%	2,349	2,465	115	5%	2,222	(127)	-6%	2,885	3,000	4%
6140 Garbage/Sanitation Collection	0	310	310	100%	0	0	-	2,895	3,100	205	7%	2,778	(117)	-4%	3,515	3,720	6%
<b>Total Utilities</b>	<b>2,552</b>	<b>3,590</b>	<b>1,038</b>	<b>29%</b>	<b>3,282</b>	<b>730</b>	<b>22%</b>	<b>28,812</b>	<b>34,946</b>	<b>6,134</b>	<b>18%</b>	<b>35,328</b>	<b>6,515</b>	<b>18%</b>	<b>35,602</b>	<b>41,736</b>	<b>15%</b>
6205 Janitorial services	904	1,017	113	11%	882	(22)	-2%	8,908	10,167	1,259	12%	8,568	(340)	-4%	10,942	12,200	10%
6215 Payroll services	603	723	120	17%	642	39	6%	6,387	7,605	1,218	16%	6,757	370	5%	7,782	9,000	14%
6245 Legal advertising	0	167	167	100%	0	0	-	107	1,667	1,560	94%	14	(93)	-661%	440	2,000	78%
6250 Legal services	8,165	8,333	169	2%	2,266	(5,899)	-260%	77,266	83,333	6,067	7%	59,527	(17,739)	-30%	93,933	100,000	6%
6255 Auditing	0	0	0	-	0	0	-	65,445	75,000	9,555	13%	66,600	1,155	2%	65,445	75,000	13%
6260 Consulting services	0	6,327	6,327	100%	0	0	-	161,234	63,267	(97,967)	-155%	146	(161,088)	-110455%	173,887	75,920	-129%
6290 Commercial insurance	4,546	2,819	(1,726)	-61%	2,769	(1,777)	-64%	34,794	27,889	(6,905)	-25%	26,959	(7,836)	-29%	40,433	33,528	-21%
<b>Total Professional Services</b>	<b>14,217</b>	<b>19,385</b>	<b>5,168</b>	<b>27%</b>	<b>6,559</b>	<b>(7,659)</b>	<b>-117%</b>	<b>354,141</b>	<b>268,928</b>	<b>(85,213)</b>	<b>-32%</b>	<b>168,570</b>	<b>(185,570)</b>	<b>-110%</b>	<b>392,861</b>	<b>307,648</b>	<b>-28%</b>
6315 Advertising	0	42	42	100%	0	0	-	5	417	412	99%	0	(5)	-	88	500	82%
6351 Awards & Recognitions	0	663	663	100%	33	33	100%	3,713	6,625	2,913	44%	3,975	263	7%	5,038	7,950	37%
<b>Total Marketing Expense</b>	<b>0</b>	<b>704</b>	<b>704</b>	<b>100%</b>	<b>33</b>	<b>33</b>	<b>100%</b>	<b>3,718</b>	<b>7,042</b>	<b>3,324</b>	<b>47%</b>	<b>3,975</b>	<b>258</b>	<b>6%</b>	<b>5,126</b>	<b>8,450</b>	<b>39%</b>
6400 Small equipment & tools	0	42	42	100%	143	143	100%	80	417	337	81%	1,481	1,401	95%	163	500	67%
6405 Safety/hazardous materials	0	22	22	100%	0	0	-	45	217	172	79%	676	631	93%	88	260	66%
6420 Janitorial supplies	61	125	64	51%	270	209	77%	930	1,250	320	26%	1,648	718	44%	1,180	1,500	21%
6425 Operational supplies	0	42	42	100%	200	200	100%	464	417	(47)	-11%	312	(152)	-49%	547	500	-9%
<b>Total Operational Expense</b>	<b>61</b>	<b>230</b>	<b>169</b>	<b>73%</b>	<b>613</b>	<b>552</b>	<b>90%</b>	<b>1,519</b>	<b>2,300</b>	<b>781</b>	<b>34%</b>	<b>4,118</b>	<b>2,599</b>	<b>63%</b>	<b>1,979</b>	<b>2,760</b>	<b>28%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	10	0	(10)	-	48	38	79%	10	0	-
6505 Repairs & maintenance vehicles	0	0	0	-	17	17	100%	17	0	(17)	-	17	0	0%	17	0	-
6510 Repairs & maintenance buildings	525	1,462	937	64%	823	298	36%	4,632	14,617	9,985	68%	10,241	5,609	55%	7,555	17,540	57%
6580 Permits	0	0	0	-	0	0	-	197	200	3	1%	0	(197)	-	197	200	1%
<b>Total Repair and Maintenance</b>	<b>525</b>	<b>1,487</b>	<b>962</b>	<b>65%</b>	<b>841</b>	<b>316</b>	<b>38%</b>	<b>5,121</b>	<b>15,067</b>	<b>9,946</b>	<b>66%</b>	<b>10,582</b>	<b>5,461</b>	<b>52%</b>	<b>8,094</b>	<b>18,040</b>	<b>55%</b>
6599 Budget Contingency	0	2,334	2,334	100%	0	0	-	0	23,341	23,341	100%	0	0	-	4,668	28,009	83%
<b>Total Goods &amp; Services</b>	<b>30,172</b>	<b>42,185</b>	<b>12,014</b>	<b>28%</b>	<b>29,083</b>	<b>(1,089)</b>	<b>-4%</b>	<b>544,994</b>	<b>496,170</b>	<b>(48,824)</b>	<b>-10%</b>	<b>429,942</b>	<b>(115,052)</b>	<b>-27%</b>	<b>628,924</b>	<b>580,100</b>	<b>-8%</b>
<b>Total Expenses</b>	<b>97,628</b>	<b>130,590</b>	<b>32,961</b>	<b>25%</b>	<b>133,067</b>	<b>35,439</b>	<b>27%</b>	<b>1,366,182</b>	<b>1,419,752</b>	<b>53,570</b>	<b>4%</b>	<b>1,549,723</b>	<b>183,541</b>	<b>12%</b>	<b>1,666,457</b>	<b>1,720,027</b>	<b>3%</b>
<b>Operating Results</b>	<b>(85,505)</b>	<b>(114,972)</b>	<b>29,468</b>	<b>-26%</b>	<b>(121,475)</b>	<b>35,971</b>	<b>-30%</b>	<b>(1,243,464)</b>	<b>(1,263,576)</b>	<b>20,112</b>	<b>-2%</b>	<b>(1,438,293)</b>	<b>194,829</b>	<b>-14%</b>	<b>(1,512,506)</b>	<b>(1,532,618.54)</b>	<b>-1%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	11,611	10,039	1,571	16%	9,849	1,762	18%	2,022,395	1,995,993	26,402	1%	1,948,032	74,363	4%	2,075,256	2,048,854	1%
4410 Property Taxes - Prior Years	3,606	2,635	971	37%	2,723	883	32%	50,587	44,150	6,437	15%	45,677	4,910	11%	56,437	50,000	13%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	9,022	11,000	(1,978)	-18%	0	9,022	-	9,022	11,000	-18%
4505 Interest - Bank	6,305	1,270	5,035	396%	3,723	2,582	69%	20,112	22,500	(2,388)	-11%	36,922	(16,811)	-46%	22,612	25,000	-10%
4506 Interest - Southport Note	1,244	1,244	0	0%	1,425	(181)	-13%	13,123	13,123	0	0%	14,913	(1,789)	-12%	15,565	15,565	0%
4515 Principal Repayment - Southport Note	6,130	6,130	0	0%	5,949	181	3%	60,616	60,616	0	0%	58,827	1,789	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%
4705 Loans Received	0	0	0	-	0	0	-	0	0	0	-	31,909	(31,909)	-100%	0	0	-
4905 Other	0	0	0	-	0	0	-	1,595	0	1,595	-	508	1,086	214%	1,595	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>28,897</b>	<b>21,318</b>	<b>7,578</b>	<b>36%</b>	<b>23,669</b>	<b>5,227</b>	<b>22%</b>	<b>2,177,451</b>	<b>2,147,383</b>	<b>30,068</b>	<b>1%</b>	<b>2,145,326</b>	<b>32,125</b>	<b>1%</b>	<b>2,303,409</b>	<b>2,273,341</b>	<b>1%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6710 Reimbursable Expenses	0	0	0	-	0	0	-	0	0	0	-	103,302	103,302	100%	0	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	9,970	11,000	1,031	9%	43	(9,926)	-23042%	9,970	11,000	9%
6740 Merchant fees	0	0	0	-	2,061	2,061	100%	0	0	0	-	28,149	28,149	100%	0	0	-
6745 Banking fees	311	333	22	7%	53	(259)	-491%	2,964	3,333	370	11%	2,516	(447)	-18%	3,630	4,000	9%
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	2,002	2,002	100%	0	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>311</b>	<b>333</b>	<b>22</b>	<b>7%</b>	<b>2,114</b>	<b>1,802</b>	<b>85%</b>	<b>12,933</b>	<b>14,333</b>	<b>1,400</b>	<b>10%</b>	<b>136,012</b>	<b>123,079</b>	<b>90%</b>	<b>13,600</b>	<b>15,000</b>	<b>9%</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	-	33,264	33,264	0	0%	34,590	1,325	4%	66,529	66,529	0%
8010 CIP Buildings	0	3,208	3,208	100%	0	0	-	0	32,083	32,083	100%	10,324	10,324	100%	6,417	38,500	83%
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	31,909	31,909	100%	0	0	-
<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>33,264</b>	<b>65,348</b>	<b>32,083</b>	<b>49%</b>	<b>76,823</b>	<b>43,558</b>	<b>57%</b>	<b>192,945</b>	<b>225,029</b>	<b>14%</b>
<b>Total Other Expenses</b>	<b>311</b>	<b>3,542</b>	<b>3,230</b>	<b>91%</b>	<b>2,114</b>	<b>1,802</b>	<b>85%</b>	<b>46,197</b>	<b>79,681</b>	<b>33,483</b>	<b>42%</b>	<b>212,835</b>	<b>166,637</b>	<b>78%</b>	<b>206,545</b>	<b>240,029</b>	<b>14%</b>
<b>Net Other Income</b>	<b>28,585</b>	<b>17,777</b>	<b>10,809</b>	<b>61%</b>	<b>21,556</b>	<b>7,030</b>	<b>33%</b>	<b>2,131,253</b>	<b>2,067,702</b>	<b>63,552</b>	<b>3%</b>	<b>1,932,491</b>	<b>198,762</b>	<b>10%</b>	<b>2,096,864</b>	<b>2,033,312</b>	<b>3%</b>
<b>Net Result</b>	<b>(56,919)</b>	<b>(97,196)</b>	<b>40,276</b>	<b>-41%</b>	<b>(99,919)</b>	<b>43,000</b>	<b>-43%</b>	<b>887,790</b>	<b>804,126</b>	<b>83,664</b>	<b>10%</b>	<b>494,198</b>	<b>393,591</b>	<b>80%</b>	<b>584,358</b>	<b>500,694</b>	<b>17%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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	19,093	29,474	(10,381)	-35%	16,238	2,855	18%	193,363	294,744	(101,381)	-34%	223,893	(30,530)	-14%	252,312	353,693	-29%
4100 Annual Moorage	36,772	58,196	(21,424)	-37%	40,539	(3,767)	-9%	300,184	399,646	(99,463)	-25%	278,393	21,791	8%	466,212	565,675	-18%
4105 Semi-Annual Moorage	28,657	18,731	9,926	53%	18,488	10,169	55%	170,249	124,246	46,003	37%	122,636	47,614	39%	206,513	160,510	29%
4110 Monthly Moorage	10,674	16,998	(6,323)	-37%	11,943	(1,269)	-11%	125,414	178,650	(53,236)	-30%	125,529	(115)	0%	166,764	220,000	-24%
4115 Transient Moorage	13,236	2,111	11,125	527%	2,635	10,601	402%	142,239	93,343	48,896	52%	116,505	25,735	22%	169,896	121,000	40%
4118 Work Dock	9,051	6,087	2,964	49%	7,613	1,438	19%	55,665	44,826	10,839	24%	56,090	(425)	-1%	62,456	51,617	21%
4120 Metered Utilities	73	0	73	-	0	73	-	732	0	732	-	0	732	-	732	0	-
4125 Launch Ramp	3,605	3,304	302	9%	2,989	616	21%	47,528	42,232	5,296	13%	38,208	9,320	24%	53,542	48,246	11%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	167	(167)	-100%	0	0	-	33	200	-83%
4135 Storage Yard	4,931	4,681	250	5%	4,138	793	19%	46,408	47,283	(875)	-2%	41,802	4,606	11%	55,197	56,072	-2%
4140 Storage Unit	18,835	19,420	(585)	-3%	17,783	1,052	6%	194,351	196,440	(2,089)	-1%	179,880	14,472	8%	233,531	235,620	-1%
4145 Long Term Boat Storage	10,442	11,383	(941)	-8%	10,699	(258)	-2%	115,361	114,233	1,128	1%	107,376	7,985	7%	141,488	140,360	1%
4150 Short Term Boat Storage	6,775	5,466	1,309	24%	5,718	1,057	18%	66,053	38,327	27,726	72%	40,093	25,960	65%	76,365	48,639	57%
4155 Boat Wash	314	83	231	277%	0	314	-	404	833	(429)	-52%	245	159	65%	571	1,000	-43%
4165 Space Rents	13,130	13,964	(834)	-6%	14,250	(1,120)	-8%	267,086	297,918	(30,832)	-10%	304,016	(36,931)	-12%	327,195	358,027	-9%
4173 Laundry	163	96	68	71%	79	85	108%	2,674	3,155	(481)	-15%	2,572	102	4%	2,819	3,300	-15%
4175 Propane	266	461	(194)	-42%	385	(119)	-31%	4,983	9,726	(4,743)	-49%	8,135	(3,152)	-39%	5,817	10,560	-45%
4180 Merchandise	0	8	(8)	-100%	2	(2)	-100%	25	83	(59)	-70%	503	(478)	-95%	41	100	-59%
4190 Ice	18,402	12,860	5,542	43%	15,058	3,344	22%	279,315	125,002	154,313	123%	141,687	137,628	97%	354,313	200,000	77%
4200 Boat Lifts	4,976	4,418	558	13%	3,618	1,358	38%	47,136	40,666	6,471	16%	33,302	13,834	42%	59,821	53,350	12%
4230 Environmental Fee	5,026	4,050	977	24%	4,374	653	15%	44,978	34,863	10,115	29%	37,652	7,326	19%	52,908	42,793	24%
4235 Customer Discounts	(781)	0	(781)	-	0	(781)	-	(1,116)	0	(1,116)	-	(1,482)	366	-25%	(1,116)	0	-
4290 Other	2,598	25,446	(22,848)	-90%	(9,428)	12,026	-128%	72,422	223,100	(150,678)	-68%	57,337	15,085	26%	103,782	254,460	-59%
4295 Bad Debt Expense	0	0	0	-	0	0	-	(85,843)	(76,500)	(9,343)	12%	(129,020)	43,177	-33%	(111,343)	(102,000)	9%
<b>Total Operating Income</b>	<b>206,239</b>	<b>237,253</b>	<b>(31,014)</b>	<b>-13%</b>	<b>167,121</b>	<b>39,118</b>	<b>23%</b>	<b>2,089,609</b>	<b>2,232,984</b>	<b>(143,374)</b>	<b>-6%</b>	<b>1,785,349</b>	<b>304,261</b>	<b>17%</b>	<b>2,679,848</b>	<b>2,823,222</b>	<b>-5%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	57,435	61,108	3,673	6%	35,374	(22,061)	-62%	628,060	641,757	13,697	2%	390,187	(237,873)	-61%	780,950	794,647	2%
5010 Other compensation	0	0	0	-	0	0	-	2,550	0	(2,550)	-	4,827	2,277	47%	2,550	0	-
5015 Overtime	694	1,466	772	53%	900	206	23%	29,594	15,393	(14,201)	-92%	8,039	(21,555)	-268%	33,261	19,060	-75%
<b>Total Compensation</b>	<b>58,129</b>	<b>62,574</b>	<b>4,445</b>	<b>7%</b>	<b>36,274</b>	<b>(21,855)</b>	<b>-60%</b>	<b>660,204</b>	<b>657,150</b>	<b>(3,054)</b>	<b>0%</b>	<b>403,053</b>	<b>(257,151)</b>	<b>-64%</b>	<b>816,761</b>	<b>813,707</b>	<b>0%</b>
5100 Federal Payroll taxes	4,327	4,787	460	10%	2,720	(1,606)	-59%	49,679	50,272	593	1%	30,405	(19,274)	-63%	61,656	62,249	1%
5105 State Payroll taxes	0	0	0	-	142	142	100%	123	0	(123)	-	1,590	1,467	92%	123	0	-
5110 Unemployment Insurance	1,018	1,774	756	43%	1,031	13	1%	15,662	18,628	2,966	16%	10,163	(5,499)	-54%	20,100	23,066	13%
5115 Workers compensation	1,676	4,162	2,486	60%	4,412	2,736	62%	16,786	43,712	26,926	62%	30,988	14,203	46%	27,200	54,126	50%
<b>Total Payroll Taxes</b>	<b>7,021</b>	<b>10,723</b>	<b>3,702</b>	<b>35%</b>	<b>8,305</b>	<b>1,285</b>	<b>15%</b>	<b>82,250</b>	<b>112,612</b>	<b>30,362</b>	<b>27%</b>	<b>73,147</b>	<b>(9,104)</b>	<b>-12%</b>	<b>109,079</b>	<b>139,441</b>	<b>22%</b>
5200 Medical insurance	17,437	19,726	2,289	12%	11,698	(5,739)	-49%	181,209	197,263	16,054	8%	120,820	(60,389)	-50%	220,661	236,715	7%
5205 Dental insurance	1,341	1,554	213	14%	759	(582)	-77%	12,621	15,538	2,917	19%	8,523	(4,099)	-48%	15,729	18,646	16%
5215 Term life insurance	188	200	13	6%	98	(89)	-91%	1,913	2,000	88	4%	1,074	(838)	-78%	2,313	2,400	4%
5220 Long Term Disability insurance	375	414	39	9%	192	(183)	-95%	3,858	4,136	278	7%	2,111	(1,747)	-83%	4,686	4,964	6%
5225 PERS Employer Contributions	12,999	14,103	1,104	8%	6,660	(6,339)	-95%	138,258	148,104	9,846	7%	58,824	(79,434)	-135%	173,542	183,388	5%
5230 PERS Employee Contributions	3,455	3,754	300	8%	1,807	(1,648)	-91%	36,757	39,429	2,672	7%	15,934	(20,823)	-131%	46,150	48,822	5%
5295 Allocations	(9,291)	(8,832)	459	-5%	0	9,291	-	(228,707)	(92,753)	135,953	-147%	0	228,707	-	(250,804)	(114,851)	-118%
<b>Total Insured Benefits</b>	<b>26,503</b>	<b>30,919</b>	<b>4,416</b>	<b>14%</b>	<b>21,214</b>	<b>(5,289)</b>	<b>-25%</b>	<b>145,909</b>	<b>313,717</b>	<b>167,808</b>	<b>53%</b>	<b>207,286</b>	<b>61,377</b>	<b>30%</b>	<b>212,277</b>	<b>380,085</b>	<b>44%</b>
<b>Total Personnel Services</b>	<b>91,653</b>	<b>104,216</b>	<b>12,563</b>	<b>12%</b>	<b>65,793</b>	<b>(25,859)</b>	<b>-39%</b>	<b>888,364</b>	<b>1,083,479</b>	<b>195,115</b>	<b>18%</b>	<b>683,486</b>	<b>(204,878)</b>	<b>-30%</b>	<b>1,138,117</b>	<b>1,333,232</b>	<b>15%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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>Goods &amp; Services</b>																	
6005 Seminars & training	0	108	108	100%	0	0	-	208	1,083	875	81%	0	(208)	-	425	1,300	67%
<b>Total Staff Training</b>	<b>0</b>	<b>108</b>	<b>108</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>208</b>	<b>1,083</b>	<b>875</b>	<b>81%</b>	<b>0</b>	<b>(208)</b>	<b>-</b>	<b>425</b>	<b>1,300</b>	<b>67%</b>
6020 Travel - airfare	0	42	42	100%	0	0	-	0	417	417	100%	0	0	-	83	500	83%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	0	417	417	100%	0	0	-	83	500	83%
6030 Travel - Per Diem & mileage reimbursement	0	75	75	100%	0	0	-	0	750	750	100%	0	0	-	150	900	83%
6035 Meals & Entertainment	52	70	18	26%	0	(52)	-	310	696	385	55%	497	187	38%	450	835	46%
<b>Total Travel &amp; Entertainment</b>	<b>52</b>	<b>228</b>	<b>176</b>	<b>77%</b>	<b>0</b>	<b>(52)</b>	<b>-</b>	<b>310</b>	<b>2,279</b>	<b>1,969</b>	<b>86%</b>	<b>497</b>	<b>187</b>	<b>38%</b>	<b>766</b>	<b>2,735</b>	<b>72%</b>
6050 Office supplies	76	0	(76)	-	(374)	(450)	120%	834	0	(834)	-	0	(834)	-	834	0	-
6055 Kitchen supplies	0	45	45	100%	106	106	100%	607	445	(162)	-36%	1,750	1,143	65%	696	534	-30%
6060 IT supplies	579	0	(579)	-	0	(579)	-	1,239	0	(1,239)	-	35	(1,204)	-3442%	1,239	0	-
6070 Postage & courier services	0	13	13	100%	68	68	100%	29	125	96	77%	200	171	85%	54	150	64%
6090 IT SW subscriptions & licenses	3,367	4,312	945	22%	0	(3,367)	-	15,242	43,120	27,878	65%	0	(15,242)	-	23,866	51,744	54%
<b>Total Office Expense</b>	<b>4,107</b>	<b>4,419</b>	<b>312</b>	<b>7%</b>	<b>(200)</b>	<b>(4,307)</b>	<b>2154%</b>	<b>18,037</b>	<b>44,190</b>	<b>26,153</b>	<b>59%</b>	<b>1,985</b>	<b>(16,052)</b>	<b>-809%</b>	<b>26,875</b>	<b>53,028</b>	<b>49%</b>
6100 Telephone - landline	268	265	(3)	-1%	262	(6)	-2%	2,658	2,650	(8)	0%	2,583	(75)	-3%	3,188	3,180	0%
6105 Telephone - mobile	413	600	187	31%	452	39	9%	4,635	6,000	1,365	23%	5,141	505	10%	5,835	7,200	19%
6110 Internet services	1,618	2,010	392	20%	1,949	331	17%	18,088	20,100	2,012	10%	19,410	1,321	7%	22,108	24,120	8%
6115 Cable TV	940	954	14	1%	935	(5)	-1%	9,403	9,537	135	1%	9,290	(113)	-1%	11,310	11,444	1%
6130 Electricity	26,980	25,757	(1,224)	-5%	23,575	(3,405)	-14%	244,171	231,527	(12,645)	-5%	211,416	(32,755)	-15%	295,685	283,040	-4%
6131 Propane - Operations	0	38	38	100%	40	40	100%	764	1,870	1,106	59%	1,319	554	42%	894	2,000	55%
6135 Water/Sewer	5,594	6,253	659	11%	7,376	1,782	24%	75,717	83,413	7,696	9%	98,205	22,488	23%	93,166	100,862	8%
6140 Garbage/Sanitation Collection	8,688	8,344	(344)	-4%	5,514	(3,174)	-58%	92,021	83,443	(8,578)	-10%	74,956	(17,064)	-23%	108,709	100,131	-9%
6145 Hazardous material disposal	0	653	653	100%	405	405	100%	2,790	6,525	3,735	57%	2,425	(365)	-15%	4,095	7,830	48%
6150 Derelict boat disposal	0	4,167	4,167	100%	0	0	-	0	41,667	41,667	100%	685	685	100%	8,333	50,000	83%
6155 Environmental Remediation/Mitigation/Monitoring	525	292	(234)	-80%	276	(249)	-90%	525	2,917	2,391	82%	1,277	752	59%	1,109	3,500	68%
<b>Total Utilities</b>	<b>45,027</b>	<b>49,332</b>	<b>4,305</b>	<b>9%</b>	<b>40,785</b>	<b>(4,242)</b>	<b>-10%</b>	<b>450,773</b>	<b>489,648</b>	<b>38,875</b>	<b>8%</b>	<b>426,706</b>	<b>(24,067)</b>	<b>-6%</b>	<b>554,433</b>	<b>593,308</b>	<b>7%</b>
6200 Temporary/Contract help	0	1,300	1,300	100%	0	0	-	6,560	13,000	6,440	50%	6,200	(360)	-6%	9,160	15,600	41%
6205 Janitorial services	0	0	0	-	33	33	100%	33	0	(33)	-	448	415	93%	33	0	-
6210 Vending machine services	125	158	33	21%	125	0	0%	1,388	1,583	195	12%	1,250	(138)	-11%	1,705	1,900	10%
6245 Legal advertising	0	250	250	100%	0	0	-	493	2,500	2,007	80%	1,196	703	59%	993	3,000	67%
6250 Legal services	0	0	0	-	0	0	-	298	0	(298)	-	0	(298)	-	298	0	-
6260 Consulting services	268	348	80	23%	914	646	71%	5,589	3,475	(2,114)	-61%	8,221	2,632	32%	6,284	4,170	-51%
6290 Commercial insurance	12,203	12,591	388	3%	10,188	(2,015)	-20%	109,941	111,491	1,550	1%	95,542	(14,399)	-15%	135,122	136,672	1%
<b>Total Professional Services</b>	<b>12,596</b>	<b>14,646</b>	<b>2,050</b>	<b>14%</b>	<b>11,020</b>	<b>(1,576)</b>	<b>-14%</b>	<b>124,302</b>	<b>132,049</b>	<b>7,747</b>	<b>6%</b>	<b>112,857</b>	<b>(11,445)</b>	<b>-10%</b>	<b>153,595</b>	<b>161,342</b>	<b>5%</b>
6305 Promotional items	0	0	0	-	0	0	-	114	0	(114)	-	120	6	5%	114	0	-
<b>Total Marketing Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>114</b>	<b>0</b>	<b>(114)</b>	<b>-</b>	<b>120</b>	<b>6</b>	<b>5%</b>	<b>114</b>	<b>0</b>	<b>-</b>
6400 Small equipment & tools	3,917	1,713	(2,205)	-129%	100	(3,817)	-3818%	16,475	17,125	650	4%	12,636	(3,838)	-30%	19,900	20,550	3%
6405 Safety/hazardous materials	35	83	48	58%	61	26	43%	3,041	833	(2,208)	-265%	438	(2,603)	-594%	3,208	1,000	-221%
6410 Signage	0	42	42	100%	0	0	-	746	417	(330)	-79%	232	(514)	-221%	830	500	-66%
6415 Clothing	677	544	(133)	-24%	235	(442)	-188%	2,353	5,438	3,085	57%	1,373	(980)	-71%	3,440	6,525	47%
6420 Janitorial supplies	611	875	264	30%	117	(493)	-420%	5,361	8,750	3,389	39%	7,312	1,951	27%	7,111	10,500	32%
6425 Operational supplies	956	1,833	877	48%	856	(100)	-12%	9,253	18,333	9,080	50%	31,909	22,656	71%	12,920	22,000	41%
6430 Equipment Rental	0	2,000	2,000	100%	0	0	-	0	20,000	20,000	100%	2,302	2,302	100%	4,000	24,000	83%
6450 Fuel - Gas	1,424	1,000	(424)	-42%	0	(1,424)	-	5,764	10,000	4,236	42%	8,639	2,874	33%	7,764	12,000	35%
6455 Fuel - Diesel	0	558	558	100%	1,860	1,860	100%	2,799	5,583	2,784	50%	5,225	2,426	46%	3,916	6,700	42%
6481 Propane - Retail	1,645	215	(1,430)	-665%	252	(1,393)	-553%	4,433	4,680	247	5%	5,497	1,064	19%	4,753	5,000	5%
6485 Retail items	0	0	0	-	0	0	-	0	0	0	-	62	62	100%	0	0	-

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

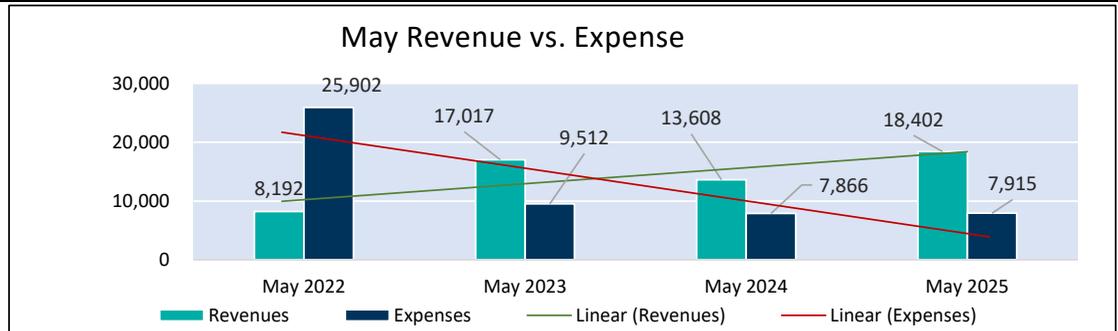
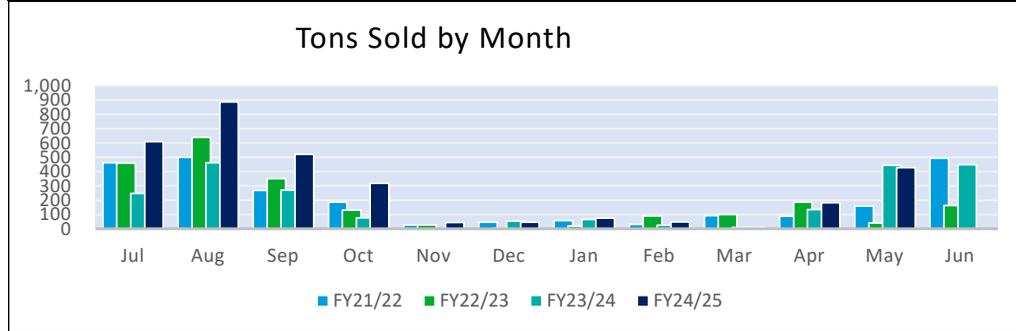
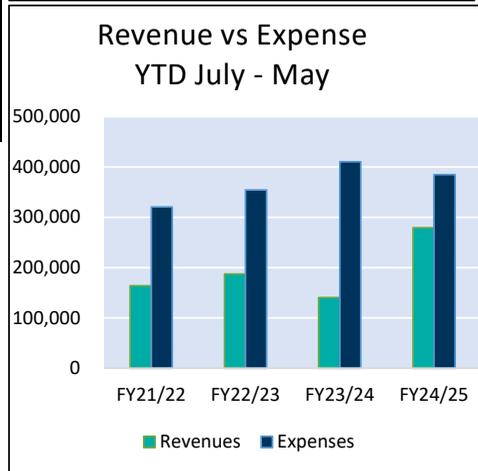
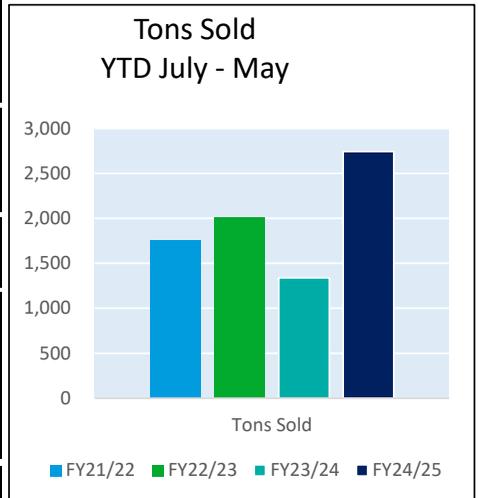
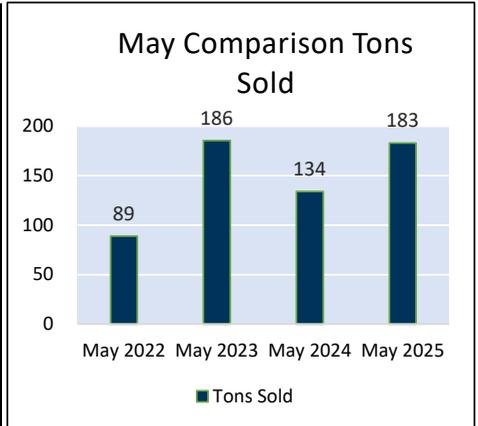
Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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>Total Operational Expense</b>	9,265	8,863	(402)	-5%	3,482	(5,783)	-166%	50,225	91,159	40,934	45%	75,625	25,400	34%	67,841	108,775	38%
6500 Repairs & maintenance equipment	1,728	4,917	3,188	65%	1,395	(333)	-24%	74,458	49,167	(25,291)	-51%	104,073	29,615	28%	84,291	59,000	-43%
6505 Repairs & maintenance vehicles	3,019	1,458	(1,560)	-107%	686	(2,333)	-340%	11,309	14,583	3,275	22%	6,426	(4,883)	-76%	14,225	17,500	19%
6510 Repairs & maintenance buildings	705	2,167	1,462	67%	4,090	3,386	83%	9,833	21,667	11,833	55%	24,524	14,691	60%	14,167	26,000	46%
6515 Repairs & maintenance land improvements	39	2,417	2,377	98%	4,576	4,537	99%	2,961	24,167	21,206	88%	7,342	4,381	60%	7,794	29,000	73%
6520 Repairs & maintenance docks	25	11,075	11,050	100%	598	573	96%	9,142	110,750	101,608	92%	44,074	34,932	79%	31,292	132,900	76%
6540 Marina dredging	0	25,833	25,833	100%	0	0	-	110,000	258,333	148,333	57%	150,000	40,000	27%	161,667	310,000	48%
6575 Waterway Leases	0	3,167	3,167	100%	0	0	-	33,242	31,667	(1,576)	-5%	29,359	(3,883)	-13%	39,576	38,000	-4%
6580 Permits	0	650	650	100%	936	936	100%	2,935	6,500	3,565	55%	4,339	1,404	32%	4,235	7,800	46%
<b>Total Repair and Maintenance</b>	5,516	51,683	46,167	89%	12,282	6,765	55%	253,880	516,833	262,953	51%	370,137	116,257	31%	357,247	620,200	42%
<b>Total Goods &amp; Services</b>	76,563	129,280	52,717	41%	67,369	(9,194)	-14%	897,850	1,277,242	379,392	30%	987,929	90,078	9%	1,161,296	1,540,688	25%
<b>Total Expenses</b>	168,215	233,496	65,280	28%	133,162	(35,053)	-26%	1,786,214	2,360,721	574,507	24%	1,671,414	(114,800)	-7%	2,299,413	2,873,920	20%
<b>Operating Results</b>	38,024	3,757	34,266	912%	33,959	4,064	12%	303,396	(127,737)	431,133	-338%	113,934	189,461	166%	380,435	(50,698)	-850%
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4450 Lodging Tax	0	0	0	-	36	(36)	-100%	733	0	733	-	638	95	15%	733	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	10,300	(10,300)	-100%	0	5,000	-100%
4805 Transfer - GF	0	0	0	-	0	0	-	207,340	0	207,340	-	0	207,340	-	207,340	0	-
4905 Other	646	1,075	(429)	-40%	0	646	-	10,749	10,750	(1)	0%	10,788	(39)	0%	12,899	12,899	0%
4915 Insurance Reimbursement	27,450	0	27,450	-	0	27,450	-	43,223	0	43,223	-	0	43,223	-	43,223	0	-
<b>Total Other Income</b>	28,096	1,075	27,021	2514%	36	28,060	77945%	262,045	15,750	246,296	1564%	21,726	240,320	1106%	264,195	17,899	1376%
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	11,727.20	12,000.00	272.80	2%	10,900	(827)	-8%	11,727.20	12,000.00	2%
6740 Merchant fees	2,222.90	2,916.67	693.77	24%	-	(2,222.90)	-	31,213.86	29,166.70	(2,047.16)	-7%	0	(31,214)	-	37,047.16	35,000.00	-6%
6745 Banking fees	-	-	-	-	-	-	-	-	-	-	-	35	35	100%	-	-	-
6750 Fines & Penalties	-	-	-	-	6.25	6.25	100%	12.50	-	(12.50)	-	136	124	91%	12.50	-	-
6755 Insurance Claims	-	-	-	-	-	-	-	1,000.00	-	(1,000.00)	-	168	(832)	-495%	1,000.00	-	-
<b>Total Taxes &amp; Misc Expenses</b>	2,222.90	2,916.67	693.77	24%	6	(2,217)	-35466%	43,954	41,166.70	(2,787)	-7%	11,239	(32,714)	-291%	49,787	47,000.00	-6%
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	271,524	271,524	0	0%	247,675	(23,849)	-10%	271,524	271,524	0%
7010 Interest payment	0	0	0	-	0	0	-	124,417	124,418	1	0%	128,054	3,637	3%	140,868	140,869	0%
7020 Vehicle Principal repayment	0	1,713	1,713	100%	792	792	100%	8,628	15,537	6,909	44%	11,670	3,042	26%	9,852	16,761	41%
7025 Vehicle Interest payment	0	431	431	100%	12	12	100%	640	1,533	894	58%	814	174	21%	740	1,634	55%
8010 CIP Buildings	0	21,667	21,667	100%	0	0	-	160,917	216,667	55,750	26%	33,493	(127,424)	-380%	204,250	260,000	21%
8011 CIP Docks	0	10,000	10,000	100%	0	0	-	20,273	100,000	79,727	80%	162,633	142,360	88%	40,273	120,000	66%
8015 CIP Land Improvements	0	0	0	-	0	0	-	0	0	0	-	16,425	16,425	100%	0	0	-
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	6,894	0	(6,894)	-	48,363	41,469	86%	6,894	0	-
<b>Total Debt Services &amp; Capital Expense</b>	0	33,810	33,810	100%	804	804	100%	593,292	729,679	136,387	19%	649,127	55,835	9%	674,401	810,788	17%
<b>Total Other Expenses</b>	2,223	36,727	34,504	94%	810	(1,413)	-174%	637,245	770,846	133,600	17%	660,366	23,121	4%	724,188	857,788	16%
<b>Net Other Income</b>	25,873	(35,652)	61,525	-173%	(774)	26,647	-3442%	(375,200)	(755,096)	379,896	-50%	(638,640)	263,440	-41%	(459,993)	(839,889)	-45%
<b>Net Result</b>	63,897	(31,894)	95,791	-300%	33,185	30,712	93%	(71,804)	(882,833)	811,029	-92%	(524,706)	452,901	-86%	(79,558)	(890,587)	-91%

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End			
	May 2025		May 2024	May 2023	May 2022	Jul 2024 - May 2025		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	183	129	134	186	89	2,743	1,374	1,341	1,402	104.59%	3,567	2,198	62.28%	
<b>Revenues</b>														
Ice Sales	18,402	12,860	13,608	17,017	8,192	279,315	125,002	140,237	139,078	99.17%	354,313	200,000	77.16%	
Insurance Reimbursement	-	-	-	-	46,473	-	-	-	-	-	-	-	-	
<b>Total Revenues</b>	<b>18,402</b>	<b>12,860</b>	<b>13,608</b>	<b>17,017</b>	<b>8,192</b>	<b>279,315</b>	<b>125,002</b>	<b>140,237</b>	<b>139,078</b>	<b>99.17%</b>	<b>354,313</b>	<b>200,000</b>	<b>77.16%</b>	
<b>Operating Expenses</b>														
Personnel Services	1,488	2,370	670	715	586	28,394	71,803	19,173	9,220	48.09%	59,184	102,593	-42.31%	
Utilities	6,316	6,866	4,659	4,961	4,123	74,585	63,876	53,828	20,757	38.56%	88,709	78,000	13.73%	
Repairs & Maintenance	-	1,042	-	1,450	-	4,463	10,417	21,345	(16,882)	-79.09%	6,546	12,500	-47.63%	
Operational Supplies & Service	111	3,766	2,537	2,386	2,693	17,555	30,569	27,329	(9,774)	-35.76%	25,087	38,101	-34.16%	
Capital Outlay	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Expenses</b>	<b>7,915</b>	<b>14,044</b>	<b>7,866</b>	<b>9,512</b>	<b>25,902</b>	<b>124,997</b>	<b>176,665</b>	<b>121,843</b>	<b>3,154</b>	<b>2.59%</b>	<b>179,526</b>	<b>231,194</b>	<b>-22.35%</b>	
<b>Operating Net Result</b>	<b>10,487</b>	<b>(1,184)</b>	<b>5,742</b>	<b>7,505</b>	<b>(17,710)</b>	<b>154,318</b>	<b>(51,663)</b>	<b>18,394</b>	<b>135,924</b>	<b>7</b>	<b>174,787</b>	<b>(31,194)</b>	<b>-660%</b>	
<b>Other Expenses</b>														
Debt Services	-	-	-	-	-	260,000	260,000	240,000	20,000	8.33%	260,000	260,000	0.00%	
<b>Other Net Result</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(260,000)</b>	<b>(260,000)</b>	<b>(240,000)</b>	<b>(20,000.00)</b>	<b>8.33%</b>	<b>(260,000)</b>	<b>(260,000)</b>	<b>0.00%</b>	
<b>Total Net Result</b>	<b>10,487</b>	<b>(1,184)</b>	<b>5,742</b>	<b>7,505</b>	<b>(17,710)</b>	<b>(105,682)</b>	<b>(311,663)</b>	<b>(221,606)</b>	<b>115,924</b>	<b>-52.31%</b>	<b>(85,213)</b>	<b>(291,194)</b>	<b>-70.74%</b>	
<b>Gain (loss) Per Ton</b>	<b>57</b>	<b>(9)</b>	<b>43</b>	<b>40</b>	<b>(199)</b>	<b>(39)</b>	<b>(227)</b>	<b>(165)</b>	<b>127</b>	<b>-77%</b>	<b>(24)</b>	<b>(132)</b>		
<b>Fisheries</b>														
Albacore Tuna (Oregon) MT	0.0		0.0	0.0	0.0						2,247.6	1,111.8	1,136	102.16%
Pink Shrimp (Oregon) MT	1,402.0		3,116.5	2,816.7	1,783.8						16,913.1	15,417.9	1,495	9.70%
Dungeness Crab (Coos Bay) MT	8.8		15.9	157.2	10.1						1,472.3	1,999.9	(528)	-26.38%
<b>Monthly Cost Per Ton</b>														
Operating Expense Per Ton	23	25	43	63	6,219	186	110	137	569	43	-	-	-	140
Debt Service Per Ton (allocated)	36	24	42	68	498	471	291	442	2,407	118	21,667	-	-	87
Total Expense Per Ton	58	49	84	131	6,717	657	401	579	2,977	162	21,667	-	-	227
Gain (Loss) per ton	80	77	59	38	(6,119)	(86)	(9)	(34)	(462)	57	-	-	-	(39)



Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars



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

External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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>																	
4180 Merchandise	4	0	4	-	0	4	-	4	0	4	-	14	(10)	-71%	4	0	-
4290 Other	0	0	0	-	10,000	(10,000)	-100%	0	0	0	-	100,125	(100,125)	-100%	0	0	-
<b>Total Operating Income</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>-</b>	<b>10,000</b>	<b>(9,996)</b>	<b>-100%</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>-</b>	<b>100,139</b>	<b>(100,135)</b>	<b>-100%</b>	<b>4</b>	<b>0</b>	<b>-</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	7,727	7,725	(2)	0%	7,538	(188)	-2%	81,133	81,123	(9)	0%	76,814	(4,319)	-6%	100,459	100,450	0%
<b>Total Compensation</b>	<b>7,727</b>	<b>7,725</b>	<b>(2)</b>	<b>0%</b>	<b>7,538</b>	<b>(188)</b>	<b>-2%</b>	<b>81,133</b>	<b>81,123</b>	<b>(9)</b>	<b>0%</b>	<b>76,814</b>	<b>(4,319)</b>	<b>-6%</b>	<b>100,459</b>	<b>100,450</b>	<b>0%</b>
5100 Federal Payroll taxes	579	591	12	2%	565	(14)	-2%	6,091	6,206	115	2%	5,809	(282)	-5%	7,569	7,684	1%
5105 State Payroll taxes	0	0	0	-	30	30	100%	0	0	0	-	304	304	100%	0	0	-
5110 Unemployment Insurance	136	137	0	0%	214	78	36%	826	1,434	609	42%	1,474	648	44%	1,168	1,776	34%
5115 Workers compensation	19	36	17	47%	79	60	76%	194	380	187	49%	503	309	62%	284	471	40%
<b>Total Payroll Taxes</b>	<b>734</b>	<b>764</b>	<b>29</b>	<b>4%</b>	<b>888</b>	<b>154</b>	<b>17%</b>	<b>7,110</b>	<b>8,020</b>	<b>911</b>	<b>11%</b>	<b>8,089</b>	<b>979</b>	<b>12%</b>	<b>9,021</b>	<b>9,931</b>	<b>9%</b>
5200 Medical insurance	707	645	(61)	-10%	694	(13)	-2%	7,065	6,451	(614)	-10%	6,717	(348)	-5%	8,355	7,741	-8%
5205 Dental insurance	45	46	2	4%	45	0	0%	445	463	18	4%	469	24	5%	538	556	3%
5215 Term life insurance	13	13	0	0%	13	0	0%	125	125	0	0%	100	(25)	-25%	150	150	0%
5220 Long Term Disability insurance	51	51	0	0%	50	(1)	-3%	512	511	(1)	0%	410	(102)	-25%	614	613	0%
5225 PERS Employer Contributions	1,708	1,708	(0)	0%	1,667	(42)	-2%	17,938	17,936	(2)	0%	16,702	(1,237)	-7%	22,211	22,209	0%
5230 PERS Employee Contributions	464	463	(0)	0%	452	(11)	-3%	4,868	4,867	(1)	0%	4,522	(346)	-8%	6,028	6,027	0%
<b>Total Insured Benefits</b>	<b>2,987</b>	<b>2,926</b>	<b>(60)</b>	<b>-2%</b>	<b>2,920</b>	<b>(67)</b>	<b>-2%</b>	<b>30,953</b>	<b>30,354</b>	<b>(599)</b>	<b>-2%</b>	<b>28,920</b>	<b>(2,033)</b>	<b>-7%</b>	<b>37,896</b>	<b>37,297</b>	<b>-2%</b>
<b>Total Personnel Services</b>	<b>11,448</b>	<b>11,415</b>	<b>(33)</b>	<b>0%</b>	<b>11,347</b>	<b>(101)</b>	<b>-1%</b>	<b>119,196</b>	<b>119,498</b>	<b>302</b>	<b>0%</b>	<b>113,824</b>	<b>(5,372)</b>	<b>-5%</b>	<b>147,376</b>	<b>147,678</b>	<b>0%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	417	417	100%	0	0	-	83	500	83%
6025 Travel - lodging & transportation	0	75	75	100%	0	0	-	0	750	750	100%	289	289	100%	150	900	83%
6030 Travel - Per Diem & mileage reimbursement	0	58	58	100%	0	0	-	0	583	583	100%	0	0	-	117	700	83%
6035 Meals & Entertainment	0	104	104	100%	0	0	-	0	1,042	1,042	100%	90	90	100%	208	1,250	83%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>279</b>	<b>279</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>2,792</b>	<b>2,792</b>	<b>100%</b>	<b>378</b>	<b>378</b>	<b>100%</b>	<b>558</b>	<b>3,350</b>	<b>83%</b>
6075 Memberships & dues	3,063	2,459	(604)	-25%	3,097	35	1%	26,564	24,585	(1,978)	-8%	30,886	4,322	14%	31,481	29,502	-7%
6077 Subscriptions	0	18	18	100%	0	0	-	75	183	108	59%	0	(75)	-	112	219	49%
<b>Total Office Expense</b>	<b>3,063</b>	<b>2,477</b>	<b>(586)</b>	<b>-24%</b>	<b>3,097</b>	<b>35</b>	<b>1%</b>	<b>26,639</b>	<b>24,768</b>	<b>(1,871)</b>	<b>-8%</b>	<b>30,886</b>	<b>4,247</b>	<b>14%</b>	<b>31,592</b>	<b>29,721</b>	<b>-6%</b>
6260 Consulting services	0	433	433	100%	0	0	-	0	4,333	4,333	100%	106	106	100%	867	5,200	83%
<b>Total Professional Services</b>	<b>0</b>	<b>433</b>	<b>433</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>4,333</b>	<b>4,333</b>	<b>100%</b>	<b>106</b>	<b>106</b>	<b>100%</b>	<b>867</b>	<b>5,200</b>	<b>83%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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	500	500	100%	0	0	-	100	600	83%
6315 Advertising	0	533	533	100%	0	0	-	600	5,333	4,733	89%	510	(90)	-18%	1,667	6,400	74%
6340 Legislative support	13,708	14,108	401	3%	20,974	7,267	35%	145,197	141,083	(4,113)	-3%	212,060	66,863	32%	173,413	169,300	-2%
6345 Community affairs	0	833	833	100%	0	0	-	550	8,333	7,783	93%	500	(50)	-10%	2,217	10,000	78%
<b>Total Marketing Expense</b>	<b>13,708</b>	<b>15,525</b>	<b>1,817</b>	<b>12%</b>	<b>20,974</b>	<b>7,267</b>	<b>35%</b>	<b>146,347</b>	<b>155,250</b>	<b>8,903</b>	<b>6%</b>	<b>213,070</b>	<b>66,723</b>	<b>31%</b>	<b>177,397</b>	<b>186,300</b>	<b>5%</b>
<b>Total Goods &amp; Services</b>	<b>16,771</b>	<b>18,714</b>	<b>1,944</b>	<b>10%</b>	<b>24,072</b>	<b>7,301</b>	<b>30%</b>	<b>172,985</b>	<b>187,143</b>	<b>14,157</b>	<b>8%</b>	<b>244,440</b>	<b>71,455</b>	<b>29%</b>	<b>210,414</b>	<b>224,571</b>	<b>6%</b>
<b>Total Expenses</b>	<b>28,218</b>	<b>30,129</b>	<b>1,911</b>	<b>6%</b>	<b>35,418</b>	<b>7,200</b>	<b>20%</b>	<b>292,181</b>	<b>306,640</b>	<b>14,459</b>	<b>5%</b>	<b>358,263</b>	<b>66,082</b>	<b>18%</b>	<b>357,790</b>	<b>372,249</b>	<b>4%</b>
<b>Operating Results</b>	<b>(28,214)</b>	<b>(30,129)</b>	<b>1,915</b>	<b>-6%</b>	<b>(25,418)</b>	<b>(2,796)</b>	<b>11%</b>	<b>(292,177)</b>	<b>(306,640)</b>	<b>14,463</b>	<b>-5%</b>	<b>(258,124)</b>	<b>(34,053)</b>	<b>13%</b>	<b>(357,786)</b>	<b>(372,249)</b>	<b>-4%</b>
<b>Net Result</b>	<b>(28,214)</b>	<b>(30,129)</b>	<b>1,915</b>	<b>-6%</b>	<b>(25,418)</b>	<b>(2,796)</b>	<b>11%</b>	<b>(292,177)</b>	<b>(306,640)</b>	<b>14,463</b>	<b>-5%</b>	<b>(258,124)</b>	<b>(34,053)</b>	<b>13%</b>	<b>(357,786)</b>	<b>(372,249)</b>	<b>-4%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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%	10,882	125	1%	126,912	114,738	12,174	11%	124,151	2,761	2%	149,859	137,685	9%
4010 Property Agreements	8,465	7,485	980	13%	7,296	1,168	16%	99,099	91,273	7,826	9%	91,122	7,977	9%	118,922	111,096	7%
4135 Storage Yard	2,173	2,173	0	0%	5,326	(3,154)	-59%	21,726	21,726	0	0%	19,751	1,975	10%	26,071	26,071	0%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	21,300	(21,300)	-100%	0	0	-
<b>Total Operating Income</b>	<b>21,644</b>	<b>21,131</b>	<b>512</b>	<b>2%</b>	<b>23,504</b>	<b>(1,861)</b>	<b>-8%</b>	<b>247,736</b>	<b>227,736</b>	<b>20,001</b>	<b>9%</b>	<b>256,323</b>	<b>(8,586)</b>	<b>-3%</b>	<b>294,852</b>	<b>274,852</b>	<b>7%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	33,261	18,825	(14,437)	-77%	35,686	2,425	7%	184,027	197,698	13,671	7%	439,934	255,907	58%	231,126	244,797	6%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	541	541	100%	0	0	-
<b>Total Compensation</b>	<b>33,261</b>	<b>18,825</b>	<b>(14,437)</b>	<b>-77%</b>	<b>35,686</b>	<b>2,425</b>	<b>7%</b>	<b>184,027</b>	<b>197,698</b>	<b>13,671</b>	<b>7%</b>	<b>440,475</b>	<b>256,448</b>	<b>58%</b>	<b>231,126</b>	<b>244,797</b>	<b>6%</b>
5100 Federal Payroll taxes	2,519	1,440	(1,079)	-75%	2,687	168	6%	13,848	15,124	1,276	8%	33,287	19,440	58%	17,451	18,727	7%
5105 State Payroll taxes	0	0	0	-	140	140	100%	(123)	0	123	-	1,727	1,849	107%	(123)	0	-
5110 Unemployment Insurance	453	283	(169)	-60%	1,018	566	56%	1,323	2,974	1,651	56%	8,774	7,451	85%	2,032	3,683	45%
5115 Workers compensation	38	88	50	57%	166	128	77%	372	926	554	60%	1,256	884	70%	593	1,147	48%
<b>Total Payroll Taxes</b>	<b>3,010</b>	<b>1,812</b>	<b>(1,198)</b>	<b>-66%</b>	<b>4,011</b>	<b>1,002</b>	<b>25%</b>	<b>15,420</b>	<b>19,025</b>	<b>3,604</b>	<b>19%</b>	<b>45,044</b>	<b>29,624</b>	<b>66%</b>	<b>19,953</b>	<b>23,557</b>	<b>15%</b>
5200 Medical insurance	1,484	1,354	(129)	-10%	4,122	2,638	64%	14,837	13,543	(1,294)	-10%	80,192	65,355	81%	17,546	16,252	-8%
5205 Dental insurance	135	141	6	4%	327	192	59%	1,350	1,406	56	4%	5,473	4,123	75%	1,632	1,687	3%
5215 Term life insurance	25	25	0	0%	75	50	67%	250	250	0	0%	1,150	900	78%	300	300	0%
5220 Long Term Disability insurance	124	124	0	0%	231	107	46%	1,247	1,244	(3)	0%	2,993	1,746	58%	1,496	1,493	0%
5225 PERS Employer Contributions	3,306	4,162	856	21%	8,641	5,335	62%	42,858	43,711	853	2%	97,978	55,119	56%	53,272	54,125	2%
5230 PERS Employee Contributions	897	1,129	232	21%	2,345	1,448	62%	11,631	11,862	231	2%	26,409	14,779	56%	14,457	14,688	2%
<b>Total Insured Benefits</b>	<b>5,971</b>	<b>6,936</b>	<b>965</b>	<b>14%</b>	<b>15,741</b>	<b>9,770</b>	<b>62%</b>	<b>72,173</b>	<b>72,017</b>	<b>(157)</b>	<b>0%</b>	<b>214,195</b>	<b>142,022</b>	<b>66%</b>	<b>88,702</b>	<b>88,545</b>	<b>0%</b>
<b>Total Personnel Services</b>	<b>42,242</b>	<b>27,572</b>	<b>(14,670)</b>	<b>-53%</b>	<b>55,438</b>	<b>13,196</b>	<b>24%</b>	<b>271,621</b>	<b>288,739</b>	<b>17,118</b>	<b>6%</b>	<b>699,714</b>	<b>428,094</b>	<b>61%</b>	<b>339,780</b>	<b>356,898</b>	<b>5%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	0	0	-	0	0	-	0	0	0	-	13	13	100%	0	0	-
<b>Total Staff Training</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>13</b>	<b>13</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6020 Travel - airfare	0	42	42	100%	0	0	-	0	417	417	100%	0	0	-	83	500	83%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	112	417	304	73%	6	(106)	-1773%	196	500	61%
6030 Travel - Per Diem & mileage reimbursement	0	292	292	100%	0	0	-	1,392	2,917	1,525	52%	1,199	(194)	-16%	1,975	3,500	44%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	208	208	100%	0	0	-	42	250	83%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>396</b>	<b>396</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1,505</b>	<b>3,958</b>	<b>2,454</b>	<b>62%</b>	<b>1,205</b>	<b>(300)</b>	<b>-25%</b>	<b>2,296</b>	<b>4,750</b>	<b>52%</b>
6130 Electricity	1,022	1,595	573	36%	1,315	293	22%	9,895	11,977	2,083	17%	9,889	(6)	0%	12,418	14,500	14%
6135 Water/Sewer	597	648	51	8%	569	(28)	-5%	5,142	7,016	1,874	27%	6,163	1,021	17%	6,126	8,000	23%
6140 Garbage/Sanitation Collection	0	167	167	100%	0	0	-	0	1,667	1,667	100%	0	0	-	333	2,000	83%
6155 Environmental Remediation/Mitigation/Monitoring	684	500	(184)	-37%	538	(146)	-27%	4,092	5,000	908	18%	3,593	(499)	-14%	5,092	6,000	15%
<b>Total Utilities</b>	<b>2,303</b>	<b>2,910</b>	<b>607</b>	<b>21%</b>	<b>2,423</b>	<b>120</b>	<b>5%</b>	<b>19,129</b>	<b>25,660</b>	<b>6,531</b>	<b>25%</b>	<b>19,645</b>	<b>516</b>	<b>3%</b>	<b>23,969</b>	<b>30,500</b>	<b>21%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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	4,167	4,167	100%	0	0	-	833	5,000	83%
6245 Legal advertising	0	63	63	100%	0	0	-	0	625	625	100%	0	0	-	125	750	83%
6260 Consulting services	116	1,042	926	89%	2,706	2,590	96%	4,014	10,417	6,403	61%	2,938	(1,075)	-37%	6,097	12,500	51%
6290 Commercial insurance	5,557	6,167	610	10%	4,768	(789)	-17%	51,071	53,976	2,905	5%	44,671	(6,400)	-14%	63,406	66,310	4%
<b>Total Professional Services</b>	<b>5,673</b>	<b>7,688</b>	<b>2,015</b>	<b>26%</b>	<b>7,475</b>	<b>1,802</b>	<b>24%</b>	<b>55,085</b>	<b>69,184</b>	<b>14,099</b>	<b>20%</b>	<b>47,609</b>	<b>(7,476)</b>	<b>-16%</b>	<b>70,461</b>	<b>84,560</b>	<b>17%</b>
6400 Small equipment & tools	0	42	42	100%	0	0	-	0	417	417	100%	529	529	100%	83	500	83%
6405 Safety/hazardous materials	0	854	854	100%	0	0	-	0	8,542	8,542	100%	3,035	3,035	100%	1,708	10,250	83%
6410 Signage	0	21	21	100%	0	0	-	0	208	208	100%	0	0	-	42	250	83%
6415 Clothing	0	42	42	100%	0	0	-	0	417	417	100%	2,524	2,524	100%	83	500	83%
6425 Operational supplies	0	0	0	-	(200)	(200)	100%	0	0	0	-	0	0	-	0	0	-
6450 Fuel - Gas	0	8	8	100%	0	0	-	0	83	83	100%	185	185	100%	17	100	83%
6455 Fuel - Diesel	0	17	17	100%	0	0	-	0	167	167	100%	165	165	100%	33	200	83%
<b>Total Operational Expense</b>	<b>0</b>	<b>983</b>	<b>983</b>	<b>100%</b>	<b>(200)</b>	<b>(200)</b>	<b>100%</b>	<b>0</b>	<b>9,833</b>	<b>9,833</b>	<b>100%</b>	<b>6,437</b>	<b>6,437</b>	<b>100%</b>	<b>1,967</b>	<b>11,800</b>	<b>83%</b>
6500 Repairs & maintenance equipment	0	175	175	100%	0	0	-	0	1,750	1,750	100%	4,435	4,435	100%	350	2,100	83%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	330	330	100%	0	0	-
6510 Repairs & maintenance buildings	0	208	208	100%	0	0	-	0	2,083	2,083	100%	202	202	100%	417	2,500	83%
6515 Repairs & maintenance land improvements	0	83	83	100%	200	200	100%	0	833	833	100%	462	462	100%	167	1,000	83%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	1,250	1,250	100%	0	0	-	250	1,500	83%
6575 Waterway Leases	0	250	250	100%	0	0	-	(1,669)	2,500	4,169	167%	708	2,378	336%	(1,169)	3,000	139%
6580 Permits	0	333	333	100%	0	0	-	2,079	3,333	1,255	38%	1,883	(196)	-10%	2,745	4,000	31%
<b>Total Repair and Maintenance</b>	<b>0</b>	<b>1,175</b>	<b>1,175</b>	<b>100%</b>	<b>200</b>	<b>200</b>	<b>100%</b>	<b>410</b>	<b>11,750</b>	<b>11,341</b>	<b>97%</b>	<b>8,021</b>	<b>7,611</b>	<b>95%</b>	<b>2,759</b>	<b>14,100</b>	<b>80%</b>
<b>Total Goods &amp; Services</b>	<b>7,976</b>	<b>13,152</b>	<b>5,176</b>	<b>39%</b>	<b>9,897</b>	<b>1,921</b>	<b>19%</b>	<b>76,128</b>	<b>120,386</b>	<b>44,258</b>	<b>37%</b>	<b>82,930</b>	<b>6,802</b>	<b>8%</b>	<b>101,452</b>	<b>145,710</b>	<b>30%</b>
<b>Total Expenses</b>	<b>50,218</b>	<b>40,724</b>	<b>(9,494)</b>	<b>-23%</b>	<b>65,335</b>	<b>15,117</b>	<b>23%</b>	<b>347,748</b>	<b>409,124</b>	<b>61,376</b>	<b>15%</b>	<b>782,644</b>	<b>434,895</b>	<b>56%</b>	<b>441,233</b>	<b>502,609</b>	<b>12%</b>
<b>Operating Results</b>	<b>(28,575)</b>	<b>(19,593)</b>	<b>(8,982)</b>	<b>46%</b>	<b>(41,831)</b>	13,257	-32%	<b>(100,012)</b>	<b>(181,388)</b>	81,377	-45%	<b>(526,321)</b>	426,309	-81%	<b>(146,380)</b>	<b>(227,757)</b>	<b>-36%</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	-	13,486	7,500	(5,986)	-80%	920	(12,566)	-1366%	15,986	10,000	-60%
6750 Fines & Penalties	0	0	0	-	0	0	-	0	0	0	-	63	63	100%	0	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>13,486</b>	<b>7,500</b>	<b>(5,986)</b>	<b>-80%</b>	<b>983</b>	<b>(12,503)</b>	<b>-1272%</b>	<b>15,986</b>	<b>10,000</b>	<b>-60%</b>
7010 Interest payment	19,538	0	(19,538)	-	0	(19,538)	-	153,023	175,987	22,964	13%	264,894	111,871	42%	211,685	234,649	10%
<b>Total Debt Services</b>	<b>19,538</b>	<b>0</b>	<b>(19,538)</b>	<b>-</b>	<b>0</b>	<b>(19,538)</b>	<b>-</b>	<b>153,023</b>	<b>175,987</b>	<b>22,964</b>	<b>13%</b>	<b>264,894</b>	<b>111,871</b>	<b>42%</b>	<b>211,685</b>	<b>234,649</b>	<b>10%</b>
<b>Total Other Expenses</b>	<b>19,538</b>	<b>0</b>	<b>(19,538)</b>	<b>-</b>	<b>0</b>	<b>(19,538)</b>	<b>-</b>	<b>166,509</b>	<b>183,487</b>	<b>16,977</b>	<b>9%</b>	<b>265,878</b>	<b>99,368</b>	<b>37%</b>	<b>227,672</b>	<b>244,649</b>	<b>7%</b>
<b>Net Other Income</b>	<b>(19,538)</b>	<b>0</b>	<b>(19,538)</b>	<b>-</b>	<b>0</b>	<b>(19,538)</b>	<b>-</b>	<b>(166,509)</b>	<b>(183,487)</b>	<b>16,977</b>	<b>-9%</b>	<b>(265,878)</b>	<b>99,368</b>	<b>-37%</b>	<b>(222,672)</b>	<b>(239,649)</b>	<b>-7%</b>
<b>Net Result</b>	<b>(48,112)</b>	<b>(19,593)</b>	<b>(28,519)</b>	<b>146%</b>	<b>(41,831)</b>	<b>(6,281)</b>	<b>15%</b>	<b>(266,521)</b>	<b>(364,875)</b>	<b>98,354</b>	<b>-27%</b>	<b>(792,199)</b>	<b>525,677</b>	<b>-66%</b>	<b>(369,052)</b>	<b>(467,406)</b>	<b>-21%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

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					
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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>																	
4010 Property Agreements	13,524	30,500	(16,976)	-56%	13,322	201	2%	249,266	305,000	(55,734)	-18%	248,200	1,066	0%	310,266	366,000	-15%
4235 Customer Discounts	0	0	0	-	0	0	-	(1,699)	0	(1,699)	-	0	(1,699)	-	(1,699)	0	-
4260 Rail Operations Revenue	0	38,362	(38,362)	-100%	26,881	(26,881)	-100%	104,643	383,620	(278,977)	-73%	251,529	(146,886)	-58%	181,366	460,343	-61%
4265 Rail Surcharges	31,499	38,012	(6,513)	-17%	29,691	1,808	6%	264,449	380,122	(115,673)	-30%	281,236	(16,787)	-6%	340,473	456,146	-25%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	893,944	893,944	0%
<b>Total Operating Income</b>	<b>45,023</b>	<b>106,874</b>	<b>(61,851)</b>	<b>-58%</b>	<b>69,894</b>	<b>(24,871)</b>	<b>-36%</b>	<b>616,659</b>	<b>1,068,741</b>	<b>(452,083)</b>	<b>-42%</b>	<b>780,965</b>	<b>(164,306)</b>	<b>-21%</b>	<b>1,724,351</b>	<b>2,176,434</b>	<b>-21%</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>
6145 Hazardous material disposal	0	0	0	-	0	0	-	4,160	0	(4,160)	-	0	(4,160)	-	4,160	0	-
<b>Total Utilities</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>4,160</b>	<b>0</b>	<b>(4,160)</b>	<b>-</b>	<b>0</b>	<b>(4,160)</b>	<b>-</b>	<b>4,160</b>	<b>0</b>	<b>-</b>
6260 Consulting services	0	6,250	6,250	100%	19,959	19,959	100%	60,148	62,500	2,352	4%	119,883	59,735	50%	72,648	75,000	3%
6290 Commercial insurance	26,484	7,566	(18,919)	-250%	6,337	(20,147)	-318%	143,960	68,285	(75,675)	-111%	56,186	(87,774)	-156%	159,091	83,416	-91%
<b>Total Professional Services</b>	<b>26,484</b>	<b>13,816</b>	<b>(12,669)</b>	<b>-92%</b>	<b>26,296</b>	<b>(188)</b>	<b>-1%</b>	<b>204,108</b>	<b>130,785</b>	<b>(73,323)</b>	<b>-56%</b>	<b>176,069</b>	<b>(28,039)</b>	<b>-16%</b>	<b>231,739</b>	<b>158,416</b>	<b>-46%</b>
6410 Signage	0	192	192	100%	0	0	-	0	1,917	1,917	100%	0	0	-	383	2,300	83%
6425 Operational supplies	0	0	0	-	0	0	-	55	0	(55)	-	0	(55)	-	55	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	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>1,917</b>	<b>1,861</b>	<b>97%</b>	<b>47</b>	<b>(8)</b>	<b>-18%</b>	<b>439</b>	<b>2,300</b>	<b>81%</b>
6505 Repairs & maintenance vehicles	36	0	(36)	-	36	0	0%	363	0	(363)	-	994	631	64%	363	0	-
6510 Repairs & maintenance buildings	60,758	37,500	(23,258)	-62%	96,567	35,809	37%	608,062	375,000	(233,062)	-62%	632,318	24,255	4%	683,062	450,000	-52%
6515 Repairs & maintenance land improvement	0	12,500	12,500	100%	0	0	-	22,000	125,000	103,000	82%	150,599	128,599	85%	47,000	150,000	69%
<b>Total Repair and Maintenance</b>	<b>60,794</b>	<b>50,000</b>	<b>(10,794)</b>	<b>-22%</b>	<b>96,603</b>	<b>35,809</b>	<b>37%</b>	<b>630,425</b>	<b>500,000</b>	<b>(130,425)</b>	<b>-26%</b>	<b>783,910</b>	<b>153,486</b>	<b>20%</b>	<b>730,425</b>	<b>600,000</b>	<b>-22%</b>
<b>Total Goods &amp; Services</b>	<b>87,279</b>	<b>64,007</b>	<b>(23,272)</b>	<b>-36%</b>	<b>122,900</b>	<b>35,621</b>	<b>29%</b>	<b>838,748</b>	<b>632,702</b>	<b>(206,046)</b>	<b>-33%</b>	<b>1,011,406</b>	<b>172,658</b>	<b>17%</b>	<b>966,762</b>	<b>760,716</b>	<b>-27%</b>
<b>Total Expenses</b>	<b>87,279</b>	<b>64,007</b>	<b>(23,272)</b>	<b>-36%</b>	<b>122,900</b>	<b>35,621</b>	<b>29%</b>	<b>838,748</b>	<b>632,702</b>	<b>(206,046)</b>	<b>-33%</b>	<b>1,011,406</b>	<b>172,658</b>	<b>17%</b>	<b>966,762</b>	<b>760,716</b>	<b>-27%</b>
<b>Operating Results</b>	<b>(42,256)</b>	<b>42,867</b>	<b>(85,123)</b>	<b>-199%</b>	<b>(53,005)</b>	<b>10,750</b>	<b>-20%</b>	<b>(222,089)</b>	<b>436,040</b>	<b>(658,129)</b>	<b>-151%</b>	<b>(230,441)</b>	<b>8,352</b>	<b>-4%</b>	<b>757,589</b>	<b>1,415,718</b>	<b>-46%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	0	0	0	-	0	0	-	332,200	315,000	17,200	5%	332,200	0	0%	332,200	315,000	5%
4905 Other	0	0	0	-	0	0	-	405,463	0	405,463	-	403,000	2,463	1%	405,463	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	0	(0)	-100%	0	0	-
4918 Special Payments Received	0	0	0	-	66,040	(66,040)	-100%	0	0	0	-	66,040	(66,040)	-100%	0	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>66,040</b>	<b>(66,040)</b>	<b>-100%</b>	<b>737,663</b>	<b>315,000</b>	<b>422,663</b>	<b>134%</b>	<b>801,240</b>	<b>(63,577)</b>	<b>-8%</b>	<b>737,663</b>	<b>315,000</b>	<b>134%</b>
<b>Other Expenses</b>																	
6755 Insurance Claims	2,469	0	(2,469)	-	0	(2,469)	-	2,469	0	(2,469)	-	0	(2,469)	-	2,469	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>2,469</b>	<b>0</b>	<b>(2,469)</b>	<b>-</b>	<b>0</b>	<b>(2,469)</b>	<b>-</b>	<b>2,469</b>	<b>0</b>	<b>(2,469)</b>	<b>-</b>	<b>0</b>	<b>(2,469)</b>	<b>-</b>	<b>2,469</b>	<b>0</b>	<b>-</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	364,142	364,142	1	0%	433,532	69,390	16%	364,142	364,142	0%
7010 Interest payment	0	0	0	-	0	0	-	62,746	62,746	(0)	0%	69,996	7,250	10%	122,143	122,143	0%
7020 Principal repayment - Vehicles	611	0	(611)	-	1,026	415	40%	16,108	10,303	(5,805)	-56%	15,587	(521)	-3%	18,774	12,969	-45%
7025 Interest payment - Vehicles	51	0	(51)	-	80	29	36%	2,344	1,529	(816)	-53%	1,588	(756)	-48%	2,733	1,918	-43%
8013 CIP Construction Bridges	0	0	0	-	0	0	-	0	0	0	-	184,152	184,152	100%	0	0	-
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	25,583	25,583	100%	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	219,684	219,684	100%	0	0	-
9025 Special Payments	0	0	0	-	66,040	66,040	100%	0	0	0	-	322,740	322,740	100%	0	0	-
<b>Total Debt Services</b>	<b>662</b>	<b>0</b>	<b>(662)</b>	<b>-</b>	<b>67,146</b>	<b>66,484</b>	<b>99%</b>	<b>445,340</b>	<b>438,720</b>	<b>(6,621)</b>	<b>-2%</b>	<b>1,272,862</b>	<b>827,522</b>	<b>65%</b>	<b>507,792</b>	<b>501,172</b>	<b>-1%</b>
<b>Total Other Expenses</b>	<b>3,131</b>	<b>0</b>	<b>(3,131)</b>	<b>-</b>	<b>67,146</b>	<b>64,016</b>	<b>95%</b>	<b>447,809</b>	<b>438,720</b>	<b>(9,089)</b>	<b>-2%</b>	<b>1,272,862</b>	<b>825,053</b>	<b>65%</b>	<b>510,261</b>	<b>501,172</b>	<b>-2%</b>
<b>Net Other Income</b>	<b>(3,131)</b>	<b>0</b>	<b>(3,131)</b>	<b>-</b>	<b>(1,106)</b>	<b>(2,024)</b>	<b>183%</b>	<b>289,854</b>	<b>(123,720)</b>	<b>413,574</b>	<b>-334%</b>	<b>(471,622)</b>	<b>761,476</b>	<b>-161%</b>	<b>227,403</b>	<b>(186,172)</b>	<b>-222%</b>
<b>Net Result</b>	<b>(45,387)</b>	<b>42,867</b>	<b>(88,254)</b>	<b>-206%</b>	<b>(54,112)</b>	<b>8,725</b>	<b>-16%</b>	<b>67,765</b>	<b>312,320</b>	<b>(244,555)</b>	<b>-78%</b>	<b>(702,063)</b>	<b>769,828</b>	<b>-110%</b>	<b>984,992</b>	<b>1,229,546</b>	<b>-20%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date						Year End			
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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>																	
4285 Mob/Demob Services	41,279	0	41,279	-	0	41,279	-	156,380	138,779	17,601	13%	0	156,380	-	156,380	138,779	13%
4287 Dredging Services	0	0	0	-	0	0	-	198,677	230,053	(31,376)	-14%	0	198,677	-	198,677	230,053	-14%
4290 Other	9,094	37,740	(28,645)	-76%	42,231	(33,137)	-78%	286,405	377,398	(90,993)	-24%	304,371	(17,966)	-6%	361,884	452,877	-20%
<b>Total Operating Income</b>	<b>50,374</b>	<b>37,740</b>	<b>12,634</b>	<b>33%</b>	<b>42,231</b>	<b>8,143</b>	<b>19%</b>	<b>641,461</b>	<b>746,230</b>	<b>(104,768)</b>	<b>-14%</b>	<b>304,371</b>	<b>337,090</b>	<b>111%</b>	<b>716,941</b>	<b>821,709</b>	<b>-13%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	0	0	0	-	525	525	100%	0	0	0	-	5,463	5,463	100%	0	0	-
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	51	51	100%	0	0	-
<b>Total Compensation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>525</b>	<b>525</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>5,514</b>	<b>5,514</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
5100 Federal Payroll taxes	0	0	0	-	40	40	100%	0	0	0	-	420	420	100%	0	0	-
5105 State Payroll taxes	0	0	0	-	2	2	100%	0	0	0	-	22	22	100%	0	0	-
5110 Unemployment Insurance	0	0	0	-	15	15	100%	0	0	0	-	158	158	100%	0	0	-
5115 Workers compensation	0	0	0	-	0	0	100%	0	0	0	-	2	2	100%	0	0	-
<b>Total Payroll Taxes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>58</b>	<b>58</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>602</b>	<b>602</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
5200 Medical insurance	0	0	0	-	265	265	100%	0	0	0	-	1,591	1,591	100%	0	0	-
5205 Dental insurance	0	0	0	-	35	35	100%	0	0	0	-	99	99	100%	0	0	-
5215 Term life insurance	0	0	0	-	2	2	100%	0	0	0	-	13	13	100%	0	0	-
5220 Long Term Disability insurance	0	0	0	-	3	3	100%	0	0	0	-	22	22	100%	0	0	-
5225 PERS Employer Contributions	0	0	0	-	116	116	100%	0	0	0	-	1,146	1,146	100%	0	0	-
5230 PERS Employee Contributions	0	0	0	-	32	32	100%	0	0	0	-	311	311	100%	0	0	-
5295 Allocations	9,545	1,574	(7,971)	-506%	0	(9,545)	-	215,513	132,520	(82,994)	-63%	0	(215,513)	-	219,452	136,458	-61%
<b>Total Insured Benefits</b>	<b>9,545</b>	<b>1,574</b>	<b>(7,971)</b>	<b>-506%</b>	<b>453</b>	<b>(9,092)</b>	<b>-2007%</b>	<b>215,513</b>	<b>132,520</b>	<b>(82,994)</b>	<b>-63%</b>	<b>3,183</b>	<b>(212,331)</b>	<b>-6671%</b>	<b>219,452</b>	<b>136,458</b>	<b>-61%</b>
<b>Total Personnel Services</b>	<b>9,545</b>	<b>1,574</b>	<b>(7,971)</b>	<b>-506%</b>	<b>1,036</b>	<b>(8,509)</b>	<b>-822%</b>	<b>215,513</b>	<b>132,520</b>	<b>(82,994)</b>	<b>-63%</b>	<b>9,299</b>	<b>(206,214)</b>	<b>-2218%</b>	<b>219,452</b>	<b>136,458</b>	<b>-61%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	0	0	-	0	0	-	5,150	0	(5,150)	-	0	(5,150)	-	5,150	0	-
<b>Total Staff Training</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>5,150</b>	<b>0</b>	<b>(5,150)</b>	<b>-</b>	<b>0</b>	<b>(5,150)</b>	<b>-</b>	<b>5,150</b>	<b>0</b>	<b>-</b>
6025 Travel - lodging & transportation	1,243	0	(1,243)	-	0	(1,243)	-	52,727	28,248	(24,479)	-87%	0	(52,727)	-	52,727	28,248	-87%
6030 Travel - Per Diem & mileage reimbursement	1,754	0	(1,754)	-	0	(1,754)	-	46,438	24,338	(22,100)	-91%	0	(46,438)	-	46,438	24,338	-91%
<b>Total Travel &amp; Entertainment</b>	<b>2,996</b>	<b>0</b>	<b>(2,996)</b>	<b>-</b>	<b>0</b>	<b>(2,996)</b>	<b>-</b>	<b>99,165</b>	<b>52,586</b>	<b>(46,579)</b>	<b>-89%</b>	<b>0</b>	<b>(99,165)</b>	<b>-</b>	<b>99,165</b>	<b>52,586</b>	<b>-89%</b>
6060 IT supplies	0	0	0	-	0	0	-	330	0	(330)	-	0	(330)	-	330	0	-
6090 IT SW subscriptions & licenses	0	0	0	-	0	0	-	0	0	0	-	5,460	5,460	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>330</b>	<b>0</b>	<b>(330)</b>	<b>-</b>	<b>5,460</b>	<b>5,130</b>	<b>94%</b>	<b>330</b>	<b>0</b>	<b>-</b>
6105 Telephone - mobile	53	60	7	11%	53	(0)	0%	607	600	(7)	-1%	529	(78)	-15%	727	720	-1%
<b>Total Utilities</b>	<b>53</b>	<b>60</b>	<b>7</b>	<b>11%</b>	<b>53</b>	<b>(0)</b>	<b>0%</b>	<b>607</b>	<b>600</b>	<b>(7)</b>	<b>-1%</b>	<b>529</b>	<b>(78)</b>	<b>-15%</b>	<b>727</b>	<b>720</b>	<b>-1%</b>
6260 Consulting services	0	0	0	-	6,817	6,817	100%	24,490	0	(24,490)	-	31,419	6,929	22%	24,490	0	-
6290 Commercial insurance	5,681	6,470	789	12%	5,950	269	5%	58,423	64,696	6,273	10%	55,601	(2,822)	-5%	71,362	77,635	8%
<b>Total Professional Services</b>	<b>5,681</b>	<b>6,470</b>	<b>789</b>	<b>12%</b>	<b>12,767</b>	<b>7,086</b>	<b>56%</b>	<b>82,913</b>	<b>64,696</b>	<b>(18,218)</b>	<b>-28%</b>	<b>87,020</b>	<b>4,107</b>	<b>5%</b>	<b>95,853</b>	<b>77,635</b>	<b>-23%</b>

Financial Report - Actual vs. Budget  
For Period Ending Apr 2025

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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	23	33	10	31%	0	(23)	-	19,045	333	(18,712)	-5614%	494	(18,551)	-3754%	19,112	400	-4678%
6405 Safety/hazardous materials	0	17	17	100%	0	0	-	741	167	(575)	-345%	0	(741)	-	775	200	-287%
6420 Janitorial supplies	0	17	17	100%	0	0	-	311	167	(144)	-86%	0	(311)	-	344	200	-72%
6425 Operational supplies	521	108	(413)	-381%	0	(521)	-	13,460	1,083	(12,377)	-1142%	986	(12,474)	-1265%	13,677	1,300	-952%
6430 Equipment Rental	0	0	0	-	0	0	-	38,045	82,675	44,630	54%	0	(38,045)	-	38,045	82,675	54%
6450 Fuel - Gas	0	0	0	-	0	0	-	781	22,700	21,919	97%	160	(621)	-389%	781	22,700	97%
6455 Fuel - Diesel	304	0	(304)	-	0	(304)	-	2,437	35,700	33,263	93%	0	(2,437)	-	2,437	35,700	93%
<b>Total Operational Expense</b>	<b>849</b>	<b>175</b>	<b>(674)</b>	<b>-385%</b>	<b>0</b>	<b>(849)</b>	<b>-</b>	<b>74,820</b>	<b>142,825</b>	<b>68,005</b>	<b>48%</b>	<b>1,640</b>	<b>(73,180)</b>	<b>-4461%</b>	<b>75,170</b>	<b>143,175</b>	<b>47%</b>
6500 Repairs & maintenance equipment	3,392	13,676	10,284	75%	1,356	(2,036)	-150%	28,097	136,761	108,664	79%	94,982	66,885	70%	55,449	164,113	66%
6505 Repairs & maintenance vehicles	2,946	20,585	17,639	86%	0	(2,946)	-	84,519	205,852	121,332	59%	50,414	(34,105)	-68%	125,690	247,022	49%
6510 Repairs & maintenance buildings	0	0	0	-	0	0	-	828	0	(828)	-	0	(828)	-	828	0	-
<b>Total Repair and Maintenance</b>	<b>6,338</b>	<b>34,261</b>	<b>27,923</b>	<b>82%</b>	<b>1,356</b>	<b>(4,982)</b>	<b>-367%</b>	<b>113,445</b>	<b>342,613</b>	<b>229,167</b>	<b>67%</b>	<b>145,396</b>	<b>31,951</b>	<b>22%</b>	<b>181,968</b>	<b>411,135</b>	<b>56%</b>
<b>Total Goods &amp; Services</b>	<b>15,917</b>	<b>40,966</b>	<b>25,049</b>	<b>61%</b>	<b>14,176</b>	<b>(1,741)</b>	<b>-12%</b>	<b>376,431</b>	<b>603,319</b>	<b>226,888</b>	<b>38%</b>	<b>240,045</b>	<b>(136,386)</b>	<b>-57%</b>	<b>458,363</b>	<b>685,251</b>	<b>33%</b>
<b>Total Expenses</b>	<b>25,462</b>	<b>42,540</b>	<b>17,077</b>	<b>40%</b>	<b>15,212</b>	<b>(10,250)</b>	<b>-67%</b>	<b>591,945</b>	<b>735,839</b>	<b>143,894</b>	<b>20%</b>	<b>249,344</b>	<b>(342,600)</b>	<b>-137%</b>	<b>677,815</b>	<b>821,709</b>	<b>18%</b>
<b>Operating Results</b>	<b>24,912</b>	<b>(4,800)</b>	<b>29,712</b>	<b>-619%</b>	<b>27,019</b>	<b>(2,107)</b>	<b>-8%</b>	<b>49,516</b>	<b>10,390</b>	<b>39,126</b>	<b>377%</b>	<b>55,027</b>	<b>(5,511)</b>	<b>-10%</b>	<b>39,126</b>	<b>0</b>	<b>-</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4505 Interest - Bank	0	0	0	-	1,474	(1,474)	-100%	14,598	0	14,598	-	18,416	(3,818)	-21%	14,598	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1,474</b>	<b>(1,474)</b>	<b>-100%</b>	<b>14,598</b>	<b>0</b>	<b>14,598</b>	<b>-</b>	<b>18,416</b>	<b>(3,818)</b>	<b>-21%</b>	<b>14,598</b>	<b>0</b>	<b>-</b>
9005 Transfers - GF	0	0	0	-	0	0	-	207,340	0	(207,340)	-	0	(207,340)	-	207,340	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>207,340</b>	<b>0</b>	<b>(207,340)</b>	<b>-</b>	<b>0</b>	<b>(207,340)</b>	<b>-</b>	<b>207,340</b>	<b>0</b>	<b>-</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>207,340</b>	<b>0</b>	<b>(207,340)</b>	<b>-</b>	<b>0</b>	<b>(207,340)</b>	<b>-</b>	<b>207,340</b>	<b>0</b>	<b>-</b>
<b>Net Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1,474</b>	<b>(1,474)</b>	<b>-100%</b>	<b>(192,742)</b>	<b>0</b>	<b>(192,742)</b>	<b>-</b>	<b>18,416</b>	<b>(211,158)</b>	<b>-1147%</b>	<b>(192,742)</b>	<b>0</b>	<b>-</b>
<b>Net Result</b>	<b>24,912</b>	<b>(4,800)</b>	<b>29,712</b>	<b>-619%</b>	<b>28,493</b>	<b>(3,581)</b>	<b>-13%</b>	<b>(143,226)</b>	<b>10,390</b>	<b>(153,616)</b>	<b>-1478%</b>	<b>73,443</b>	<b>(216,669)</b>	<b>-295%</b>	<b>(153,616)</b>	<b>0</b>	<b>-</b>

	Carloads: 476	Current Period				Same Month Last Year			Year to Date				Year End					
		Apr 2025				Apr 2024			Jul 2024 - Apr 2025				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		
1	Operating Income																	
2	Administration																	
3	Union Pacific	134,214	204,106	(69,892)	(34%)	143,492	(9,278)	(6%)	1,203,089	2,041,062	(837,972)	(41%)	1,379,750	(176,660)	(13%)	1,611,302	2,449,274	(34%)
4	Carloads CBRL	175,563	179,513	(3,950)	(2%)	125,318	50,245	40%	1,203,540	1,795,133	(591,593)	(33%)	1,171,840	31,700	3%	1,562,567	2,154,160	(27%)
5	Demurrage	0	0	0	-	0	0	-	2,170	0	2,170	-	2,300	(130)	(6%)	2,170	0	-
6	Total Administration	311,640	383,811	(72,171)	(19%)	268,810	42,830	16%	2,410,662	3,838,111	(1,427,449)	(37%)	2,553,889	(143,227)	(6%)	3,178,284	4,605,734	(31%)
7	Maintenance of Way	0	0	0	-	0	0	-	(2,218)	0	(2,218)	-	0	(2,218)	-	(2,218)	0	-
9	Mechanical	105,888	191,297	(85,409)	(45%)	107,331	(1,442)	(1%)	911,989	1,912,974	(1,000,985)	(52%)	519,466	392,523	76%	1,294,584	2,295,569	(44%)
10	Total Operating Income	417,528	575,109	(157,580)	(27%)	376,140	41,388	11%	3,320,434	5,751,086	(2,430,652)	(42%)	3,073,355	247,078	8%	4,470,651	6,901,303	(35%)
12	Operating Expenses																	
13	Administration	52,148	96,710	44,562	46%	92,953	40,805	44%	805,817	982,360	176,543	18%	525,443	(280,373)	(53%)	1,013,870	1,190,413	15%
14	Maintenance of Way	51,935	77,793	25,858	33%	61,842	9,907	16%	535,249	793,571	258,322	33%	560,395	25,146	(4%)	706,434	964,756	(27%)
15	Transportation	134,420	179,194	44,774	25%	153,363	18,944	12%	1,375,648	1,821,621	445,973	24%	1,641,726	266,077	(16%)	1,763,720	2,209,693	(20%)
16	Mechanical	70,975	97,302	26,328	27%	69,059	(1,915)	(3%)	648,687	981,436	332,749	34%	553,501	(95,186)	17%	851,704	1,184,453	(28%)
17	Total Expenses	309,477	450,999	141,521	31%	377,217	67,740	18%	3,365,400	4,578,988	1,213,587	27%	3,281,064	(84,336)	(3%)	4,335,728	5,549,315	22%
19	Operating Results																	
20	Administration	259,492	287,101	(27,609)	(10%)	175,857	83,635	48%	1,604,845	2,855,751	(1,250,906)	(44%)	2,028,446	(423,601)	(21%)	2,164,415	3,415,321	(37%)
21	Maintenance of Way	(51,935)	(77,793)	25,858	(33%)	(61,842)	9,907	(16%)	(537,466)	(793,571)	256,104	(32%)	(560,395)	22,928	(4%)	(708,651)	(964,756)	(27%)
22	Transportation	(134,420)	(179,194)	44,774	(25%)	(153,363)	18,944	(12%)	(1,375,648)	(1,821,621)	445,973	(24%)	(1,641,726)	266,077	(16%)	(1,763,720)	(2,209,693)	(20%)
23	Mechanical	34,914	93,995	(59,081)	(63%)	38,271	(3,358)	(9%)	263,303	931,538	(668,236)	(72%)	(34,035)	297,337	(874%)	442,880	1,111,116	(60%)
24	Totals Operating Results	108,051	124,110	(16,059)	(13%)	(1,077)	109,128	(10134%)	(44,967)	1,172,098	(1,217,065)	(104%)	(207,709)	162,742	(78%)	134,923	1,351,988	(90%)
29	Other Income	330	0	330	-	66,100	(65,770)	(100%)	61,707	0	61,707	-	426,633	(364,926)	(86%)	61,707	0	-
30	Total Other Income	330	0	330	-	66,100	(65,770)	(100%)	61,707	0	61,707	-	426,633	(364,926)	(86%)	61,707	0	-
32	Financial Expenses & Taxes	1,626	38,362	36,735	(96%)	27,075	25,449	(94%)	157,723	383,620	225,896	(59%)	256,779	99,055	(39%)	1,126,092	1,351,988	17%
35	Total Other Expenses	1,626	38,362	36,735	(96%)	93,115	91,489	(98%)	157,723	383,620	225,896	(59%)	322,819	165,095	(51%)	1,126,092	1,351,988	17%
37	Net Result	106,755	85,748	21,007	24%	(28,092)	134,847	(480%)	(140,983)	788,479	(929,462)	(118%)	(103,894)	(37,089)	36%	(929,462)	0	-

Month	Carloads	Operating Revenue	Operating Expenses	Operating Expense Ratio
Jul 2024	465	369,555	357,365	96.70%
Aug 2024	433	414,507	382,904	92.38%
Sep 2024	351	292,534	364,683	124.66%
Oct 2024	498	367,982	397,228	107.95%
Nov 2024	335	308,784	305,994	99.10%
Dec 2024	347	284,881	419,694	147.32%
Jan 2025	269	258,623	347,223	134.26%
Feb 2025	379	324,029	294,714	90.95%
Mar 2025	414	343,388	342,213	99.66%
Apr 2025	476	417,859	311,104	74.45%
May 2025	-	-	-	0.00%
Jun 2025	-	-	-	0.00%
Total	3,967	3,382,140	3,523,124	104.17%



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: June 11, 2025  
SUBJECT: External Affairs Department Monthly Report – June 2025

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**State, Federal, and Local Government Engagement:**

In June, the External Affairs team continued its intergovernmental work across all levels of government. The team continues working on a range of legislation in Salem during the long legislative session. Of particular focus has been the transportation package, dredging money for Charleston, and PCIP funding. As the session winds down there is increasingly less optimism that a transportation package will pass, but we are continuing to plan for both outcomes.

Engagement with state partners continued as well, including a productive discussion with the Director of the Department of Environmental Quality (DEQ) and her regional administrator, who was visiting the area, and met with the team to discuss the PCIP and regulated entities that interface with the south coast and the Port. The team is continuing its engagement with our federal partners and associations on high-priority topics. Meetings with the U.S. Army Corps of Engineers provided critical updates on navigation and dredging planning and helped identify future collaboration opportunities.

At the local level, Port staff participated in the City of Coos Bay Economic Opportunity Analysis Stakeholder Group, collaborating with civic and economic leaders on strategies to support regional growth and industrial readiness.

**Communications, Outreach & Media:**

This month saw interactions with a wide range of partners and audiences including the attendance of multiple events and conferences:

- South Coast Economic Exchange
- Harbor Safety Meeting
- Oregon South Coast Workforce Housing
- Union Pacific Economic Summit
- Oregon Business & Industry (OBI) Transportation Committee Meeting

The Port also met with local advocates to explore the possibility of tall ships visiting the region.

In June, the External Affairs team continued to coordinate with its consultants on the Strategic Business Plan update. Key activities included:

- Preparing for and scheduling stakeholder interviews.

- Distributing and updating a community survey.
- Organizing a site tour to familiarize the consultant team with the Port's footprint.
- Development of press release and web page content to help the public understand this process and how it fits into Port planning.

**PCIP Community Engagement:**

A significant milestone was reached this month with the finalization of the PCIP project website and accompanying one-pager. These materials are designed to serve as the public-facing hub for project information, offering easy-to-access resources including a project overview, video content, and FAQ page.

To help with general community understanding we began meeting with CBRL customers to start developing and sharing basic information on their operations via social media and newsletter content. The plan is to share business profiles of all the rail customers in coming months to help the public better understand rail operations.

Facebook continues to be the predominant social media communications tool given its wide utilization in the region and a newsletter is also in development for distribution in coming weeks. The Port has a general newsletter it distributes as well as a PCIP specific newsletter and both are in the works.



MEMORANDUM

TO: Port of Coos Bay Board of Commissioners  
FROM: Raymond Dwire, Charleston Marina Complex Manager  
DATE: June 11, 2025  
SUBJECT: Charleston Operations Management Report

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**Monthly Statistics:**

Moorages

Of the 525 moorage slips, there were 122 annuals (23.24%), 76 semi-annuals (14.48%), 28 monthlies (5.33%), and 426 transient nights, for a total occupancy of 45.76% for the month.

RV Park

The Charleston Marina RV Park had an average capacity of 27.24% in May. Out of 104 RV Park spaces, we had 45 new check-ins. Total sales for the month were \$32,110.52. Occupancy in May 2024 was 19.49%. May sales last year were \$21,964.82.

Ice Plant

There were 443.5 tons of ice sold in the month of May for a total of \$44,799.00. In comparison, in May 2024, 453.5 tons of ice were sold.

Shipyard Work Dock and Short-Term Work Area

The Charleston Shipyard Work Docks usage for the month of May has been moderate with \$6,533.63 in sales. Work Dock use in May 2024 was low with \$2,143.14 in sales. The Charleston Shipyard Short-Term Work Area usage has been high with \$7,887.76 in sales. Short-Term Work Area usage in May 2024 was a bit lower with \$5,345.92 in sales.

**Charleston Marina Staff:**

- Marina Office and RV Park Office is down one FTE. Krystal and I are starting the search for a Marina Office Assistant.
- Marina Maintenance Department is staffed with eight FTE's.
- The Charleston Security Department has full staff with five full-time employees.

**Marina Maintenance Department Update:**

Marina Maintenance Department Staff continue to work on projects throughout the Marina. A lot of needed attention is being focused on the Charleston Marina RV Park. Last week, staff put a new yurt skin on Yurt B and are now starting to work on the dilapidated RV Park exterior fence. As shown below, and in previous presentations, the upper support bar for the fence has needed repairs for some time.



New Yurt Skin on Yurt B



The above pictures are of the old falling apart upper bar.



New upper bar.

**Charleston Ice Plant:**

While delivering ice to a vessel from our local shrimp fleet, the ice delivery system had a catastrophic failure. It is believed that one of the hangers on the rakes that guide the rakes to deliver the ice became caught on the end track of the rake system. This caused that particular rake hanger and the end track to shear off. This also bound the rake system enough to break the other rake chain and rip that end track off. Most of the other rake hangers and UHMW wear pads were damaged as well. In the process, two panels at the back of the ice bin were damaged by the rakes moving out of position.

Repairs are underway using replacement parts that have been sourced by North Star Ice. Wall panels and hardware are being sourced by a local business. This down time also gives us the opportunity to replace the two wall panels that were damaged last year, which will bring our storage area back up to full capacity of approximately 150 tons of ice.



Damaged panels at the back of the Ice Bin



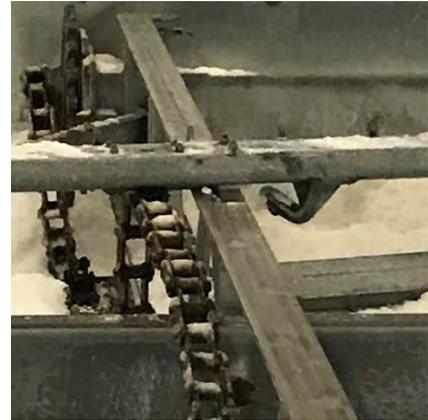
Sheared off Rake Hanger



Torn Off End Chanel Guide



Broken Chain



Bent Rake Hanger

### Boat Rinse Station Drainage Improvement Project:

The Boat Rinse Station Drainage Improvement Project has been completed. This project was made possible by a grant from the Oregon State Marine Board.



New asphalt to allow proper drainage.



New curb to top it all off.



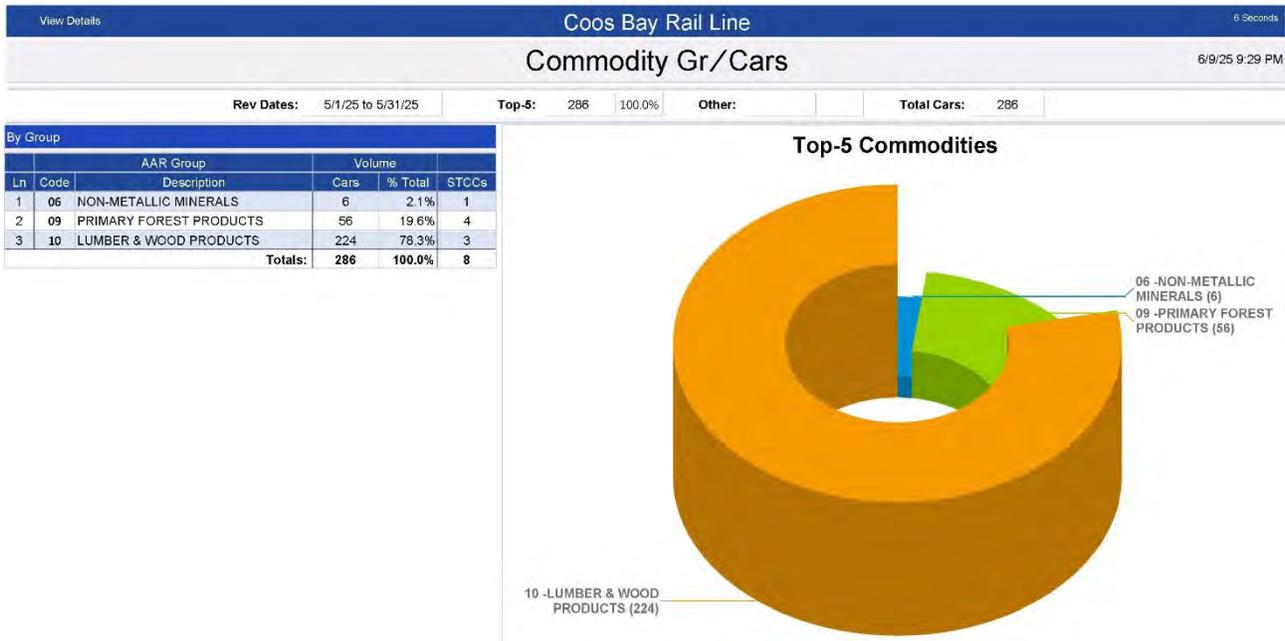


MEMORANDUM

TO: Port of Coos Bay Board of Commissioners  
 FROM: Brian Early, General Manager, CBRL  
 DATE: June 11, 2025  
 SUBJECT: Railroad Department Management Report

**Operations:**

CBRL Carloads for May 2025 = 286  
 Prior month, April 2025 = 476  
 Prior Year, May 2024 = 548  
 FY 2024/2025 Forecasted Monthly Average = 640



BUILD Grant repairs to the three turn span bridges must be completed by the end of July to fulfill grant requirements, so a decision was made to suspend rail service via the North Bend Bridge in May to allow for the replacement of several stringer sets and a gear replacement on the bridges turn motor.

Only the shippers south of the bridge were affected, however, south of the bridge is the destination for loaded log cars and those cars are a major percentage of CBRL's business. The shipper was offered

a transload arrangement but since inventory levels were already sufficient at their North Bend facility, they opted not to take us up on that offer.

Car loading at all our other shippers remained steady except in Noti where they continue to shoot for more loads, reaching a level in May not seen since November of last year. We also took advantage of the North Bend situation to perform some much-needed repairs to the bridge over Amazon Creek in Eugene, taking it out of service May 2nd through 8th.



**Mechanical (Locomotive):**

LOCO	92 Day Insp. Next Due	368 Day Insp. Next Due	1104 Day Insp. Next Due
CBRL 1909	8/13/25	9/13/25	11/28/25
HLCX 1044	7/16/25	10/18/25	11/24/27
HLCX 1052	8/15/25	5/18/26	6/25/26
HLCX 1078	7/16/25	6/16/25	12/28/25
HLCX 1081	8/13/25	8/17/25	8/28/26
HLCX 3847	7/18/25	8/17/25	8/28/26
HLCX 3854	6/13/25	6/14/25	7/28/26

Columbia Rail was onsite the week of May 12, 2025. Periodic inspections were performed on locomotives 1909, 1052 & 1081. Loco 1081 received a new generator and several minor repairs were performed on the balance of the fleet.



*(Stock image of a Woodward Type Locomotive Governor)*

The governor regulates the speed and power of a locomotive engine. It ensures stable performance by regulating fuel supply to the cylinders and prevents “over speed,” or excessive RPM’s from occurring in the engine.

**Mechanical (Car):**

Management continues to be pleased with the CORP takeover of the Eugene yard. Our crew can interchange much more efficiently now, and the car supply is timely and accurate. We expect that we will continue to experience a significant volume of cars needing repairs, but as discussed in past reports, this is not necessarily an adverse situation and is proving to be lucrative for CBRL.

Management met with Representatives from Cathcart in May. Cathcart is a private company that will be performing car repair work for CORP in Eugene as well as in other locations. The purpose of our meeting was to develop a relationship and a plan to address much needed heavy repairs to the fleet of log cars currently captive on the CBRL. This work is currently more than CBRL can accommodate in a timely manner in our current configuration and Cathcart has agreed to take that work on. We look forward to partnering with them.

**Maintenance of Way (MOW):**

On a sad note, Operations Manager Brad Stienon has left the CBRL. Brad was instrumental in the everyday activities of our MOW department as well as assisting with our train movements. He will be missed, and we wish him well in his new endeavors. Our Bridge Inspector/Operations Manager, Isaac Mingus will step into this role, and we have every confidence that he has the ability to be successful.

The PIDP project did not replace ties on any of our bridges, so our MOW team began replacing bridge ties in May, focusing on the most worn first, specifically the bridges around Siltcoos Lake.

Also, Fire Season is rapidly approaching. Our contract herbicide spraying was done in May, and our

crew has been cutting back and removing trees and brush along the line. Several of our bridges have not had the vegetation removed from their undersides or support structures in several years so our Bridge Inspector has begun prioritizing that work also.

**ODOT/FRA:**

CBRL had multiple visits from both the FRA and ODOT Signal and Crossing Inspectors in May. The nonfunctioning signal system on the North Bend bridge was called out and a remedial action plan is being put into place.

**Coos Bay Rail Line:**

As of May 31, 2025, CBRL has worked 514 days injury free. Currently, CBRL has 18 employees and 7 locomotives on property.



*( Swisshome Depot, year unknown, courtesy of Bob Melbo)*



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Melissa Cribbins, Executive Director of the PCIP Project

DATE: June 11, 2025

SUBJECT: PCIP Project Update

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**Grants:**

We are working on completing the grant agreements, now that the new assurances have been added and the grant documents are complete. As I have previously mentioned, the grants are under two different agencies. INFRA is under MARAD, and CRISI and the Railroad Crossing Elimination grant are both under the FRA. We expect to have the grant agreements finalized soon, and they will then be ready for the Commission's consideration.

**Permitting:**

We have continued to move forward the permitting applications that have been filed for the channel modification. I have been meeting with the Army Corps of Engineers (USACE) twice per month, and we also recently met with DMA to discuss the economic analysis that they completed for the 204 permit. DMA is responding to the edits to the documents that have been filed. Keith Leavitt is also attending those meetings.

The US Army Corps of Engineers has informed me that they have billed all of the funding for review of our applications. I am currently working with them to prepare a new scope of work and funding plan that should carry us through the next year.

**Legislative:**

We continue to work with our legislators to ensure that they are aware of the project and are updated on its progress.

**Community Engagement:**

In May, we presented at the League of Oregon Cities Spring Conference and Southwestern Oregon Economic Summit in Canyonville, Oregon as panels. I also presented at the Professional Engineers of Oregon Annual Conference in Salishan, Oregon. The presentations have all been very well received, and people have lots of questions about the project and the timeline.

We were scheduled to speak to the Whiteaker Community Neighborhood Association in June, but that presentation has been rescheduled for September 2025.

We continue to work with JLA to improve the PCIP website, newsletter, and communications. The website and new informational videos are going live in the next few weeks.

# Action Items

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

**DATE:** June 11, 2025

**PROJECT TITLE:** Resolution 2025Res04: Adoption of Budget, Making Appropriations, Imposing and Categorizing Taxes – Combined for the 2025/26 Fiscal Year

**ACTION REQUESTED:** Approval of Resolution 2025Res04: Adoption of Budget, Making Appropriations, Imposing and Categorizing Taxes – Combined for the 2025/26 Fiscal Year

**BACKGROUND:**

The Port’s Budget Committee approved the proposed 2025/2026 Fiscal Year Budget after its first budget committee meeting on May 21, 2025. Each year, following the Budget Committee’s approval of the budget, the Commission is required to hold a public hearing. The objective of the public hearing is to receive testimony from any person present. The public hearing is scheduled for 11:00 a.m., Wednesday, June 18, 2025, prior to the regular Commission meeting.

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

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

**RECOMMENDED MOTION:**

Approve Resolution 2025Res04, a resolution adopting budget, making appropriations, imposing and categorizing taxes – combined for the 2025/26 fiscal year.

**Resolution 2025Res04**

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

**A RESOLUTION ADOPTING A BUDGET, MAKING APPROPRIATIONS, IMPOSING AND  
CATEGORIZING TAXES - COMBINED FOR THE FISCAL YEAR 2025/2026**

BE IT RESOLVED that the Board of Commissioners of the Oregon International Port of Coos Bay adopts the 2025/2026 fiscal year budget as approved by the Budget Committee in the amount of \$58,158,947 now on file at the Oregon International Port of Coos Bay.

BE IT ALSO RESOLVED that the Board of Commissioners of the Oregon International Port of Coos Bay hereby imposes the taxes provided for in the adopted budget at the rate of .6119 per \$1,000 of assessed value and no taxes imposed this year for bonds. These taxes are hereby imposed and categorized for tax year 2025/2026 upon the assessed value of all taxable property within the district as of January 1, 2025

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

BE IT RESOLVED that the amounts for the fiscal year beginning July 1, 2025, and for the purposes shown below are hereby appropriated as follows:

<u>GENERAL FUND</u>		
Administration	\$	1,685,571
Charleston Operations		2,875,706
External Affairs		-
Port Ops		283,784
Railroad Operations		535,710
Non-departmental		
Debt Service		1,437,399
Transfers to other funds		-
Contingency		1,480,220
TOTAL GENERAL FUND	\$	8,298,390
 <u>SPECIAL PROJECTS FUND:</u>		
Materials and Services	\$	43,411,858
Capital Outlay		3,000,000
Transfers to other funds		1,469,090
TOTAL SPECIAL PROJECTS FUND		47,880,948
 <u>RESERVE FUND</u>		
Transfers to other funds		-
TOTAL RESERVE FUND		-
 <u>DREDGE FUND</u>		
Personnel Services		279,259
Materials & Services		687,350
Transfers to other funds		13,000
TOTAL DREDGE FUND		979,609
 TOTAL APPROPRIATIONS ALL FUNDS	\$	57,158,947
 <b>TOTAL APPROPRIATIONS</b>	\$	57,158,947
 <b>UNAPPROPRIATED ENDING BALANCE &amp; RESERVED FOR FUTURE EXPENDITURE</b>		1,000,000
Total budget	\$	58,158,947

APPROVED AND ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 18th day of June 2025

\_\_\_\_\_  
Kyle Stevens, President

\_\_\_\_\_  
Nick Edwards, Vice President

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

**DATE:** June 11, 2025

**PROJECT TITLE:** Resolution 2025Res05: Adoption of Supplemental Budget for Fiscal Year 2024/25

**ACTION REQUESTED:** Adopt Resolution 2025Res05 adopting the supplemental budget reallocating appropriations to incorporate changes in both the General Fund and Dredge Fund.

**BACKGROUND:**  
Staff wishes to reallocate department appropriations and contingency in the General Fund and reallocate appropriations between object classifications in the Dredge Fund. In the General Fund, the reallocation of appropriation from Charleston Ops and the contingency category is to account for the unforeseen repairs on the rail line bridges expended in the Rail Operations department. In the Dredge Fund, the Personnel Services was greater than anticipated due to the breakdown of equipment during the dredge project completed during the fiscal year. The proposal will increase Personnel Services and decrease Materials & Services. These reallocations will have a net-zero effect on the total appropriation level of each fund.

Staff wishes to amend the 2024/25 budget as follows:

<b><u>General Fund</u></b>	<b><u>Budgeted Amounts</u></b>	<b><u>New Amounts</u></b>	<b><u>Change</u></b>
1 Administration	\$1,745,518	\$1,745,518	-
2 Charleston Ops	3,300,920	3,069,050	(231,870)
3 External Affairs	372,249	372,249	-
4 Port Ops	512,609	512,609	-
6 Rail Ops	760,716	1,020,595	259,879
Non-Departmental			
Debt Service	1,353,135	1,353,135	-
Contingency	28,009	-	(28,009)
<b>General Fund Total</b>	<b>\$8,000,494</b>	<b>\$8,000,494</b>	<b>\$ -</b>
<b><u>Dredge Fund</u></b>			
Personnel Services	136,458	210,263	(73,805)
Materials & Services	685,251	611,445	73,805
<b>Total Dredge Fund</b>	<b>\$821,709</b>	<b>\$821,709</b>	<b>\$ -</b>

Under Oregon Budget Law, if a change in expenses to any one fund is greater than 10%, or if allocating contingency to another expense category is greater than 15%, then a budget hearing is required. In the case of both funds, they are both less than the 10% threshold and can be changed by resolution.

**RECOMMENDED MOTION:**  
Approve Resolution 2025Res05 adopting the supplemental budget reallocating appropriations to incorporate changes in both the General Fund and Dredge Fund.

**RESOLUTION 2025Res05**

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

**RESOLUTION ADOPTING A SUPPLEMENTAL BUDGET FOR FY 2024/25**

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

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

**WHEREAS**, recommended changes do not exceed 10% to any Fund, and

**THEREFORE, BE IT RESOLVED** that the 2024/25 budget be modified, reallocating appropriation level between departments in the General Fund, and between object classifications in the Dredge Fund to cover non-funded expenditures.

<u>General Fund</u>	<u>Budgeted Amounts</u>	<u>New Amounts</u>	<u>Change</u>
1 Administration	\$1,745,518	\$1,745,518	-
2 Charleston Ops	3,300,920	3,069,050	(231,870)
3 External Affairs	372,249	372,249	-
4 Port Ops	512,609	512,609	-
6 Rail Ops	760,716	1,020,595	259,879
Non-Departmental			
Debt Service	1,353,135	1,353,135	-
Contingency	28,009	-	(28,009)
<b>General Fund Total</b>	<b>\$8,000,494</b>	<b>\$8,000,494</b>	<b>\$ -</b>
<u>Dredge Fund</u>			
Personnel Services	136,458	210,263	(73,805)
Materials & Services	685,251	611,445	73,805
<b>Total Dredge Fund</b>	<b>\$821,709</b>	<b>\$821,709</b>	<b>\$ -</b>

**APPROVED and ADOPTED** by the Board of Commissioners of the Oregon International Port of Coos Bay on this 18<sup>th</sup> day of June 2025.

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Kyle Stevens, President

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Nick Edwards, Vice President

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

**DATE:** June 11, 2025

**PROJECT TITLE:** 2025Res06: Update Signature Authority on Umpqua Bank Accounts

**ACTION REQUESTED:** Approve Resolution 2025Res06 updating signature authority for the banking accounts at Umpqua Bank, Coos Bay Branch.

**BACKGROUND:**

Port Policy Chapter 12 outlines the internal controls and authorization for financial management of the Port of Coos Bay. All Port bank accounts must be authorized and approved by the Board of Commissioners. With Mike Dunning’s departure from the Port, staff wishes to remove Mike Dunning and update the signature authority documents for the following bank accounts, to be effective June 18, 2025:

- ZBA Disbursement Checking Account #2511
- ZBA Payroll Checking Account #5360
- Money Market Sweep Account #3394
- General Concentration Sweep Account #3139

The following individuals will be authorized signatories on these Umpqua Bank accounts:

Lanelle Comstock	Chief Executive Officer
Megan Richardson	Director of Finance & Accounting
Mary Green	Accounting Supervisor
Kyle Stevens	President
Kyle ViksneHill	Treasurer

Due to the small size of the administration staff Port staff wishes to add Mary Green as a bank signer. The finance department strives to maintain separation of duties for internal control purposes. Therefore, her use as a bank signer will be for exceptions when a second signer is required and no other staff is available. Staff will also document the exceptions for audit.

A resolution is required for signature authorization for the bank accounts.

**RECOMMENDED MOTION:**

Approve Resolution 2025Res06 updating signature authority for the banking accounts at Umpqua Bank, Coos Bay Branch.

**RESOLUTION 2025Res06**

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

**RESOLUTION CHANGING THE SIGNATURE AUTHORIZATION FOR THE  
BANK ACCOUNTS AT UMPQUA BANK**

**WHEREAS**, the Oregon International Port of Coos Bay has designated Umpqua Bank as a bank and depository for funds of the Port, which may be withdrawn on checks, drafts, receipts or advices of debt given or signed in the Port’s name; and

**WHEREAS**, the Port wishes to update the names of the individuals authorized to initiate changes to the bank accounts listed below, effective June 18, 2025:

- ZBA Disbursement Checking Account #2511
- ZBA Payroll Checking Account #5360
- Money Market Sweep Account #3394
- General Concentration Sweep Account #3139

The following individuals will be authorized signatories on these Umpqua Bank accounts:

- |                  |                                  |
|------------------|----------------------------------|
| Lanelle Comstock | Chief Executive Officer          |
| Megan Richardson | Director of Finance & Accounting |
| Mary Green       | Accounting Supervisor            |
| Kyle Stevens     | President                        |
| Kyle ViksneHill  | Treasurer                        |

**WHEREAS**, said Bank shall be and is authorized to honor and pay the same whether or not they are payable to bearer or to the individual order of any person or persons signing the same.

**APPROVED AND ADOPTED**, by the Board of Commissioners of the Oregon International Port of Coos Bay on this 18th day of June 2025.

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Kyle Stevens, President

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Nick Edwards, Vice President

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

**DATE:** June 11, 2025

**PROJECT TITLE:** 2025Res07: Declaration of Exemption from Competitive Bidding – Dredging at the Charleston Marina

**ACTION REQUESTED:** Adopt Resolution 2025Res07 declaring an exemption from competitive bidding for dredging at the Charleston Marina

**BACKGROUND:**

From November 2023 through May 2025, the Port has seen unprecedented shoaling of large quantities of sediment (sand) into the access channel of the Marina in the vicinity of Pt. Adams. The only waterside fuel dock and a Port owned 10,000 sq ft fish processing facility and dock is located adjacent to this access channel. As a result of this shoaling, over 70% of the access in the channel is unusable and poses a risk to mariners. The processing dock face is not accessible during any tidal stage, rendering this facility useless for waterside offloading and operations. This access channel also serves a large private fish processing facility within the inner basin, making the channel a vital link to its operational and fiscal success.

The beginning of this access channel is part of the federal navigation channel and is maintained by the USACE. This area was last dredged by the USACE in 2020. Maintenance dredging was not accomplished in 2022 when the Port last dredged their portion of the prism using the State-Owned Dredge, The Laura. It is now estimated that 15,000 CY to 20,000 CY of material currently needs removal from the Port’s area of responsibility.

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

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

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

Subsection (4) states: In granting exemptions under subsection (2) of this section, the Board of Commissioners for the Oregon International Port of Coos Bay, acting in its capacity as its own

local contract review board, shall: (b) Require and approve or disapprove written findings by the contracting agency that support awarding a particular public improvement contract without the competitive bidding requirement of subsection (1) of this section. The findings must show that the exemption of a contract complies with the requirements of subsection (2) of this section.

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

**RECOMMENDED MOTION:**

Adopt Resolution 2025Res07 declaring an exemption from competitive bidding for the 2025 Point Adams Dredging Project at the Charleston Marina.

**RESOLUTION 2025Res07**

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

**ACTING IN ITS CAPACITY AS ITS OWN LOCAL CONTRACT REVIEW BOARD**

**DECLARING AN EXEMPTION FROM COMPETITIVE BIDDING  
REGARDING DREDGING AT THE CHARLESTON MARINA**

**WHEREAS**, the Oregon International Port of Coos Bay (“Port”) is an Oregon State Port organized and operated pursuant to ORS 777.915 to 777.953; and

**WHEREAS**, the Port of Coos Bay owns and operates the Charleston Marina Complex, which is a facility that supports and provides moorage, fuel, and offloading facilities to the commercial and recreational fleet; and

**WHEREAS**, from November 2023 through May 2025, the Port has seen unprecedented shoaling of large quantities of sediment (Sand) into the access channel of the Marina in the vicinity of Pt. Adams. The only waterside fuel dock and a Port owned 10,000 sq ft fish processing facility and dock is located adjacent to this access channel. As a result of this shoaling over 70% of the access in this channel is unusable and poses a risk to mariners. The processing dock face is not accessible during any tidal stage, rendering this facility useless for waterside offloading and operations. This access channel also serves a large private fish processing facility within the inner basin, making the channel a vital link to its operational and fiscal success; and

**WHEREAS**, the beginning of this access channel is part of the federal navigation channel and is maintained by the USACE. This area was last dredged by the USACE in 2020. Maintenance dredging was not accomplished in 2022 when the Port last dredged their portion of the prism using the State-Owned Dredge, The Laura. It is estimated that 15,000 to 20,000 CY of material currently needs removal from the Port’s area of responsibility; and

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

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

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

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

**WHEREAS**, in accordance with Subsection (5): A public hearing shall be held if requested, before approving the findings required by subsection (2) and before an exemption from the competitive bidding requirement for a public improvement contract is approved; and

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

**NOW THEREFORE, PURSUANT TO THE PROVISIONS IN ORS 279C.335, BE IT RESOLVED AS FOLLOWS:**

1. The Board of Commissioners of the Oregon International Port of Coos Bay has reviewed and finds the requirements of ORS 279C.335, Subsection (2), Paragraph (b), Statements (A) through (N) are satisfactory to determine an exemption from competitive bidding requirements will result in significant savings to the Oregon International Port of Coos Bay.
2. A public hearing with public comment has not been requested by members of the public in attendance with this proceeding so no public hearing is necessary before approving this exemption.
3. The Board of Commissioners for the Oregon International Port of Coos Bay hereby ratifies the need for and determines an exemption from competitive bidding is warranted and approved for the 2025 Point Adams Dredging Project at the Charleston Marina, Oregon International Port of Coos Bay.

**APPROVED AND ADOPTED** by the Board of Commissioners of the Oregon International Port of Coos Bay this 18<sup>th</sup> day of June 2025.

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Kyle Stevens, President

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Nick Edwards, Vice President

## Exhibit A

### ORS 279C.335 (2)(b) Statements (A) – (N)

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

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

(B) The construction budget and the projected operating costs for the completed public improvement; The amount budgeted based on estimates from previous projects of this nature is \$350,000.00.

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

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

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

(F) Any likely increases in public safety; The area where the shoaling is currently blocks over 70% of the access channel to Russel Marine Fuel Dock, Charleston Marina Boat Ramp, Pacific Choice Seafoods and Charleston Marina Docks. This shoaling needs to be removed to allow safe access to these locations for mariners.

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

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

(I) Whether granting the exemption will better enable the contracting agency to control the impact that market conditions may have on the cost and time necessary to complete the public

improvement; The contracting agency will be performing the same work immediately adjacent to this project so cost and time will be significantly reduced due to already having equipment and personnel in place performing the same tasks that will be needed for our project.

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

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

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

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

(N) Whether the contracting agency or state agency has, or has retained under contract, and will use contracting agency or state agency personnel, consultants and legal counsel that have necessary expertise and substantial experience in alternative contracting methods to assist in developing the alternative contracting method that the contracting agency will use to award the public improvement contract and to help negotiate, administer and enforce the terms of the public improvement contract; **The contracting agency will be sending RFQ's out to local contractors that have the ability and expertise to perform the contract work so there will be an opportunity for them to quote the public improvement contract. There will be an understanding that an RFQ will also be sent to the contractor that will be performing the same work in the immediate vicinity, at the same time. Mobilization costs for that contractor are expected to be significantly less due to the fact they will already have equipment and personnel in the Bay.**

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

**DATE:** June 11, 2025

**PROJECT TITLE:** 2025Res08: Publication of 2025/26 Port of Coos Bay Rate Schedule

**ACTION REQUESTED:** Adoption of Resolution 2025Res08 modifying and publishing the revised Port of Coos Bay Rate Schedule for Fiscal Year 2025/26

**BACKGROUND:**

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

The following rate increases to the Charleston Marina rates were presented to and discussed at the Port of Coos Bay Budget Committee meeting, and the projected budgeted revenues of the Charleston Marina were based on these revised rates:

- 3% increase – Charleston Marina, Charleston Marina Storage Units, and Charleston Shipyard Services.
- 8% increase – Dry Storage for Crab Pots and Fishing Gear (\$0.25 - \$0.27/sq’).
- 10% increase – Charleston Marina Dry Storage for Boat Trailers and Boat & Trailers and Public Dock Hoist Rental.
- Fuel Delivery, Per Gallon change from \$0.05/gal to \$0.07/gal.
- Credit Card Processing Fee from 2.5% to 3%.
- There will be no fee increases for Ice Sales, Shipyard Environmental Fee, Daily Launch Ramp, Insurance Requirements, Charleston Marina Administrative Services not identified above, or General Administrative Services.

In addition, the following fees were added to the Rate Schedule:

- Extra Shore Power – \$5.00/dy or \$100.00/mo
- Emergency Vessel Pump Out – \$75.00/hr
- Running Water Violation – First offense is a warning, \$25.00 recurring offenses
- Bilge Water Disposal – \$3.00/gal
- Extra Vehicle Parking (RV Park) – \$5.00/dy

The proposed red lined 2025/26 Port of Coos Bay Rate Schedule is attached as Exhibit A to the following resolution. The Rate Schedule may be modified and published by resolution of the Port Commission. Upon approval by the Board, the proposed 2025/26 Port of Coos Bay Rate Schedule will become effective July 1, 2025.

**RECOMMENDED MOTION:**

Approve Resolution 2025Res08 modifying and publishing the Port of Coos Bay Rate Schedule as presented, for Fiscal Year 2025/26.

**RESOLUTION 2025Res08**

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

**RESOLUTION AUTHORIZING THE  
2025/26 PORT OF COOS BAY RATE SCHEDULE**

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

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

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

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

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

**THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Oregon International Port of Coos Bay that, as authorized by Ordinance No. 143, hereby adopts the Port of Coos Bay Rate Schedule effective July 1, 2025, identified as Exhibit A, attached hereto and incorporated herein by this reference.

**APPROVED AND ADOPTED**, by the Board of Commissioners of the Oregon International Port of Coos Bay this 18th day of June 2025.

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Kyle Stevens, President

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Nick Edwards, Vice President



# 2024/25-2025/26 Port of Coos Bay Rate Schedule - DRAFT

Effective January~~July~~ 1, 2025

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

## Charleston Marina Services

### Moorage - Boats 15' and Under

Day.....	<del>\$9.75</del> <b>\$10.04</b>
Week .....	<del>\$52.38</del> <b>\$53.95</b>
Month.....	<del>\$149.68</del> <b>\$154.17</b>

### Moorage - Vessels Greater Than 15'

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

Daily, Per Foot .....	<del>\$0.748</del> <b>\$0.771</b>
Monthly, Per Foot .....	<del>\$0.383</del> <b>\$0.395</b>
Semi-Annual, Per Foot.....	<del>\$0.241</del> <b>\$0.249</b>
Annual, Per Foot.....	<del>\$0.228</del> <b>\$0.235</b>

### Launch Ramp

Daily Fee .....	\$7.00
Annual Permit.....	<del>\$81.40</del> <b>\$85.00</b>

### Ice - Regular Business Hours

Per Ton .....	\$100.00
Minimum Ice Order .....	\$67.00
No Show Fee, Cancellation with less than six hours' notice .....	\$82.50

### Ice - After Hours & Holidays

Per Ton .....	\$100.00
Per Ton Surcharge .....	\$16.50
Minimum Ice Order .....	\$67.00
Minimum Surcharge.....	\$67.00
No Show Fee, Cancellation with less than six hours' notice .....	\$82.50

### Public Dock Hoist

Per Hour .....	<del>\$30.25</del> <b>\$33.28</b>
Cable Non-Return Fee .....	\$500.00

### Showers

3 Minutes Per Token .....	\$1.00
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Last Approved by Resolution of the Oregon International Port of Coos Bay Board of Commissioners on December 19, 2024

## Charleston Marina Services, continued

### Key Cards

New Card .....	\$10.00
Replacement Card .....	\$25.00

### Extra Shore Power

Applies to vessels utilizing more than one pedestal for power.

Daily .....	\$5.00
Monthly .....	\$100.00

### Emergency Pump Out of Vessel

Per Hour .....	\$75.00
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### Running Water Violation

Applies to vessels that leave water running at pedestal (first offense is a warning).

Recurring Offense (each offense) .....	\$25.00
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## Charleston Marina Storage Units

### Storage Unit Rates

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

5' x 10', Per Month .....	<del>\$77.56</del> <u>\$79.89</u>
10' x 15', Per Month .....	<del>\$161.93</del> <u>\$166.79</u>
10' x 20', Per Month .....	<del>\$189.15</del> <u>\$194.82</u>
10' x 25', Per Month .....	<del>\$213.63</del> <u>\$220.04</u>
10' x 30', Per Month .....	<del>\$235.41</del> <u>\$242.47</u>
10' x 35', Per Month .....	<del>\$253.10</del> <u>\$260.69</u>

## Charleston Marina Dry Storage

### Boat Trailers

Per Month .....	<del>\$32.66</del> <u>\$35.93</u>
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### Boat & Trailer

Per Foot, Per Month .....	<del>\$3.17</del> <u>\$3.49</u>
Minimum .....	<del>\$95.10</del> <u>\$104.61</u>

### Crab Pots & Fishing Gear

Minimum Charge Per Item or Calculated by Square Foot, Whichever is Greater .....	<del>\$19.04</del> <u>\$20.25</u>
Per Square Foot Per Month .....	<del>\$0.25</del> <u>\$0.27</u>
Prepaid Deposit For Each ID Tag .....	<del>\$7.48</del> <u>\$7.70</u>

# Charleston Marina Shipyard Services

## Short Term Paved Work Area – Utility Services

Minimum Per Month .....	<del>\$70.42</del> <u>\$72.53</u>
1-30 Days, Per Foot, Per Day.....	<del>\$0.21</del> <u>\$0.22</u>
31-90 Days, Per Foot, Per Day.....	<del>\$0.35</del> <u>\$0.36</u>
91-180 Days, Per Foot, Per Day.....	<del>\$0.52</del> <u>\$0.54</u>
Over 180 Days, Per Foot, Per Day .....	<del>\$0.69</del> <u>\$0.71</u>

## Short Term Gravel Work Area – Utility Services

Minimum Per Month .....	<del>\$64.02</del> <u>\$65.94</u>
1-30 Days, Per Foot, Per Day.....	<del>\$0.19</del> <u>\$0.20</u>
31-90 Days, Per Foot, Per Day.....	<del>\$0.32</del> <u>\$0.33</u>
91-180 Days, Per Foot, Per Day.....	<del>\$0.47</del> <u>\$0.48</u>
Over 180 Days, Per Foot, Per Day .....	<del>\$0.63</del> <u>\$0.65</u>

## Long Term Work Area – No Utility Services

Minimum Per Month .....	<del>\$147.00</del> <u>\$151.41</u>
1-6 Months, Per Foot, Per Calendar Month.....	<del>\$4.90</del> <u>\$5.05</u>
7-12 Months, Per Foot, Per Calendar Month.....	<del>\$6.13</del> <u>\$6.31</u>
13-18 Months, Per Foot, Per Calendar Month.....	<del>\$7.66</del> <u>\$7.89</u>
19-24 Months, Per Foot, Per Calendar Month.....	<del>\$9.57</del> <u>\$9.86</u>
Over 24 Months, Per Foot, Per Calendar Month .....	<del>\$11.96</del> <u>\$12.32</u>

## Environmental Service Charge

Added to all Charleston Shipyard Invoices..... 15%

## Concrete Work Dock

Per Foot, Up To 4 Hours .....	<del>\$0.92</del> <u>\$0.95</u>
Per Foot, Per Full Day .....	<del>\$1.53</del> <u>\$1.58</u>

## Floating Work Dock

Per Foot, Up To 4 Hours .....	<del>\$0.49</del> <u>\$0.50</u>
Per Foot, Per Full Day .....	<del>\$0.79</del> <u>\$0.81</u>

## Boat Travel Lift - Includes 1 Hour Boat Wash, 3 Hours Total Max Time

Two Moves .....	<del>\$774.25</del> <u>\$797.48</u>
Single Move.....	<del>\$552.45</del> <u>569.02</u>
After Hours Move Surcharge.....	<del>\$359.23</del> <u>\$370.01</u>
Boat Wash, Each Additional Hour .....	<del>\$89.80</del> <u>\$92.60</u>
Lift Time, Each Additional Hour.....	<del>\$150.00</del> <u>\$154.50</u>
No Show Fee.....	<del>\$150.00</del> <u>\$154.50</u>

## Forklift Service

Per Hour .....	<del>\$114.31</del> <u>\$117.74</u>
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## Bilge Water Disposal

<u>Per Gallon.....</u>	<u>\$3.00</u>
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## Charleston Marina RV Park

### Additional Fees Added to RV Park Rates

Charleston Area Lodging Tax.....	9.5%
Oregon State Lodging Tax .....	1.5%

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

Daily.....	\$47.72
Weekly .....	\$263.68
Monthly (6 month stay limit within a 12 month period) .....	\$739.14

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

Daily.....	\$50.11
Weekly .....	\$280.39
Monthly (6 month stay limit within a 12 month period) .....	\$781.73

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

Daily.....	\$53.70
Weekly .....	\$295.89
Monthly (6 month stay limit within a 12 month period) .....	\$823.07

### Pull-Through Deluxe Hook Up

Daily.....	\$57.73
Weekly .....	\$318.08
Monthly (6 month stay limit within a 12 month period) .....	\$884.80

### Yurts

Daily.....	\$68.02
Weekly .....	\$319.75
Lost Key .....	\$50.00

### RV Storage

Electrical hookup only, winter season only, subject to availability.

Monthly .....	\$125.00
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### RV Dump

Per Use .....	\$15.00
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### Propane

Per Gallon .....	varies on delivered price
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### Recreational Room Reservations

5 Hour Use.....	\$50.00
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### Late Check Out

Per Occurrence .....	\$30.00
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### Extra Vehicle Parking

Per vehicle, per day.....	\$5.00
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# Charleston Marina Administrative Services

<u>Credit Card Processing Fee</u>	
Per Transaction, Of Total Sale Amount .....	<del>2.5%</del> <u>3.0%</u>
 <u>Animal Violations</u>	
Per Ordinance 143, 11A.2.B.6 .....	\$25.00
 <u>Business Licenses</u>	
Charter Operations, Per Month .....	\$100.00
General Services, Per Month.....	\$100.00
Food Vendors, Self-Contained, Per <del>Year</del> <u>Month</u> .....	\$100.00
Fuel Delivery, Per Year .....	\$100.00
Fuel Delivery, Per Gallon.....	<del>\$0.05</del> <u>\$0.07</u>
 <u>Impound Fee</u>	
Storage Units .....	\$250.00
Vessels.....	\$600.00
 <u>Ordinance Violation</u>	
Civil Penalty, Each Day, Not to Exceed .....	\$500.00

## Insurance Requirements

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

<u>Moored Vessels</u>	
General Liability, Must Include Wreck Removal and Pollution Liability .....	\$500,000
 <u>Charter/Guide Vessels</u>	
General Liability, Must Include Wreck Removal and Pollution Liability .....	\$1,000,000
 <u>Travel Lift Services and Short Term Storage of Vessels (in Shipyard)</u>	
General Liability, Must Include Wreck Removal and Pollution Liability .....	\$500,000
 <u>Long Term Storage of Vessels (in Shipyard)</u>	
General Liability, Must Include Pollution Liability.....	\$250,000

## General Administrative Services

### Tenant / Lessee Credit Check

Individual, Per Report.....	\$25.00
Business / Commercial, Per Report.....	\$50.00

### Labor

Port Staff Labor, Per Hour .....	\$75.00
Attorney / Legal Counsel .....	Current Hourly Rate Charged to Port

### Public Records

Black and White Copies, Per Page.....	\$0.25
Color Copies, Per Page .....	\$0.75
Fax, per page .....	\$1.00
Scan to PDF, Per Page.....	\$0.25
Digital Files Copied to Digital Media, per CD / Flash Drive .....	\$5.00
Mailed copies, up to 2 pages (plus additional postage fee over 2 pages) .....	\$5.00
Mailed Digital File Copied to Digital Media .....	\$10.00

### Non-Commercial Firewood Gathering Permit

30 day permit, Valid November Through April .....	\$5.00
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## Railroad Property Access and Occupancy

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

### Administrative Fees

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

### Access Fees

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

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

### Grade Crossing Occupancy Fees

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

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

### Track Lease Occupancy Fees

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

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

### Wireline Crossing Occupancy Fees

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

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

### Pipeline Crossing Occupancy Fees

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

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

**Railroad Property Access and Occupancy, continued**

Wireline and Pipeline Longitudinal Crossing

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

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

Outdoor Advertising Occupancy Fees

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

Signal Box, Per Face..... \$450.00  
Signage, 4' x 8' or less ..... \$750.00  
Billboard, 10' x 40' or less ..... \$2,000.00  
Billboard, greater than 10' x 40' ..... \$4,000.00

Land Lease Occupancy Fees

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

Land Lease ..... \$0.80

Miscellaneous

Unloading Platforms, Lessee Maintained ..... \$950.00  
Overhead Conveyor, Lessee Maintained ..... \$950.00  
Weight Scales, Lessee Maintained ..... \$950.00

Crossing Removal Fee

Removal and Disposal Fee, Due to Account Delinquency Status..... \$500.00  
Additional Labor and Equipment, Per Hour ..... \$100.00

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

**DATE:** June 11, 2025

**PROJECT TITLE:** Suite 380 Lease Agreement with Altru Home Care LLC

**ACTION REQUESTED:** Ratify the execution of a one-year lease agreement with Altru Home Care LLC to lease Suite 380 in the Hub Building

**BACKGROUND:**

Altru Home Care LLC dba New Horizons In-Home Care, and the Oregon International Port of Coos Bay are negotiating a one-year Commercial Lease Agreement, for New Horizons to lease Suite 380 in the Hub Building, to use as a professional office space. The effective date of the agreement will be July 1, 2025.

Suite 380 is approximately 1,140 square feet of office space and includes 204 square feet of common space (hallways, shared restrooms, etc.). The negotiated rate for the one-year agreement is \$1,479.50 per month. The lease includes two options to renew for additional one-year terms. Each year the lease is renewed, the rent will incur a CPI increase.

**RECOMMENDED MOTION:**

Ratify the execution of a one-year lease agreement with Altru Home Care LLC dba New Horizons In-Home Care to lease Suite 380 in the Hub Building.

# **Informational Items**

**SUMMARY OF  
CHARLESTON MARINA ADVISORY COMMITTEE MEETING  
12:00 p.m., Wednesday, April 16, 2025**

Five of the seven Advisory Committee members and two public guests were present. Eight Port staff members were present.

The Marina Manager provided an update on marina projects including the recent improvements to Troller Road and replacement of two failed piling in the Shipyard, as well as the renewed focus on maintenance. Additional projects are being completed with assistance from the Oregon State Marine Board's small grants program.

Rate increases for the upcoming budget year were discussed. Committee members present agreed that the cost of services continues to increase and encouraged the Port to look into alternative methods of generating revenue, rather than raising fees. Staff will continue to focus on identifying areas of potential cost savings.

**OREGON INTERNATIONAL PORT OF COOS BAY  
CHARLESTON MARINA ADVISORY COMMITTEE MEETING  
12:00 p.m., Wednesday, April 16, 2025  
Charleston Marina RV Park, Recreation Room**

**DRAFT MINUTES**

**ATTENDANCE**

**Advisory Members:**

Nick Nylander, Chair; Lou Leberti; Tyler Long; Knute Nemeth; and John Blanchard. Kyle Cox and Kathleen Hornstuen were absent.

**Port Staff:**

Lanelle Comstock, Chief Executive Officer; Ray Dwire, Charleston Marina Manager; Matt Friesen, Director of External Affairs; Thomas Morton, Maintenance Manager; Cheryl Charitar, Charleston Office Administrator; Julie Williams, Charleston Office Assistant; Amber Garduno, Charleston Office Assistant; and Krystal Karcher, Administrative Services Manager.

**Guests:**

Jen Anderson, RV Park Camp Host; and Ed Fleming.

**1. CALL MEETING TO ORDER**

Chair Nick Nylander called the meeting to order at 12:00 p.m.

**2. INTRODUCTION OF GUESTS**

**3. REVIEW AND APPROVAL OF MEETING MINUTES**

**A. Approval of January 15, 2025 Meeting Minutes.**

Upon a motion by Knute Nemeth (second by John Blanchard), the Charleston Advisory Committee Members voted to approve the January 15, 2025 Meeting Minutes. **Motion Passed Unanimously.** (Ayes: Blanchard, Leberti, Long, Nemeth, and Nylander. Nays: None. Absent: Cox and Hornstuen.)

**4. CURRENT PROJECTS UPDATE**

Lanelle Comstock began with an announcement that Chief Port Operations Officer, Mike Dunning, had resigned from the Port. Ray Dwire will be taking on permitting duties and focusing more on grants. Thomas Morton has been promoted to Maintenance Manager, after starting with the Port as a Security Officer, then taking on the role of Procurement Specialist. There is a great need to enhance the Port's maintenance work and planning.

Lou Leberti expressed concern about Maintenance staff being in Garibaldi dredging for the winter when there is work to be done in Charleston. Mr. Dwire stated the benefit of having the State-owned dredge

in Charleston is the ability to dredge the Marina if other ports are not using it; which has been three times in the last ten years. This allows the Port to save costs on dredging but the downfall is that Maintenance staff are pulled away from the Marina. Knute Nemeth asked how this compares to the Army Corps' costs. Mr. Dwire stated this past summer for the Army Corps to dredge was estimated at about \$14 per cubic yard, and quotes came in at \$28 to \$35 per cubic yard. In 2022, when the Port utilized the coastal clamshell contract, the Port paid \$9.40 per cubic yard. Mr. Dwire confirmed the shoaling at Point Adams is partly in the Port's area of responsibility and partly in the Army Corps' area.

Ed Fleming asked whether the Port could hire someone to run the dredge and keep Maintenance staff in the Marina. Mr. Dwire stated the Port had looked to backfill staff by hiring temporary help but was unable to find the right candidate.

Mr. Nemeth stated he heard a rumor that the Port just received \$10 million for dredging. Ms. Comstock stated there was something in recent legislation but staff were looking into this more to determine what the funding is for. It could be part of the \$20 million from the State intended for the PCIP project.

John Blanchard stated an important part of the conversation in determining how to move forward is to look back at past decisions made, stating that it seems like money is leaving Charleston and going to other projects. Mr. Dwire stated the Port is focused on doing more with less.

Mr. Dwire stated the project updates include the replacement of two failed pilings at the work docks. The condition of these docks is in need of repair. The Port was not successful in the ConnectOregon IV grant but options are still being reviewed. Mr. Dwire stated the Troller Road improvements were a combined effort of Port staff, County staff, and the business owners. Mr. Nylander asked whether the County had confirmed if it is a County Road. Ms. Comstock stated it is a local access road.

Maintenance staff have been busy getting ready for summer guests by mowing lawns, checking docks and installing reflective bird tape on the boat ramp. The contract has been awarded for the summer landscaping work, enabling more staff time for maintenance projects. Mr. Leberti asked if this included the flower beds in the RV Park. Mr. Dwire stated it does not; staff will take care of those. Mr. Nemeth asked about the possibility of getting AmeriCorps volunteers to help with lawn work or painting. Mr. Dwire stated staff can look into that.

Upcoming projects include the resealing and restriping of the Marina parking lot, with assistance from the Oregon State Marine Board's small grants program. The Port will pay 25% of the project cost. The last time this parking lot was resealed and restriped was in 2017. Another upcoming project will fix the drainage issue on the east side of the boat rinse station, where the asphalt is starting to fail. Mr. Dwire stated he is looking into more grant opportunities to address facility needs, including tourism grants.

Mr. Nemeth stated there is an opportunity near the Fishermen's Memorial, where the parking lot dips below the level of the D Dock parking lot, there tends to be standing water and mud in this area. This area of drainage could be addressed to improve visitor experience at the Memorial.

Mr. Blanchard asked about funding for derelict vessel removal in the Shipyard. Mr. Dwire stated this is ongoing. Staff are working with the State Marine Board Abandoned/Derelict Vessel program, who have put in for some fairly large grants to assist ports. Mr. Dwire stated for the boats the Port currently has, it would cost about \$300,000 for disposal.

## **5. FINANCIAL DATA REVIEW**

Ms. Comstock reviewed the financial data for Charleston Operations. Operating income for this year to date through March, was \$1.89 million compared to a budget of \$1.92 million, primarily due to lower than projected revenues due to vacant lease space and lower than projected moorage and occupancy in the RV Park. Ice plant sales were higher than expected, which offset the loss somewhat. Total expenses were \$1.6 million compared to budgeted expenses of \$2.1 million; this is an underspending of 24%.

Total net results were a loss of \$116K compared to a loss of \$850K. Based on current information, if Charleston were to perform to budget for the remaining fiscal year, the projected operating result would end the year with a net gain of \$361K compared to an operating loss of \$51K. The total Charleston net result is projected to be a loss of \$156K compared to a budgeted projected loss of \$891K.

## **6. DISCUSSION OF PROPOSED BUDGET FOR FISCAL YEAR 2025/26**

Mr. Dwire began with background information, stating the moorage was increased by 10% in each of the last two years and 6% the year previous to that. Staff plan to propose a 3% increase for most services this year, despite the need for a larger increase to support operations. Staff will continue to identify areas of potential cost savings.

Mr. Dwire stated the cost of utilities, including electricity, continues to go up. Tyler Long asked whether the Port metered power usage in the past. Mr. Dwire confirmed, stating staff can look into this again; although the staff time to manage this would be high.

Mr. Dwire stated staff will propose a 10% increase for use of the public hoist and boat trailer storage. Dry storage will be increased from \$0.25 to \$0.27 per cubic foot. Fuel delivery in the Shipyard will increase from \$0.05 to \$0.07 per gallon. New fees being proposed include the use of extra shore power and waste of water. In the RV Park, staff will propose an extra vehicle fee of \$5.00 per day; in the past this was \$2.00 per day but was eliminated several years ago. Staff are researching fluid disposal fees. Time is spent in the Shipyard pumping bilge water and this is an expensive fluid to dispose of.

Mr. Fleming stated that he objects to the increased fees in the Marina, including the 100% increase in the Long Term storage in the Shipyard. This was supposed to be structured as a 100% increase over two years, or 25% every six months. Mr. Fleming stated the fee was actually applied as a compounded fee, leading to a nearly 144% increase. On top of that, the environmental fee was increased from 12% to 15%. Mr. Fleming stated this increase brought about unintended consequences, such as people walking away from their boats, and created a burden for people working on their boats. Mr. Fleming stated that he is against any rate increase for the Marina.

Mr. Long asked if the Port has considered selling any property rather than raising rates. Increases in fees to the fishing industry have led to smaller profit margins and fishermen feeling squeezed. Costs have been going up, such as water and power, and do need to be accounted for. Mr. Long suggested the Port look at alternative ways to generate revenue, rather than just raising fees.

Mr. Dwire stated staff have been looking at alternative uses of Port properties, such as building additional storage units. Ms. Comstock stated the Port Commission will be selecting the consultant for the Strategic

Business Plan update, which will look at the potential uses of Port property. There will be a community involvement piece for the plan update.

Mr. Leberti asked if there were plans to advertise more for the RV Park or to offer a discount on monthly moorage with an RV Park rental. Mr. Dwire stated this has been discussed. Mr. Blanchard stated at the last meeting a winter rate for the RV Park had been discussed, as well as the addition of food trucks in the Marina.

Mr. Blanchard asked about planned advertising efforts for Charleston on social media. Matt Friesen stated there is no specific marketing plan, other than coordinating communications about what is available and events happening. Staff are open to ideas about places or events to promote.

**7. ROUNDTABLE DISCUSSION ON FACILITIES MAINTENANCE NEEDS**

Chair Nick Nylander asked if there was any additional discussion on facility maintenance needs.

**8. PUBLIC/COMMITTEE COMMENT**

Mr. Nemeth shared that the Blessing of the Fleet will take place on May 26, adding 12 more names to the memorial this year. Mr. Nemeth stated fundraising efforts are needed to cover the operating costs for the upcoming years.

Mr. Blanchard stated there was a good turnout for the Charleston Fishing Families' Easter celebration.

**9. NEXT MEETING DATE**

The next meeting is scheduled for Wednesday, July 16, 2025 at 12:00 p.m.

**10. ADJOURN**

Chair Nick Nylander adjourned the meeting at 1:21 p.m.



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

Owned by the Oregon International Port of Coos Bay

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

**Monthly Revenue Car Loads and Equivalent Highway Truck Loads / 2021-2025**

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

	2021		2022		2023		2024		2025	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads						
Jan	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9	269	887.7
Feb	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4	379	1,250.7
Mar	566	1,867.8	694	2,290.2	498	1,643.4	488	1,610.4	415	1,369.5
Apr	621	2,049.3	668	2,204.4	407	1,343.1	456	1,504.8	476	1,570.8
May	599	1,976.7	707	2,333.1	454	1,498.2	548	1,808.4	286	943.8
Jun	625	2,062.5	595	1,963.5	468	1,544.4	420	1,386.0		0.0
Jul	503	1,659.9	530	1,749.0	473	1,560.9	465	1,534.5		0.0
Aug	485	1,600.5	597	1,970.1	388	1,280.4	433	1,428.9		0.0
Sep	556	1,834.8	524	1,729.2	372	1,227.6	351	1,158.3		0.0
Oct	521	1,719.3	488	1,610.4	393	1,296.9	498	1,643.4		0.0
Nov	548	1,808.4	512	1,689.6	409	1,349.7	335	1,105.5		0.0
Dec	453	1,494.9	493	1,626.9	440	1,452.0	347	1,145.1		0.0
<b>Total</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>5,302</b>	<b>17,496.6</b>	<b>1,825</b>	<b>6,022.5</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

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 2025 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:	5,302	rail carloads =	530,200	short tons =	17,496.6	highway truck loads
2025:	1,825	rail carloads =	182,500	short tons =	6,022.5	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.