



M E M O R A N D U M

TO: Interested Parties
FROM: Kyle Stevens, President
DATE: November 15, 2024
SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Thursday, November 21, 2024**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Thursday, November 21, 2024. Written comment will be accepted until 8:30 a.m. on Thursday, November 21, 2024 by sending an email to portcoos@portofcoosbay.com with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Thursday, November 21, 2024**, 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;
- (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; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.

KS/kk

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

11:00 a.m., Thursday, November 21, 2024

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

Watch Live on YouTube: www.youtube.com/portcoos

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

1. CALL MEETING TO ORDER

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

4. PORT PROJECT UPDATE

- A. Pacific Coast Intermodal Port (PCIP)..... Melissa Cribbins

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10. COMMISSION COMMENTS

11. NEXT MEETING DATE – Thursday, December 19, 2024, 11:00 a.m.

12. RECESS TO EXECUTIVE SESSION

13. ADJOURN

Consent Items

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

11:00 a.m., Tuesday, October 15, 2024

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

ATTENDANCE

Commission:

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

Staff:

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

Media & Guests:

Tom Baake, Oregon Coast Historical Railway; Mike Vaughan; Mike Graybill; Christine Moffitt; Steve Miller; Melissa Cribbins, PCIP Executive Director; Ken Hollenbeck, North Point Development; Tiffany Bohlin, North Point Development; Brandon Summers, Coos Bay World Newspaper; and Caddy McKeown.

1. CALL MEETING TO ORDER

Lanelle Comstock announced that Governor Tina Kotek has appointed Kyle Stevens as President of the Board of Commissioners. President Stevens called the meeting to order at 11:00 a.m.

2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF

3. NEW COMMISSIONERS OATH OF OFFICE

Commissioner Hamner stated the following:

I, Elise Hamner, affirm that I will support the constitution of the United States, the constitution of the State of Oregon, and the laws of the State of Oregon. I will be familiar with and observe all State ethics laws. I will faithfully perform the duties as a member of the Oregon International Port of Coos Bay to the best of my ability.

Commissioner Hamner stated she is excited to represent the Port of Coos Bay and its connection to the water and the community. Commissioner Hamner stated she has been a part of the Port in the past, as a reporter for the World, working for the Port during the railroad restoration, and as a community member.

Commissioner Roblan stated the following:

I, Arnie Roblan, affirm that I will support the constitution of the United States, the constitution of the State of Oregon, and the laws of the State of Oregon. I will be familiar with and observe all State ethics laws. I will faithfully perform the duties as a member of the Oregon International Port of Coos Bay to the best of my ability.

Commissioner Roblan stated his career began at Marshfield High School, then on to the legislature where he worked on various bills including support for the Channel Modification Project. Commissioner Roblan worked with legislators from across the state on many Port related issues, including maintaining the rail system in Coos Bay. Commissioner Roblan stated he has a long family history in Coos Bay and the Oregon coast area, and the Port has played an integral role in that.

4. APPOINTMENT OF OFFICERS

President Stevens asked Commissioner Edwards to assume the role of Vice President. Commissioner Edwards accepted. President Stevens asked Commissioner Hamner to become Secretary. Commissioner Hamner accepted.

5. PUBLIC COMMENT

A. Mike Vaughan stated he is a landscape designer and muralist. His first mural in the community was 30 years ago. There is a mural on the wall by the chip pile between Coos Bay and North Bend. This was supported by the Coos Bay Urban Renewal Agency. Mr. Vaughan stated he is proposing a mural on the tank at the bottom of Newmark Avenue. The Port could collaborate on this project, which is in the North Bend Urban Renewal District. Mr. Vaughan stated his work would feature the theme of waves and tow boats, so there would always be a ship in the bay for people to look at.

President Stevens asked what the total cost was estimated at. Mr. Vaughan stated the recent mural was \$20,000 and this proposed mural is much larger, likely from \$35,000 to \$40,000.

B. Mike Graybill stated he is requesting a written response to his question of what criteria the Commission will use to determine whether or not to pursue the development of the Pacific Coast Intermodal Port and at what stage in the exploration of this concept the Commission will determine if the project is a viable option worthy of the public resources necessary to move it forward. He said the full scope of the PCIP project has yet to be made available for public review but the information that is available indicates that the proposal would involve an unprecedented commitment of public resources (financial, and human and natural capital). Even with the incomplete project details available to the public, it is evident the PCIP will have risks for the local economy and ecology. This proposal involves global shipping that also has an impact on the global climate system. The Port Commission, who is appointed to represent the Port's taxpayers, are now faced with a decision of unprecedented scope and consequences. The idea of developing the estuary as a container terminal has resurfaced immediately after the idea of developing it as an LNG export facility ended. In 2006/07, the Port worked to recruit Maersk to establish a terminal on the shore of the estuary, but at that time, Maersk chose to go elsewhere. Mr. Graybill asked the Commission to ask staff to provide them and the community with a detailed history of the origin and development of the PCIP concept to better explain whose idea the container terminal was in the first place. He said as the Commission moves forwards on making the decision on behalf of the district taxpayers, more and more staff and financial resources are being directed to the

idea. Mr. Graybill stated it is the task of Commissioners to take a hard look at the plan to determine if it is feasible and whether going forward with the idea is in the best interest of the taxpayers of this special district. The possible benefits of this idea can only be realized if the full scope and scale of the project is realized. There are plenty of examples of good ideas where large public investments have been made that never delivered the hoped-for outcomes. It is for these reasons, Mr. Graybill asked the Commission to identify the criteria to be used in determining whether or not to go forward with the PCIP plan and when in the development of the project those criteria would be applied.

C. Christine Moffit stated her comments are being provided as a concerned citizen, that there is a need for greater transparency. The ports of Portland and Coos Bay are the only ports in the state with Governor appointed Commissioners, and this taxation without the opportunity to vote is of concern. This structure provides an even more important need to have open communication with all citizens. These remarks are targeted to the new members of the Commission and staff with the intent of opening meaningful dialogue and communication. Ms. Moffit stated she, along with many others, have actively attended Port meetings and commented, asked questions and highlighted concerns. Most of the time, there has been no follow up or direct answers to questions. Community members have urged the Port to look strategically at planning within the community. The PCIP project is of concern to the community, and citizens have worked to provide information about what is seen as flawed assumptions regarding the need for and the viability of the project. Requests have been submitted to receive copies of the project proposals submitted to the US Department of Transportation, and documents have been received that were so redacted they had no value. Documents have been obtained from the US Army Corps of Engineers that are now posted on the Port's website. Ms. Moffit stated that she, along with others, are working to understand the economic analysis and the other documents provided. For outreach to the community to be effective, there needs to be details shared about this project so that plans can be reviewed. In order to have true dialogue, the proposals must be presented to receive the review.

D. Steve Miller stated that he agrees with previous speakers on the need for greater transparency. Regarding the details of the proposed channel modifications, container terminal and rail upgrades, there are many concerns to consider when choosing a site. The chosen site of the container terminal puts it at or near the top of the list of US container ports subject to the highest annual wind impacts. Globally and in the US, wind speeds as low as 25 mph can reduce container terminal performance. At 30 mph, crane and other lifting operations are suspended. At 40 mph, manufacturer installed equipment on gantry cranes automatically shuts down to prevent damage. This range of wind speeds is frequently reached on the lower bay during the spring and summer season of northwest winds. Mr. Miller stated that he is assuming the Port management and Commission have given careful consideration to the years of day to day wind data for the proposed site and the potential impact to operations. Mr. Miller stated that shippers are interested in the consistency of terminal performance.

6. CONSENT ITEMS

A. Approval of September 17, 2024 Regular Commission Meeting Minutes

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners voted to approve the September 17, 2024 Regular Commission Meeting Minutes. **Motion Passed.** (Ayes: Stevens, ViksneHill, and Edwards. Nays: None. Abstain: Hamner and Roblan).

B. Approval of September Invoices

C. Approval of September Contracts Awarded

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners voted to approve the September Invoices and September Contracts Awarded. **Motion Passed.** (Ayes: Stevens, ViksneHill, Edwards, and Roblan. Nays: None. Abstain: Hamner).

7. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

8. PORT PROJECT UPDATE & DISCUSSION (NO ACTION ITEMS)

A. Ice Plant

Ray Dwire provided an update on Ice Plant operations. The equipment is in place to allow the Port to make the best commercial grade ice. The Ice Plant utilizes flake ice because it provides thorough product mixing, better product coverage, faster cooling, greater product protection, cost-effective production, better sanitation, easier storage and distribution, best for high volume applications, and there is no wasted water. The ice is salted and salinity levels need to be at 300-500 parts per million (ppm) salt. This ensures the freezing temperature is much colder. Salinity levels will be monitored on a continuing basis. During the ice making process, water is sprayed on the inside of the drums which are supercooled to -25 to -35 degrees F. At last check the drums were at -27 degrees F. The rake delivery system pushes the ice into the auger system for delivery. The temperature of the bin needs to be maintained or the ice will become slushy, as was reported by public comment at the previous Commission meeting. The ice bin needs to be between 10 and 20 degrees F. At last check, the bin was 12 degrees F. Part of the reason the ice bin was not as cold recently was a problem with the cooling fans. Five of the eight fans were defective and those have now been fixed. Port staff checks the ice bin on a regular basis throughout the day. The delivery of ice is measured by the auger system; it is sold by the ton and the weight is based on a full auger and full flow during delivery. If the volume in the auger is not full, the scale of ice delivered may be incorrect. There are times when there is a blockage or a reduced flow and staff have been instructed to make a judgement call as to when that flow effects the amount of ice delivered.

Commissioner Edwards asked what the issue was with the defective fans. Mr. Dwire stated there was an electrical issue and the fans were grounding out.

Commissioner Edwards stated there is an opportunity next year to sell more ice, as it looks good for shrimp season. Commissioner Hamner asked if the Ice Plant is not operating at capacity. Mr. Dwire confirmed, stating there was an incident the previous week. There was a large chunk of ice that fell from the delivery chute and went through the wall of the bin. Staff have taken measures to ensure this doesn't happen again. At full capacity, the bin can store about 150 tons of ice; right now, it is about 90 tons. Temporary repairs have been made to get through shrimp season. Plans are in place for repairs during the planned shutdown. Mr. Dwire stated parts have been ordered, and some have a lead time of four weeks.

Mr. Dwire stated Port staff delivered ice into totes to check the weight of ice delivered. The scale showed 0.5 ton of ice and each of the two bins weighed 800 lbs. When the auger is full, it is delivering more ice than the scale reads.

Mr. Dwire stated there was a problem recently with high chlorine levels in the ice. Although this is not currently an issue, staff are working to prepare for it should it become an issue again. There are a few

options, either pulling water from the bay or adding a water filtration system. It is estimated a filtration system would cost between \$13,000 and \$20,000. Mr. Dwire shared a chart provided by the Coos Bay North Bend Water Board of the chlorine levels measured at the old Charleston School and the Bastendorff pump station, ranging from 0.5 ppm to 3.4 ppm. Adding salt to the water increases the chlorine levels. Chlorine levels are being monitored and are currently at about 1 ppm.

Mr. Dwire shared a chart with ice revenue cost comparisons, and how many tons would need to be sold at different price points to make the same revenue as the current price point. Megan Richardson stated the cost for producing ice during those fiscal years was presented to Commissioners in a packet of information. In FY 20/21, the expense per ton was \$90. Debt service repayment had not started yet. In FY 21/22, the expense per ton was \$141 including debt service. In FY 22/23, it was \$172 per ton and FY 23/24 it was \$199 per ton. Part of the increase was due to the increased repairs and maintenance, and part of the increase was debt service. During the first five years of repayment, debt service is increased by \$20,000 per year, until after the fifth year it remains constant.

B. Dredging

Mike Dunning presented an update on dredging in Coos Bay. Currently, the contractor is in the bay working on the river mile 12-15 contract for the US Army Corps of Engineers. They will take depth to a minimum of -37 feet. They have an option to do an additional 250,000 cubic yards, which would take the total to 1 million cubic yards and provide some over depth. The contractor is expected to be here through mid-November, depending on weather.

Mr. Dunning stated the shoaling in Point Adams has been previously discussed. The Corps has seen significant cost increases for dredging in recent years. The first round of bidding for the current work on the federal navigation channel saw a bid bust. For the coastal clamshell contract, there was also a first round bid bust. The bid was put out again, and then protested. The contract was then terminated. Port staff are hearing from the Corps that it does not look good for Coos Bay. This will create a significant issue with the current shoal, which could cut off access to Pac Choice and the fuel dock for larger vessels. Port staff continue to work with the Corps, as well as state and federal legislators. As a contingency, the Port may need to look at closing part of B Dock.

The Section 107 work for the feasibility study for the Corps to take over maintenance dredging from the entrance of the channel to the boat launch should have a tentatively selected plan in November. Once that is approved, work will begin on environmental compliance. There should not be issues with this, as the dredge prism is already existing. The Port does have a cost share with this program. During the construction phase, the Corps will take the depth to -15 feet and the Port will be responsible for 10% of those costs. After that, maintenance costs will be the responsibility of the Corps. The last time this area was dredged, it cost the Port \$187,000 for 14,000 cubic yards. A quote this year for 10,000 cubic yards was almost \$400,000. This work should represent significant savings to the Port in the future.

C. Pacific Coast Intermodal Port (PCIP)

Melissa Cribbins provided an update on the Pacific Coast Intermodal Port project. At this time, there are funding decisions that are outstanding and news is expected in the coming weeks. The Port has engaged with a company to complete some community engagement work. There were four consulting firms interviewed and JLA was selected. JLA is currently scheduling community stakeholder interviews. They are putting together materials to provide information to the stakeholders. Ms. Cribbins stated if Commissioners would like to know who has been included in the scheduled interviews to please reach

out. There have been community meetings in the past where Port staff has presented to various groups. The current engagement effort is the next step, by having an outside party come in to gather information from people including any concerns they may have. This work is expected to be completed by mid-December.

Commissioner Hamner asked how JLA plans to share the information they are gathering. Ms. Cribbins stated they will present a final report to staff as well as to Commissioners. This is planned for the December meeting.

9. OTHER

Lanelle Comstock stated that CBRL financials, outlining the expenses and revenues of the Coos Bay Rail Line operations, are now being included within the meeting packet. This hasn't previously been included because CBRL and the Port are separate entities, but it will be included going forward as it is beneficial to the Commission and the public to see the financial status of CBRL.

Ms. Comstock also reminded Commissioners to complete their public meeting training. This is necessary for the Port to receive a 2% credit towards the SDIS insurance premiums, which is a little over \$5,000.

There is a Charleston Advisory Committee meeting the following day at 12:00 pm in the Charleston Marina RV Park Rec Room. Topics of discussion will include those discussed today, as well as any topics the public or committee members may bring to the meeting.

Commission meetings scheduled at midday may not work best with the new Commissioners' schedules. Ms. Comstock stated she will work with Commissioners to find what works best.

10. COMMISSION COMMENTS

11. NEXT MEETING DATE – To Be Determined

12. ADJOURN

Vice President Edwards adjourned the meeting at 12:16 p.m. and entered into Executive Session, as authorized under ORS 192.660(2), to:

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



M E M O R A N D U M

To: Port of Coos Bay Board of Commissioners
From: Mary Green, Accounting Clerk
Date: November 12, 2024
Subject: Invoices Paid for Commission Approval through October 2024

A/P checks issued per NetSuite financial system	966,030.28
Payroll disbursement per Umpqua Bank statement	135,356.53
Misc electronic disbursements per Umpqua Bank statement	873,629.05
Total Disbursements	<u>\$ 1,975,015.86</u>



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Megan Richardson, Director of Finance and Accounting

DATE: November 12, 2024

SUBJECT: October 2024 Contracts Awarded

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

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

Contract	Description	Cost
Scott Partney Construction Inc	2024/2025 On Call Bridge Repair MP 652-687 (contract extension per 2023 RFP)	\$150,000.00
Scott Partney Construction Inc	2024/2025 On Call Bridge Repair MP 687-725 (contract extension per 2023 RFP)	\$150,000.00
Scott Partney Construction Inc	2024/2025 On Call Bridge Repair MP 725-770 (contract extension per 2023 RFP)	\$150,000.00
Paverite Asphalt	Veneta/Territorial Road Crossing Repair	\$22,000.00
Total Contracts Awarded for October		\$472,000.00

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: November 12, 2024
SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- November Regular Commission Meeting: Thursday, November 21, 11:00 am
- Thanksgiving Holiday - Offices Closed: Thursday & Friday, November 28 & 29
- December Regular Commission Meeting: Thursday, December 19, 11:00 am

ADMINISTRATION

Nondiscrimination: In all its activities, the Port takes its nondiscrimination obligations under the law seriously, including its obligations under state and federal funding agreements. The Port does not discriminate against any employee, applicant, customer, or user based on characteristics such as race, color, age, religion, sex, disability, genetic information, or national origin. Every Port contractor is similarly required to follow the law in performing work under any state or federal funded Port contract, including the legal obligation to not discriminate on characteristics such as race, color, age, religion, sex, disability, genetic information, or national origin in employment practices, the selection and retention of subcontractors, and procurements of materials and equipment. In the event a Port contractor fails to comply with its nondiscrimination obligations, the Port will investigate its options to cancel, terminate, or suspend in whole or in part the applicable contract.

Staff will be presenting a resolution and policy for adoption at the November Commission meeting outlining adherence to Title VI of the Civil Rights Act of 1964 and related statutes. Additional processes are being developed to ensure compliance by contractors and anyone who acts on behalf of the Port, and a form and procedure for the public to file Title VI or ADA complaints is also being developed.

Energy Trust: Multiple meetings have been held with different affiliates working with the Energy Trust of Oregon. The intent of these meetings is to find ways to save on both power consumption and expense throughout the Port facilities, but specifically in the Hub Building and in the Charleston Marina. The Port and Rail spent over \$300,000 in electricity during the 2023/24 fiscal year.

Insurance Policy Renewals: January first is the renewal date for the Port's property and liability insurance policies; marine insurance policies (dredge operations, maritime protection and indemnity and hull coverage, excess maritime protection and indemnity and hull coverage, and vessel pollution); and railroad liability and locomotive insurance policies. Staff is currently working with USI, the Port's Insurance Broker of Record, in reviewing the existing insurance policies, noting any areas of deficiency, and completing applications for renewal or for quote.



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: November 12, 2024
SUBJECT: Accounting & Finance Management Report

We hereby present September and September Year-to-Date (3 months) of financial results for the Port.

Operating Revenue:

Total operating revenues totaled \$376K, which was approximately \$33K less than budgeted. All departments, except Charleston Ops, reported revenues that fell short of the budget. Admin revenue continues to fall short of budget due to vacancies within the Hub building. Rail Ops car movements fell short of the budgeted amount due to lower customer demand than anticipated. The month of September had a total of 351 car movements compared to a budget projection of 640 cars. Charleston exceeded budgeted revenue across all business lines except building leases and RV Park. The greatest increase this period is from Ice Sales, which surpassed the projected sales by about \$29K.

Operating Expense:

Operating expenses totaled \$502K, which was on budget for the period. All departments underspent their budgets this month except External Affairs and Rail Ops. External Affairs' overspending this period is related to a timing issue for legislative support. The timing of the approval for professional services related to the PCIP project was not approved yet and one month of project related services are covered by the Port. Rail Ops' overspending this period is for emergency bridge repairs to the North Bend Swing Span Bridge.

Operating Result:

The Port ended September with a net loss of \$127K against a planned net loss of \$94K, which exceeds plan by \$33K. All departments performed better than planned except for External Affairs and Rail Ops. The unfavorable operating result is due to lower than projected revenues.

Other Income & Expense:

Other revenues totaled \$20K, which is on budget. Other Expenses are overspent by \$40K. This overspending is due to the timing of capital outlay expenditures for the Charleston Marina Building 30 roof replacement and Marina security cameras.

Net Result & Year to Date:

September had a net loss of \$248K compared to a budgeted net loss of \$175K resulting in a \$73K negative variance. This greater loss put the Port at a net loss of \$459K for the fiscal year. This

variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

Other Comments:

October Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
4,142,253.30	1,140,093.01	3,002,160.29	947.94	516,917.24	2,484,295.11

The total cash balances in all bank accounts for the October month end were \$4,142,253.30 which is a decrease from September of \$791K. Restricted funds are detailed in the table above. Total interest earnings totaled \$12,879.13 with \$43 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 decreased to 5.11% pa. This is a decrease in the pool interest rate of 0.16% from the start of the fiscal year.

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



	Current Period				Same Month Last Year			Year to Date						Year End			
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD		Jul 2024 - Jun 2025			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
Administration	12,217	15,618	(3,400)	(22%)	12,164	53	0%	36,444	46,853	(10,409)	(22%)	28,852	7,592	26%	177,000	187,409	(6%)
External Affairs	0	0	0	-	15,000	(15,000)	(100%)	0	0	0	-	45,050	(45,050)	(100%)	0	0	-
Port Operations	20,693	21,131	(438)	(2%)	18,690	2,003	11%	65,852	66,310	(459)	(1%)	75,983	(10,131)	(13%)	274,393	274,852	(0%)
Railroad Operations	55,000	106,874	(51,874)	(49%)	54,668	332	1%	235,962	320,622	(84,660)	(26%)	223,035	12,927	6%	2,091,774	2,176,434	(4%)
Charleston Operations																	
Building & Dock Leases	18,150	29,474	(11,324)	(38%)	24,028	(5,878)	(24%)	57,004	88,423	(31,419)	(36%)	75,059	(18,055)	(24%)	322,274	353,693	(9%)
Marina	125,640	116,404	9,236	8%	113,549	12,091	11%	332,342	318,548	13,794	4%	310,734	21,608	7%	1,238,114	1,224,320	1%
Shipyard	26,924	16,840	10,083	60%	19,913	7,011	35%	86,269	50,549	35,719	71%	63,301	22,967	36%	267,511	231,792	15%
RV Park	54,295	61,985	(7,689)	(12%)	61,652	(7,357)	(12%)	179,876	193,435	(13,559)	(7%)	195,789	(15,913)	(8%)	358,428	371,987	(4%)
Ice Plant	53,148	23,651	29,496	125%	27,694	25,453	92%	206,224	88,228	117,996	134%	103,310	102,914	100%	317,996	200,000	59%
Travel Lift	7,521	2,731	4,790	175%	1,910	5,611	294%	21,118	7,642	13,476	176%	5,931	15,186	256%	66,826	53,350	25%
Other	2,025	13,927	(11,901)	(85%)	4,428	(2,403)	(54%)	43,992	88,813	(44,822)	(50%)	11,138	32,854	295%	343,258	388,080	(12%)
Total Charleston Operations	287,702	265,012	22,690	9%	253,175	34,527	14%	926,824	835,640	91,185	11%	765,262	161,563	21%	2,914,407	2,823,222	3%
Total Operating Income	375,613	408,635	(33,022)	(8%)	353,698	21,915	6%	1,265,082	1,269,425	(4,343)	(0%)	1,138,182	126,901	11%	5,457,574	5,461,916	(0%)
Operating Expenses																	
Administration	102,614	140,653	38,039	27%	159,822	57,208	36%	584,854	421,858	(162,997)	(39%)	457,245	(127,609)	(28%)	1,883,024	1,720,027	(9%)
External Affairs	35,663	30,129	(5,534)	(18%)	32,466	(3,197)	(10%)	90,090	90,387	297	0%	102,975	12,885	(13%)	371,952	372,249	(0%)
Port Operations	36,955	37,782	826	2%	73,141	36,186	49%	98,762	115,126	16,363	14%	228,533	129,771	(57%)	486,245	502,609	(3%)
Railroad Operations	105,957	62,779	(43,178)	(69%)	122,547	16,590	14%	255,863	188,336	(67,527)	(36%)	219,252	(36,611)	(17%)	828,243	760,716	9%
Charleston Operations	221,198	231,009	9,811	4%	140,199	(80,998)	(58%)	569,661	694,461	124,800	18%	467,913	(101,748)	(22%)	2,749,121	2,873,920	(4%)
Total Expenses	502,387	502,352	(35)	(0%)	528,175	25,788	5%	1,599,230	1,510,167	(89,063)	(6%)	1,475,919	(123,312)	(8%)	6,318,584	6,229,521	(1%)
Operating Results																	
Administration	(90,397)	(125,036)	34,639	(28%)	(147,657)	57,260	(39%)	(548,410)	(375,005)	(173,405)	46%	(428,394)	(120,017)	28%	(1,706,024)	(1,532,619)	11%
External Affairs	(35,663)	(30,129)	(5,534)	18%	(17,466)	(18,197)	104%	(90,090)	(90,387)	297	(0%)	(57,925)	(32,165)	56%	(371,952)	(372,249)	(0%)
Port Operations	(16,262)	(16,650)	388	(2%)	(54,451)	38,189	(70%)	(32,911)	(48,815)	15,905	(33%)	(152,550)	119,640	(78%)	(211,852)	(227,757)	(7%)
Railroad Operations	(50,957)	44,095	(95,052)	(216%)	(67,879)	16,922	(25%)	(19,901)	132,286	(152,187)	(115%)	3,783	(23,685)	(626%)	1,263,531	1,415,718	(11%)
Charleston Operations	66,505	34,003	32,502	96%	112,976	(46,471)	(41%)	357,163	141,179	215,984	153%	297,348	59,815	20%	165,286	(50,698)	(426%)
Totals Operating Results	(126,774)	(93,717)	(33,057)	35%	(174,477)	47,703	(27%)	(334,148)	(240,742)	(93,406)	39%	(337,737)	3,589	(1%)	(861,011)	(767,605)	12%
Tax Collected	12,143	10,042	2,101	21%	10,139	2,004	20%	52,198	40,854	11,344	28%	40,891	11,306	28%	2,436,197	2,424,854	0%
Financial Income	7,374	8,661	(1,288)	(15%)	9,275	(1,901)	(20%)	22,122	29,749	(7,627)	(26%)	33,386	(11,264)	(34%)	105,860	113,487	(7%)
Grant Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	60,000	60,000	0%
Other Income	152	1,075	(923)	(86%)	38	114	305%	3,964	3,225	739	23%	9,313	(5,349)	(57%)	13,638	12,899	6%
Total Other Income	19,668	19,778	(110)	(1%)	19,451	217	1%	78,283	73,828	4,455	6%	83,590	(5,307)	(6%)	2,615,695	2,611,240	0%
Financial Expenses & Taxes	15,391	5,750	(9,641)	168%	4,507	(10,884)	241%	23,193	12,250	(10,943)	89%	12,809	(10,385)	81%	82,943	72,000	(15%)
Debt Service	52,176	60,573	8,396	(14%)	70,680	18,503	(26%)	59,052	68,930	9,878	(14%)	74,501	15,448	(21%)	1,343,257	1,353,135	1%
Capital Outlays	73,322	34,875	(38,447)	110%	21,601	(51,721)	239%	120,566	104,625	(15,941)	15%	255,783	135,216	(53%)	434,441	418,500	(4%)
Total Other Expenses	140,890	101,198	(39,692)	39%	96,788	(44,102)	46%	202,812	185,805	(17,007)	9%	343,092	140,280	(41%)	1,860,642	1,843,635	1%
Net Result	(247,995)	(175,137)	(72,859)	(42%)	(251,814)	3,818	(2%)	(458,677)	(352,719)	(105,958)	(30%)	(597,239)	138,562	23%	(105,958)	0	-

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	10,967	14,322	(3,354)	-23%	10,914	53	0%	32,694	42,965	(10,271)	-24%	25,102	7,592	30%	161,588	171,859	-6%
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	3,750	3,750	0	0%	3,750	0	0%	15,000	15,000	0%
4290 Other	0	46	(46)	-100%	0	0	-	0	138	(138)	-100%	0	0	-	412	550	-25%
Total Operating Income	12,217	15,618	(3,400)	-22%	12,164	53	0%	36,444	46,853	(10,409)	-22%	28,852	7,592	26%	177,000	187,409	-6%
Expenses																	
Personnel Services																	
5005 Salaries	43,647	58,325	14,678	25%	75,294	31,647	42%	259,889	174,974	(84,915)	-49%	223,463	(36,426)	-16%	843,364	758,449	-11%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	0	-
Total Compensation	43,647	58,325	14,678	25%	75,294	31,647	42%	259,889	174,974	(84,915)	-49%	223,510	(36,379)	-16%	843,364	758,449	-11%
5100 Federal Payroll taxes	3,265	3,959	694	18%	4,112	847	21%	11,605	11,877	272	2%	14,771	3,166	21%	51,210	51,481	1%
5105 State Payroll taxes	171	0	(171)	-	200	30	15%	509	0	(509)	-	644	135	21%	509	0	-
5110 Unemployment Insurance	514	916	402	44%	843	329	39%	1,781	2,747	966	35%	2,642	861	33%	10,940	11,906	8%
5115 Workers compensation	97	230	133	58%	232	135	58%	276	691	415	60%	267	(9)	-3%	2,579	2,995	14%
Total Payroll Taxes	4,047	5,105	1,058	21%	5,387	1,341	25%	14,170	15,314	1,144	7%	18,323	4,153	23%	65,238	66,382	2%
5200 Medical insurance	7,489	8,184	695	8%	10,798	3,309	31%	20,984	24,553	3,569	15%	36,696	15,712	43%	94,641	98,210	4%
5205 Dental insurance	850	980	129	13%	984	134	14%	2,610	2,939	329	11%	2,932	323	11%	11,426	11,756	3%
5215 Term life insurance	75	88	13	14%	121	46	38%	217	263	46	17%	387	170	44%	1,004	1,050	4%
5220 Long Term Disability insurance	274	386	112	29%	409	136	33%	701	1,157	456	39%	1,265	564	45%	4,171	4,627	10%
5225 PERS Employer Contributions	9,650	12,213	2,563	21%	15,603	5,953	38%	26,925	36,639	9,714	27%	49,549	22,624	46%	149,102	158,815	6%
5230 PERS Employee Contributions	2,619	3,314	695	21%	4,163	1,545	37%	7,307	9,943	2,636	27%	12,658	5,351	42%	40,462	43,098	6%
5295 Allocations	0	(189)	(189)	100%	0	0	-	0	(567)	(567)	100%	0	0	-	(1,891)	(2,458)	23%
Total Insured Benefits	20,957	24,975	4,018	16%	32,078	11,121	35%	58,743	74,925	16,182	22%	103,487	44,744	43%	298,915	315,097	5%
Total Personnel Services	68,651	88,404	19,754	22%	112,759	44,109	39%	332,802	265,213	(67,589)	-25%	345,320	12,518	4%	1,207,516	1,139,928	-6%
Goods & Services																	
6005 Seminars & training	0	679	679	100%	10,771	10,771	100%	325	2,038	1,713	84%	10,771	10,446	97%	6,437	8,150	21%
6010 Educational reimbursement	0	0	0	-	1,104	1,104	100%	0	0	0	-	1,104	1,104	100%	0	0	-
Total Staff Training	0	679	679	100%	11,875	11,875	100%	325	2,038	1,713	84%	11,875	11,550	97%	6,437	8,150	21%
6020 Travel - airfare	0	167	167	100%	0	0	-	0	500	500	100%	0	0	-	1,500	2,000	25%
6025 Travel - lodging & transportation	163	208	45	22%	0	(163)	-	163	625	462	74%	0	(163)	-	2,038	2,500	18%
6030 Travel - Per Diem & mileage reimbursement	60	250	190	76%	404	344	85%	234	750	516	69%	499	266	53%	2,484	3,000	17%
6035 Meals & Entertainment	0	167	167	100%	0	0	-	0	500	500	100%	703	703	100%	1,500	2,000	25%
Total Travel & Entertainment	223	792	568	72%	404	181	45%	397	2,375	1,978	83%	1,202	805	67%	7,522	9,500	21%

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	269	433	164	38%	940	671	71%	847	1,300	453	35%	3,614	2,767	77%	4,747	5,200	9%
6055 Kitchen supplies	0	92	92	100%	142	142	100%	524	275	(249)	-91%	452	(72)	-16%	1,349	1,100	-23%
6060 IT supplies	0	583	583	100%	0	0	-	52	1,750	1,698	97%	270	218	81%	5,302	7,000	24%
6070 Postage & courier services	0	333	333	100%	0	0	-	800	1,000	200	20%	800	0	0%	3,800	4,000	5%
6085 Office equipment lease	462	154	(308)	-200%	462	0	0%	462	462	0	0%	462	0	0%	1,847	1,847	0%
6087 Office equipment repairs & maintenance	0	375	375	100%	141	141	100%	349	1,125	776	69%	497	149	30%	3,724	4,500	17%
6090 IT SW subscriptions & licenses	14,457	10,373	(4,084)	-39%	13,558	(898)	-7%	42,823	31,120	(11,703)	-38%	41,235	(1,588)	-4%	136,183	124,480	-9%
6095 Commission expenses	55	640	585	91%	0	(55)	-	262	1,920	1,658	86%	378	116	31%	6,022	7,680	22%
Total Office Expense	15,243	12,984	(2,259)	-17%	15,244	1	0%	46,117	38,952	(7,165)	-18%	47,708	1,591	3%	162,972	155,807	-5%
6100 Telephone - landline	506	417	(90)	-21%	433	(73)	-17%	1,427	1,250	(177)	-14%	1,299	(127)	-10%	5,177	5,000	-4%
6105 Telephone - mobile	583	555	(28)	-5%	793	210	27%	1,694	1,665	(29)	-2%	2,377	683	29%	6,689	6,660	0%
6110 Internet services	88	650	562	86%	619	531	86%	1,353	1,949	596	31%	1,856	503	27%	7,200	7,796	8%
6130 Electricity	752	854	103	12%	747	(4)	-1%	2,372	2,902	530	18%	2,538	166	7%	15,030	15,560	3%
6135 Water/Sewer	218	198	(20)	-10%	178	(40)	-22%	642	608	(35)	-6%	548	(95)	-17%	3,035	3,000	-1%
6140 Garbage/Sanitation Collection	0	310	310	100%	287	287	100%	649	930	281	30%	860	211	25%	3,439	3,720	8%
Total Utilities	2,147	2,983	837	28%	3,057	910	30%	8,136	9,303	1,167	13%	9,477	1,341	14%	40,569	41,736	3%
6205 Janitorial services	882	1,017	135	13%	840	(42)	-5%	2,646	3,050	404	13%	2,520	(126)	-5%	11,796	12,200	3%
6215 Payroll services	622	730	108	15%	648	26	4%	1,427	1,733	306	18%	1,540	113	7%	8,694	9,000	3%
6245 Legal advertising	0	167	167	100%	0	0	-	78	500	422	84%	0	(78)	-	1,578	2,000	21%
6250 Legal services	11,820	8,333	(3,486)	-42%	10,874	(946)	-9%	13,388	25,000	11,612	46%	15,950	2,561	16%	88,388	100,000	12%
6255 Auditing	0	10,714	10,714	100%	0	0	-	5,355	32,143	26,788	83%	7,800	2,445	31%	48,212	75,000	36%
6260 Consulting services	0	6,327	6,327	100%	0	0	-	161,076	18,980	(142,096)	-749%	(2)	(161,077)	10738493%	218,016	75,920	-187%
6290 Commercial insurance	2,769	2,769	0	0%	3,350	581	17%	8,306	8,306	0	0%	8,265	(41)	0%	33,528	33,528	0%
Total Professional Services	16,092	30,056	13,964	46%	15,712	(381)	-2%	192,276	89,712	(102,564)	-114%	36,073	(156,203)	-433%	410,212	307,648	-33%
6315 Advertising	0	42	42	100%	0	0	-	0	125	125	100%	0	0	-	375	500	25%
6351 Awards & Recognitions	0	663	663	100%	0	0	-	0	1,988	1,988	100%	110	110	100%	5,963	7,950	25%
Total Marketing Expense	0	704	704	100%	0	0	-	0	2,113	2,113	100%	110	110	100%	6,337	8,450	25%
6400 Small equipment & tools	44	42	(2)	-6%	0	(44)	-	63	125	62	50%	853	791	93%	438	500	12%
6405 Safety/hazardous materials	0	22	22	100%	0	0	-	0	65	65	100%	676	676	100%	195	260	25%
6420 Janitorial supplies	0	125	125	100%	0	0	-	130	375	245	65%	253	123	49%	1,255	1,500	16%
6425 Operational supplies	94	42	(52)	-125%	11	(83)	-787%	335	125	(210)	-168%	93	(242)	-260%	710	500	-42%
Total Operational Expense	138	230	92	40%	11	(127)	-1203%	528	690	162	23%	1,876	1,348	72%	2,598	2,760	6%

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	(292)	(292)	100%	0	0	0	-	48	48	100%	0	0	-
6505 Repairs & maintenance vehicles	0	0	0	-	140	140	100%	17	0	(17)	-	218	200	92%	17	0	-
6510 Repairs & maintenance buildings	0	1,462	1,462	100%	912	912	100%	4,037	4,385	348	8%	3,281	(757)	-23%	17,192	17,540	2%
6580 Permits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	200	200	0%
Total Repair and Maintenance	29	1,487	1,458	98%	760	731	96%	4,182	4,460	278	6%	3,605	(577)	-16%	17,762	18,040	2%
6599 Budget Contingency	0	2,334	2,334	100%	0	0	-	0	7,002	7,002	100%	0	0	-	21,007	28,009	25%
Total Goods & Services	33,872	52,249	18,377	35%	47,062	13,190	28%	251,961	156,644	(95,316)	-61%	111,925	(140,036)	-125%	675,416	580,100	-16%
Total Expenses	102,522	140,653	38,131	27%	159,822	57,299	36%	584,763	421,858	(162,905)	-39%	457,245	(127,517)	-28%	1,882,932	1,720,027	-9%
Operating Results	(90,305)	(125,036)	34,731	-28%	(147,657)	57,352	-39%	(548,319)	(375,005)	(173,314)	46%	(428,394)	(119,925)	28%	(1,705,932)	(1,532,618.54)	11%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	6,057	5,737	320	6%	5,683	374	7%	33,082	28,274	4,808	17%	27,749	5,333	19%	2,053,661	2,048,854	0%
4410 Property Taxes - Prior Years	5,614	4,305	1,309	30%	4,456	1,158	26%	18,519	12,580	5,939	47%	13,017	5,502	42%	55,939	50,000	12%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	0	0	-	0	0	-	11,000	11,000	0%
4505 Interest - Bank	0	1,288	(1,288)	-100%	1,901	(1,901)	-100%	0	7,628	(7,628)	-100%	11,264	(11,264)	-100%	17,373	25,000	-31%
4506 Interest - Southport Note	0	1,350	(1,350)	-100%	1,528	(1,528)	-100%	2,745	4,096	(1,350)	-33%	4,628	(1,882)	-41%	14,215	15,565	-9%
4515 Principal Repayment - Southport Note	0	6,024	(6,024)	-100%	5,846	(5,846)	-100%	12,002	18,026	(6,024)	-33%	17,494	(5,492)	-31%	66,898	72,922	-8%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	50,000	50,000	0%
4905 Other	0	0	0	-	38	(37)	-100%	749	0	749	-	100	649	649%	749	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	8,537	(8,537)	-100%	0	0	-
Total Other Income	11,671	18,703	(7,032)	-38%	19,451	(7,780)	-40%	67,097	70,603	(3,506)	-5%	82,789	(15,691)	-19%	2,269,835	2,273,341	0%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	0	0	0	-	0	0	-	11,000	11,000	0%
6740 Merchant fees	0	0	0	-	4,399	4,399	100%	0	0	0	-	10,869	10,869	100%	0	0	-
6745 Banking fees	300	333	33	10%	108	(192)	-178%	690	1,000	310	31%	905	214	24%	3,690	4,000	8%
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	1,000	1,000	100%	0	0	-
Total Taxes & Misc Expenses	300	333	33	10%	4,507	4,207	93%	690	1,000	310	31%	12,774	12,083	95%	14,690	15,000	2%
Debt Services & Capital Expense																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	120,000	120,000	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	66,529	66,529	0%
8010 CIP Buildings	0	3,208	3,208	100%	0	0	-	0	9,625	9,625	100%	0	0	-	28,875	38,500	25%
Total Debt Services & Capital Expenses	0	3,208	3,208	100%	0	0	-	0	9,625	9,625	100%	0	0	-	215,404	225,029	4%
Total Other Expenses	300	3,542	3,242	92%	4,507	4,207	93%	690	10,625	9,935	94%	12,774	12,083	95%	230,094	240,029	4%
Net Other Income	11,371	15,162	(3,791)	-25%	14,944	(3,573)	-24%	66,407	59,978	6,429	11%	70,015	(3,608)	-5%	2,039,741	2,033,312	0%
Net Result	(78,934)	(109,874)	30,940	-28%	(132,713)	53,779	-41%	(481,912)	(315,026)	(166,885)	53%	(358,378)	(123,533)	34%	333,809	500,694	-33%

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Jul 2024 - Jun 2025					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	18,150	29,474	(11,324)	-38%	24,028	(5,878)	-24%	57,004	88,423	(31,419)	-36%	75,059	(18,055)	-24%	322,274	353,693	-9%
4100 Annual Moorage	42,682	53,261	(10,580)	-20%	37,102	5,580	15%	93,735	136,376	(42,640)	-31%	94,999	(1,264)	-1%	523,035	565,675	-8%
4105 Semi-Annual Moorage	15,660	9,984	5,676	57%	9,855	5,805	59%	43,467	24,722	18,745	76%	24,401	19,066	78%	179,255	160,510	12%
4110 Monthly Moorage	13,248	20,029	(6,781)	-34%	14,073	(825)	-6%	46,351	64,496	(18,145)	-28%	45,318	1,033	2%	201,855	220,000	-8%
4115 Transient Moorage	22,358	19,112	3,246	17%	23,854	(1,496)	-6%	54,562	46,861	7,701	16%	58,489	(3,927)	-7%	128,701	121,000	6%
4118 Work Dock	2,669	1,464	1,205	82%	1,830	839	46%	15,251	6,869	8,382	122%	8,591	6,660	78%	59,999	51,617	16%
4120 Metered Utilities	0	0	0	-	0	0	-	303	0	303	-	0	303	-	303	0	-
4125 Launch Ramp	8,477	6,100	2,376	39%	5,519	2,958	54%	23,615	18,698	4,918	26%	16,916	6,699	40%	53,164	48,246	10%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	50	(50)	-100%	0	0	-	150	200	-25%
4135 Storage Yard	4,129	6,354	(2,225)	-35%	5,617	(1,489)	-27%	12,076	20,227	(8,151)	-40%	17,882	(5,806)	-32%	47,921	56,072	-15%
4140 Storage Unit	19,725	20,195	(470)	-2%	18,493	1,232	7%	59,176	60,172	(997)	-2%	55,099	4,076	7%	234,623	235,620	0%
4145 Long Term Boat Storage	11,813	11,528	285	2%	10,836	977	9%	35,356	33,484	1,871	6%	31,474	3,881	12%	142,231	140,360	1%
4150 Short Term Boat Storage	6,188	2,834	3,354	118%	2,964	3,224	109%	16,869	8,999	7,870	87%	9,414	7,455	79%	56,509	48,639	16%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	90	250	(160)	-64%	245	(155)	-63%	840	1,000	-16%
4165 Space Rents	53,001	60,449	(7,447)	-12%	61,686	(8,685)	-14%	176,741	188,553	(11,812)	-6%	192,412	(15,672)	-8%	346,215	358,027	-3%
4173 Laundry	656	620	36	6%	506	151	30%	1,240	1,828	(588)	-32%	1,494	(254)	-17%	2,712	3,300	-18%
4175 Propane	756	907	(152)	-17%	759	(3)	0%	1,686	3,030	(1,344)	-44%	2,534	(848)	-33%	9,216	10,560	-13%
4180 Merchandise	13	8	4	52%	64	(51)	-80%	21	25	(4)	-17%	301	(280)	-93%	96	100	-4%
4190 Ice	53,148	23,651	29,496	125%	27,694	25,453	92%	206,224	88,228	117,996	134%	103,310	102,914	100%	317,996	200,000	59%
4200 Boat Lifts	7,880	2,731	5,149	189%	2,237	5,643	252%	21,477	7,642	13,835	181%	6,258	15,219	243%	67,185	53,350	26%
4230 Environmental Fee	4,404	2,479	1,925	78%	2,677	1,726	64%	13,496	8,066	5,430	67%	8,711	4,785	55%	48,223	42,793	13%
4235 Customer Discounts	(305)	0	(305)	-	(1,562)	1,256	-80%	(325)	0	(325)	-	(1,562)	1,236	-79%	(325)	0	-
4290 Other	2,146	19,231	(17,085)	-89%	4,943	(2,797)	-57%	47,504	54,141	(6,637)	-12%	13,916	33,588	241%	247,823	254,460	-3%
4295 Bad Debt Expense	0	(25,500)	25,500	-100%	0	0	-	0	(25,500)	25,500	-100%	0	0	-	(76,500)	(102,000)	-25%
Total Operating Income	286,795	265,012	21,783	8%	253,175	33,620	13%	925,917	835,640	90,277	11%	765,262	160,655	21%	2,913,499	2,823,222	3%
Expenses																	
Personnel Services																	
5005 Salaries	53,078	61,108	8,030	13%	39,836	(13,242)	-33%	166,686	183,325	16,639	9%	118,865	(47,821)	-40%	778,008	794,647	2%
5010 Other compensation	675	0	(675)	-	675	0	0%	1,925	0	(1,925)	-	4,552	2,627	58%	1,925	0	-
5015 Overtime	1,342	1,466	124	8%	638	(705)	-111%	4,197	4,397	201	5%	5,325	1,129	21%	18,859	19,060	1%
Total Compensation	55,096	62,574	7,478	12%	41,149	(13,947)	-34%	172,807	187,722	14,915	8%	128,742	(44,065)	-34%	798,792	813,707	2%
5100 Federal Payroll taxes	4,116	4,787	671	14%	3,127	(989)	-32%	12,963	14,361	1,398	10%	9,799	(3,163)	-32%	60,851	62,249	2%
5105 State Payroll taxes	215	0	(215)	-	163	(52)	-32%	678	0	(678)	-	512	(165)	-32%	678	0	-
5110 Unemployment Insurance	1,387	1,774	387	22%	927	(460)	-50%	4,731	5,321	590	11%	2,980	(1,752)	-59%	22,476	23,066	3%
5115 Workers compensation	1,672	4,162	2,490	60%	4,414	2,742	62%	5,022	12,487	7,465	60%	4,448	(574)	-13%	46,661	54,126	14%
Total Payroll Taxes	7,390	10,723	3,333	31%	8,632	1,241	14%	23,394	32,169	8,775	27%	17,739	(5,655)	-32%	130,666	139,441	6%
5200 Medical insurance	18,793	19,726	933	5%	14,115	(4,679)	-33%	56,380	59,179	2,798	5%	40,818	(15,563)	-38%	233,917	236,715	1%
5205 Dental insurance	1,205	1,554	349	22%	929	(275)	-30%	3,935	4,662	727	16%	2,675	(1,260)	-47%	17,919	18,646	4%
5215 Term life insurance	188	200	13	6%	138	(50)	-36%	575	600	25	4%	413	(163)	-39%	2,375	2,400	1%
5220 Long Term Disability insurance	385	414	28	7%	280	(106)	-38%	1,184	1,241	56	5%	829	(355)	-43%	4,907	4,964	1%
5225 PERS Employer Contributions	12,705	14,103	1,398	10%	5,676	(7,029)	-124%	39,139	42,308	3,169	7%	16,991	(22,148)	-130%	180,219	183,388	2%
5230 PERS Employee Contributions	3,375	3,754	379	10%	1,540	(1,835)	-119%	10,403	11,263	860	8%	4,582	(5,821)	-127%	47,962	48,822	2%
5295 Allocations	(4,303)	(8,832)	(4,529)	51%	0	4,303	-	(5,434)	(26,496)	(21,062)	79%	0	5,434	-	(93,789)	(114,851)	18%
Total Insured Benefits	32,347	30,919	(1,429)	-5%	22,677	(9,670)	-43%	106,182	92,756	(13,426)	-14%	66,307	(39,875)	-60%	393,511	380,085	-4%

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

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Personnel Services	94,833	104,216	9,382	9%	72,458	(22,375)	-31%	302,384	312,647	10,264	3%	212,789	(89,595)	-42%	1,322,969	1,333,232	1%
Goods & Services																	
6005 Seminars & training	0	108	108	100%	0	0	-	0	325	325	100%	0	0	-	975	1,300	25%
Total Staff Training	0	108	108	100%	0	0	-	0	325	325	100%	0	0	-	975	1,300	25%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	125	125	100%	0	0	-	375	500	25%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	0	125	125	100%	0	0	-	375	500	25%
6030 Travel - Per Diem & mileage reimbursement	0	75	75	100%	0	0	-	0	225	225	100%	0	0	-	675	900	25%
6035 Meals & Entertainment	0	70	70	100%	0	0	-	45	209	164	78%	0	(45)	-	671	835	20%
Total Travel & Entertainment	0	228	228	100%	0	0	-	45	684	639	93%	0	(45)	-	2,096	2,735	23%
6050 Office supplies	199	0	(199)	-	77	(122)	-159%	362	0	(362)	-	194	(168)	-87%	362	0	-
6055 Kitchen supplies	0	45	45	100%	194	194	100%	302	134	(168)	-126%	692	390	56%	702	534	-32%
6060 IT supplies	661	0	(661)	-	0	(661)	-	661	0	(661)	-	0	(661)	-	661	0	-
6070 Postage & courier services	0	13	13	100%	0	0	-	15	38	23	61%	66	51	78%	127	150	15%
6090 IT SW subscriptions & licenses	0	4,312	4,312	100%	0	0	-	0	12,936	12,936	100%	0	0	-	38,808	51,744	25%
Total Office Expense	860	4,419	3,559	81%	271	(589)	-217%	1,339	13,257	11,918	90%	952	(387)	-41%	41,110	53,028	22%
6100 Telephone - landline	264	265	1	0%	251	(13)	-5%	792	795	3	0%	750	(41)	-6%	3,177	3,180	0%
6105 Telephone - mobile	453	600	147	25%	505	53	10%	1,473	1,800	327	18%	1,551	77	5%	6,873	7,200	5%
6110 Internet services	2,298	2,010	(288)	-14%	1,922	(376)	-20%	6,196	6,030	(166)	-3%	5,766	(430)	-7%	24,286	24,120	-1%
6115 Cable TV	935	954	19	2%	925	(10)	-1%	2,805	2,861	56	2%	2,775	(30)	-1%	11,388	11,444	0%
6130 Electricity	22,674	19,530	(3,144)	-16%	0	(22,674)	-	65,006	60,004	(5,001)	-8%	54,711	(10,295)	-19%	288,041	283,040	-2%
6131 Propane - Operations	91	246	155	63%	172	81	47%	388	986	598	61%	689	301	44%	1,402	2,000	30%
6135 Water/Sewer	10,698	12,103	1,405	12%	14,201	3,502	25%	29,426	35,705	6,279	18%	42,017	12,590	30%	94,584	100,862	6%
6140 Garbage/Sanitation Collection	9,606	8,344	(1,262)	-15%	11,230	1,624	14%	25,026	25,033	7	0%	24,022	(1,004)	-4%	100,125	100,131	0%
6145 Hazardous material disposal	360	653	293	45%	775	415	54%	990	1,958	968	49%	1,060	70	7%	6,863	7,830	12%
6150 Derelict boat disposal	0	4,167	4,167	100%	0	0	-	0	12,500	12,500	100%	0	0	-	37,500	50,000	25%
6155 Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	0	0	-	0	875	875	100%	0	0	-	2,625	3,500	25%
Total Utilities	47,379	49,163	1,784	4%	29,981	(17,398)	-58%	132,103	148,547	16,445	11%	133,340	1,237	1%	576,863	593,308	3%
6200 Temporary/Contract help	1,640	1,300	(340)	-26%	2,480	840	34%	3,280	3,900	620	16%	2,480	(800)	-32%	14,980	15,600	4%
6205 Janitorial services	0	0	0	-	32	32	100%	33	0	(33)	-	184	151	82%	33	0	-
6210 Vending machine services	125	158	33	21%	125	0	0%	513	475	(38)	-8%	375	(138)	-37%	1,938	1,900	-2%
6245 Legal advertising	0	250	250	100%	0	0	-	236	750	514	68%	0	(236)	-	2,486	3,000	17%
6260 Consulting services	58	348	290	83%	378	320	85%	594	1,043	449	43%	1,127	533	47%	3,722	4,170	11%
6290 Commercial insurance	10,188	10,188	0	0%	9,132	(1,057)	-12%	30,564	30,564	0	0%	27,395	(3,170)	-12%	136,672	136,672	0%
Total Professional Services	12,011	12,244	233	2%	12,147	135	1%	35,221	36,732	1,511	4%	31,801	(3,420)	-11%	159,831	161,342	1%
6400 Small equipment & tools	232	1,713	1,481	86%	603	371	62%	1,225	5,138	3,913	76%	8,595	7,371	86%	16,637	20,550	19%
6405 Safety/hazardous materials	646	83	(563)	-676%	0	(646)	-	749	250	(499)	-200%	252	(497)	-197%	1,499	1,000	-50%
6410 Signage	0	42	42	100%	0	0	-	129	125	(4)	-3%	0	(129)	-	504	500	-1%
6415 Clothing	0	544	544	100%	0	0	-	0	1,631	1,631	100%	365	365	100%	4,894	6,525	25%
6420 Janitorial supplies	701	875	174	20%	1,257	556	44%	2,715	2,625	(90)	-3%	3,013	298	10%	10,590	10,500	-1%
6425 Operational supplies	584	1,833	1,249	68%	3,693	3,109	84%	5,675	5,500	(175)	-3%	19,914	14,239	72%	22,175	22,000	-1%
6430 Equipment Rental	0	2,000	2,000	100%	2,302	2,302	100%	0	6,000	6,000	100%	2,302	2,302	100%	18,000	24,000	25%
6450 Fuel - Gas	1,165	1,000	(165)	-17%	383	(783)	-204%	1,204	3,000	1,796	60%	2,059	854	42%	10,204	12,000	15%
6455 Fuel - Diesel	226	558	332	60%	326	100	31%	497	1,675	1,178	70%	848	351	41%	5,522	6,700	18%
6481 Propane - Retail	447	300	(147)	-49%	352	(95)	-27%	1,005	1,275	270	21%	1,497	492	33%	4,730	5,000	5%
6485 Retail items	0	0	0	-	62	62	100%	0	0	0	-	62	62	100%	0	0	-
Total Operational Expense	4,003	8,948	4,945	55%	8,977	4,975	55%	13,199	27,219	14,020	52%	38,907	25,708	66%	94,755	108,775	13%

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

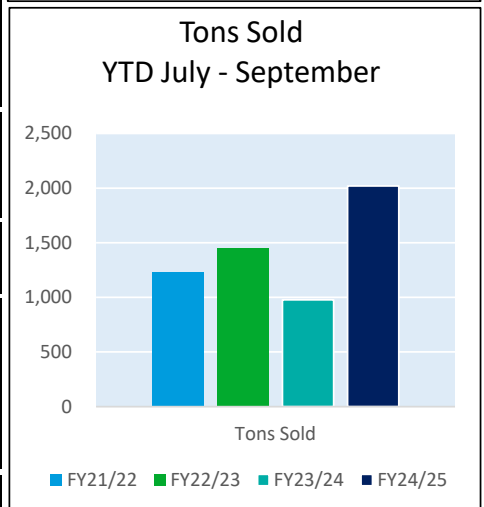
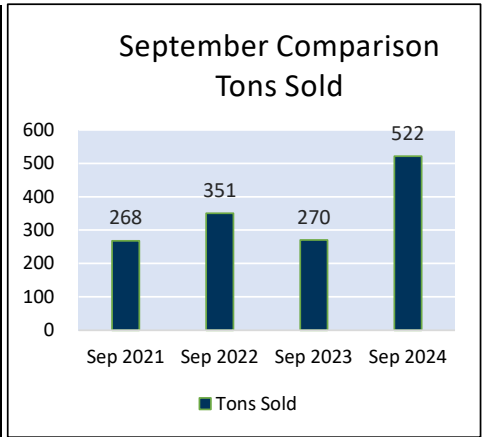
Location: All

Budget: Adopted



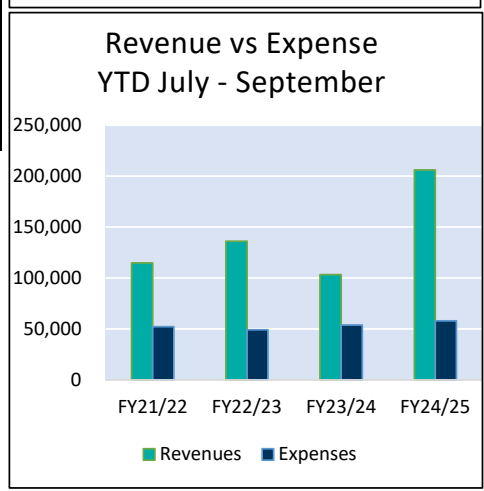
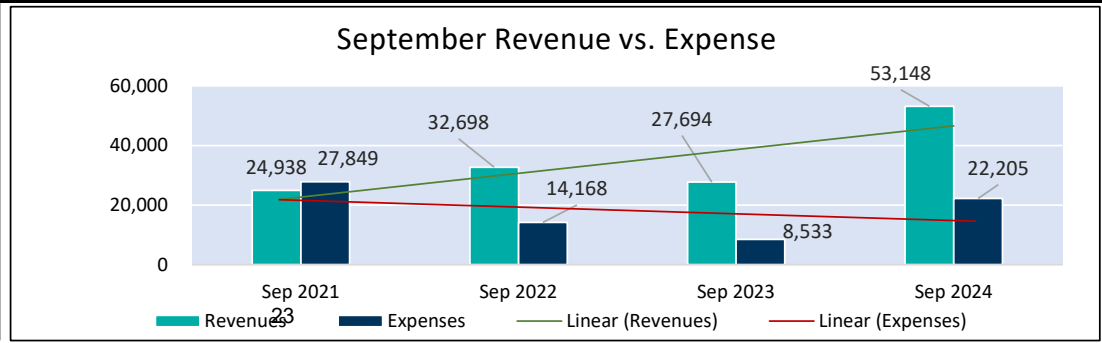
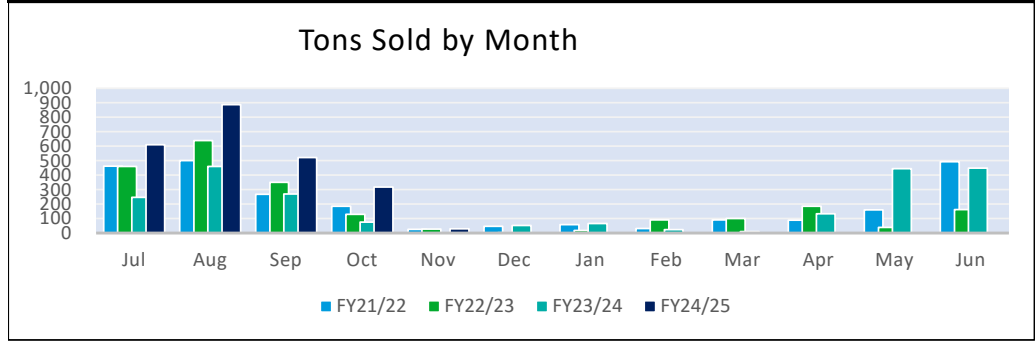
Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	(37)	4,917	4,954	101%	7,448	7,486	101%	4,684	14,750	10,066	68%	12,162	7,478	61%	48,934	59,000	17%
6505 Repairs & maintenance vehicles	194	1,458	1,265	87%	335	142	42%	4,573	4,375	(198)	-5%	1,839	(2,734)	-149%	17,698	17,500	-1%
6510 Repairs & maintenance buildings	154	2,167	2,013	93%	5,091	4,937	97%	3,343	6,500	3,157	49%	11,808	8,464	72%	22,843	26,000	12%
6515 Repairs & maintenance land improvements	0	2,417	2,417	100%	0	0	-	334	7,250	6,916	95%	900	566	63%	22,084	29,000	24%
6520 Repairs & maintenance docks	165	11,075	10,910	99%	2,213	2,048	93%	8,283	33,225	24,942	75%	19,422	11,140	57%	107,958	132,900	19%
6540 Marina dredging	60,000	25,833	(34,167)	-132%	0	(60,000)	-	60,000	77,500	17,500	23%	0	(60,000)	-	292,500	310,000	6%
6575 Waterway Leases	1,315	3,167	1,851	58%	1,277	(38)	-3%	1,315	9,500	8,185	86%	1,277	(38)	-3%	29,815	38,000	22%
6580 Permits	0	650	650	100%	0	0	-	2,518	1,950	(568)	-29%	2,717	199	7%	8,368	7,800	-7%
Total Repair and Maintenance	61,791	51,683	(10,108)	-20%	16,365	(45,426)	-278%	85,050	155,050	70,000	45%	50,125	(34,924)	-70%	550,200	620,200	11%
Total Goods & Services	126,043	126,793	750	1%	67,741	(58,302)	-86%	266,956	381,813	114,857	30%	255,125	(11,832)	-5%	1,425,831	1,540,688	7%
Total Expenses	220,877	231,009	10,132	4%	140,199	(80,677)	-58%	569,340	694,461	125,121	18%	467,913	(101,427)	-22%	2,748,800	2,873,920	4%
Operating Results	65,918	34,003	31,916	94%	112,976	(47,058)	-42%	356,577	141,179	215,398	153%	297,348	59,228	20%	164,700	(50,698)	-425%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	472	0	472	-	0	472	-	597	0	597	-	126	471	374%	597	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
4905 Other	0	1,075	(1,075)	-100%	0	0	-	700	3,225	(2,525)	-78%	676	25	4%	10,375	12,899	-20%
Total Other Income	472	1,075	(603)	-56%	0	472	-	1,297	3,225	(1,928)	-60%	802	496	62%	15,972	17,899	-11%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	-	-	-	-	0	0	-	12,000.00	12,000.00	0%
6740 Merchant fees	3,948.84	2,916.67	(1,032.17)	-35%	-	(3,948.84)	-	11,348.02	8,750.01	(2,598.01)	-30%	0	(11,348)	-	37,598.01	35,000.00	-7%
6745 Banking fees	-	-	-	-	-	-	-	-	-	-	-	35	35	100%	-	-	-
6750 Fines & Penalties	-	-	-	-	-	-	-	12.50	-	(12.50)	-	0	(13)	-	12.50	-	-
Total Taxes & Misc Expenses	3,948.84	2,916.67	(1,032.17)	-35%	0	(3,949)	-	11,361	8,750.01	(2,611)	-30%	35	(11,326)	-32359%	49,611	47,000.00	-6%
Debt Services & Capital Expense																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	271,524	271,524	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	140,868	140,868	0%
7020 Vehicle Principal repayment	2,115	1,392	(723)	-52%	2,038	(77)	-4%	3,708	5,466	1,758	32%	3,598	(110)	-3%	15,003	16,761	10%
7025 Vehicle Interest payment	170	74	(96)	-130%	247	77	31%	185	414	228	55%	295	110	37%	1,406	1,634	14%
8010 CIP Buildings	66,428	21,667	(44,761)	-207%	18,303	(48,125)	-263%	113,672	65,000	(48,672)	-75%	18,303	(95,370)	-521%	308,672	260,000	-19%
8011 CIP Docks	0	10,000	10,000	100%	0	0	-	0	30,000	30,000	100%	0	0	-	90,000	120,000	25%
8020 CIP Machinery & Equipment	6,894	0	(6,894)	-	0	(6,894)	-	6,894	0	(6,894)	-	14,750	7,856	53%	6,894	0	-
Total Debt Services & Capital Expense	75,607	33,133	(42,475)	-128%	20,588	(55,019)	-267%	124,460	100,880	(23,580)	-23%	36,946	(87,514)	-237%	834,367	810,787	-3%
Total Other Expenses	79,556	36,049	(43,507)	-121%	20,588	(58,968)	-286%	135,820	109,630	(26,190)	-24%	36,981	(98,839)	-267%	883,977	857,787	-3%
Net Other Income	(79,084)	(34,974)	(44,110)	126%	(20,588)	(58,496)	284%	(134,523)	(106,405)	(28,118)	26%	(36,179)	(98,343)	272%	(868,006)	(839,888)	3%
Net Result	(13,166)	(972)	(12,194)	1255%	92,388	(105,554)	-114%	222,054	34,774	187,280	539%	261,169	(39,115)	-15%	(703,306)	(890,586)	-21%

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Sep 2024		Sep 2023	Sep 2022	Sep 2021	Jul 2024 - Sep 2024		Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	522	237	270	351	268	2,019	970	978	1,042	106.55%	3,247	2,198	47.75%
Revenues													
Ice Sales	53,148	23,651	27,694	32,698	24,938	206,224	88,228	103,310	102,914	99.62%	317,996	200,000	59.00%
Insurance Reimbursement	-	-	-	18,500	46,473	-	-	-	-	-	-	-	-
Total Revenues	53,148	23,651	27,694	32,698	24,938	206,224	88,228	103,310	102,914	99.62%	317,996	200,000	59.00%
Operating Expenses													
Personnel Services	6,413	5,287	1,516	2,952	5,477	15,645	21,968	6,280	9,366	149.14%	96,270	102,593	-6.16%
Utilities	12,631	5,790	2,154	8,550	7,246	30,975	17,672	21,915	9,061	41.34%	91,303	78,000	17.06%
Repairs & Maintenance	-	1,042	1,221	29	3,814	2,394	3,125	2,197	197	8.96%	11,769	12,500	-5.85%
Operational Supplies & Service	3,162	2,584	3,642	2,637	11,312	8,919	7,753	8,700	219	2.51%	39,267	38,101	3.06%
Capital Outlay	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	22,205	14,703	8,533	14,168	27,849	57,933	50,518	39,092	18,842	48.20%	238,609	231,194	3.21%
Operating Net Result	30,942	8,948	19,162	18,530	(2,911)	148,291	37,710	64,218	84,072	1	79,387	(31,194)	-354%
Other Expenses													
Debt Services	-	-	-	-	-	-	-	-	-	-	260,000	260,000	0.00%
Other Net Result	-	-	-	-	-	-	-	-	-	-	(260,000)	(260,000)	0.00%
Total Net Result	30,942	8,948	19,162	18,530	(2,911)	148,291	37,710	64,218	84,072	130.92%	(180,613)	(291,194)	-37.97%
Gain (loss) Per Ton	59	38	71	53	(11)	73	39	66	8	12%	(56)	(132)	



Fisheries	Current Period		Same Month Prior Years			Year to Date					Prior FYTD vs Current FYTD				
	Sep 2024		Sep 2023	Sep 2022	Sep 2021	FY24/25					Last FY	Ton Diff	% Diff		
Albacore Tuna (Oregon) MT	615.7		525.9	1,080.7	446.8							2,187.2	1,049.6	1,138	108.38%
Pink Shrimp (Oregon) MT	3,491.2		2,991.7	3,403.0	3,403.5							12,927.3	11,065.3	1,862	16.83%
Dungeness Crab (Coos Bay) MT	0.0		3.2	2.5	8.7							7.2	25.8	(19)	-72.09%

Monthly Cost Per Ton	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	Average
Operating Expense Per Ton	23	25	43	-	-	-	-	-	-	-	-	-	29
Debt Service Per Ton (allocated)	36	24	42	-	-	-	-	-	-	-	-	-	32
Total Expense Per Ton	58	49	84	-	-	-	-	-	-	-	-	-	61
Gain (Loss) per ton	80	77	59	-	-	-	-	-	-	-	-	-	73



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

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD		Jul 2024 - Jun 2025			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4290 Other	0	0	0	-	15,000	(15,000)	-100%	0	0	0	-	45,050	(45,050)	-100%	0	0	-
Total Operating Income	0	0	0	-	15,000	(15,000)	-100%	0	0	0	-	45,050	(45,050)	-100%	0	0	-
Expenses																	
Personnel Services																	
5005 Salaries	7,727	7,725	(2)	0%	7,536	(191)	-3%	23,181	23,174	(7)	0%	24,045	864	4%	100,457	100,450	0%
Total Compensation	7,727	7,725	(2)	0%	7,536	(191)	-3%	23,181	23,174	(7)	0%	24,045	864	4%	100,457	100,450	0%
5100 Federal Payroll taxes	579	591	12	2%	573	(6)	-1%	1,743	1,773	30	2%	1,830	87	5%	7,654	7,684	0%
5105 State Payroll taxes	30	0	(30)	-	30	(0)	-1%	91	0	(91)	-	96	5	5%	91	0	-
5110 Unemployment Insurance	0	137	137	100%	0	0	-	29	410	380	93%	3	(27)	-975%	1,396	1,776	21%
5115 Workers compensation	19	36	17	47%	79	60	76%	58	109	51	47%	82	24	30%	420	471	11%
Total Payroll Taxes	628	764	136	18%	681	53	8%	1,921	2,291	370	16%	2,010	89	4%	9,561	9,931	4%
5200 Medical insurance	707	645	(61)	-10%	0	(707)	-	2,120	1,935	(184)	-10%	2,554	434	17%	7,925	7,741	-2%
5205 Dental insurance	45	46	2	4%	103	59	57%	134	139	6	4%	306	172	56%	551	556	1%
5215 Term life insurance	13	13	0	0%	13	0	0%	38	38	0	0%	38	0	0%	150	150	0%
5220 Long Term Disability insurance	51	51	0	0%	54	3	5%	154	153	(1)	-1%	161	6	4%	614	613	0%
5225 PERS Employer Contributions	1,708	1,708	(0)	0%	1,346	(362)	-27%	5,125	5,124	(1)	0%	5,034	(91)	-2%	22,211	22,209	0%
5230 PERS Employee Contributions	464	463	(0)	0%	365	(98)	-27%	1,391	1,390	(0)	0%	1,356	(35)	-3%	6,027	6,027	0%
Total Insured Benefits	2,987	2,926	(60)	-2%	1,881	(1,106)	-59%	8,961	8,779	(182)	-2%	9,448	487	5%	37,478	37,297	0%
Total Personnel Services	11,342	11,415	73	1%	10,098	(1,243)	-12%	34,063	34,244	181	1%	35,503	1,440	4%	147,496	147,678	0%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	125	125	100%	0	0	-	375	500	25%
6025 Travel - lodging & transportation	0	75	75	100%	0	0	-	0	225	225	100%	151	151	100%	675	900	25%
6030 Travel - Per Diem & mileage reimbursement	0	58	58	100%	0	0	-	0	175	175	100%	0	0	-	525	700	25%
6035 Meals & Entertainment	0	104	104	100%	34	34	100%	0	313	313	100%	34	34	100%	937	1,250	25%
Total Travel & Entertainment	0	279	279	100%	34	34	100%	0	838	838	100%	185	185	100%	2,512	3,350	25%
6075 Memberships & dues	2,396	2,459	63	3%	1,410	(986)	-70%	7,210	7,376	166	2%	4,163	(3,047)	-73%	29,337	29,502	1%
6077 Subscriptions	75	18	(57)	-311%	0	(75)	-	75	55	(20)	-37%	0	(75)	-	239	219	-9%
Total Office Expense	2,471	2,477	6	0%	1,410	(1,061)	-75%	7,285	7,430	145	2%	4,163	(3,122)	-75%	29,576	29,721	0%
6260 Consulting services	0	433	433	100%	0	0	-	0	1,300	1,300	100%	57	57	100%	3,900	5,200	25%
Total Professional Services	0	433	433	100%	0	0	-	0	1,300	1,300	100%	57	57	100%	3,900	5,200	25%

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

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6310 Marketing supplies	0	50	50	100%	0	0	-	0	150	150	100%	0	0	-	450	600	25%
6315 Advertising	0	533	533	100%	0	0	-	0	1,600	1,600	100%	0	0	-	4,800	6,400	25%
6340 Legislative support	21,851	14,108	(7,743)	-55%	20,924	(927)	-4%	48,242	42,325	(5,917)	-14%	63,068	14,826	24%	175,217	169,300	-3%
6345 Community affairs	0	833	833	100%	0	0	-	500	2,500	2,000	80%	0	(500)	-	8,000	10,000	20%
Total Marketing Expense	21,851	15,525	(6,326)	-41%	20,924	(927)	-4%	48,742	46,575	(2,167)	-5%	63,068	14,326	23%	188,467	186,300	-1%
Total Goods & Services	24,322	18,714	(5,607)	-30%	22,368	(1,954)	-9%	56,027	56,143	116	0%	67,472	11,445	17%	224,455	224,571	0%
Total Expenses	35,663	30,129	(5,534)	-18%	32,466	(3,197)	-10%	90,090	90,387	297	0%	102,975	12,885	13%	371,952	372,249	0%
Operating Results	(35,663)	(30,129)	(5,534)	18%	(17,466)	(18,197)	104%	(90,090)	(90,387)	297	0%	(57,925)	(32,165)	56%	(371,952)	(372,249)	0%
Net Result	(35,663)	(30,129)	(5,534)	18%	(17,466)	(18,197)	104%	(90,090)	(90,387)	297	0%	(57,925)	(32,165)	56%	(371,952)	(372,249)	0%

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	11,006	11,474	(467)	-4%	10,701	305	3%	33,019	34,421	(1,402)	-4%	32,104	915	3%	136,283	137,685	-1%
4010 Property Agreements	7,514	7,485	29	0%	7,989	(474)	-6%	26,315	25,371	943	4%	25,879	436	2%	112,039	111,096	1%
4135 Storage Yard	2,173	2,173	0	0%	0	2,173	-	6,518	6,518	0	0%	0	6,518	-	26,071	26,071	0%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	18,000	(18,000)	-100%	0	0	-
Total Operating Income	20,693	21,131	(438)	-2%	18,690	2,003	11%	65,852	66,310	(459)	-1%	75,983	(10,131)	-13%	274,393	274,852	0%
Expenses																	
Personnel Services																	
5005 Salaries	23,143	18,825	(4,319)	-23%	43,111	19,968	46%	53,414	56,475	3,061	5%	131,393	77,979	59%	241,736	244,797	1%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	54	54	100%	0	0	-
Total Compensation	23,143	18,825	(4,319)	-23%	43,111	19,968	46%	53,414	56,475	3,061	5%	131,447	78,034	59%	241,736	244,797	1%
5100 Federal Payroll taxes	1,745	1,440	(305)	-21%	3,243	1,498	46%	4,026	4,320	294	7%	9,913	5,887	59%	18,433	18,727	2%
5105 State Payroll taxes	91	0	(91)	-	170	78	46%	211	0	(211)	-	518	308	59%	211	0	-
5110 Unemployment Insurance	125	283	158	56%	617	492	80%	(31)	850	881	104%	2,057	2,088	102%	2,803	3,683	24%
5115 Workers compensation	41	88	47	54%	168	127	76%	115	265	150	57%	197	82	42%	997	1,147	13%
Total Payroll Taxes	2,002	1,812	(190)	-11%	4,198	2,196	52%	4,320	5,435	1,114	21%	12,685	8,365	66%	22,443	23,557	5%
5200 Medical insurance	1,484	1,354	(129)	-10%	6,842	5,359	78%	4,451	4,063	(388)	-10%	23,441	18,990	81%	16,640	16,252	-2%
5205 Dental insurance	135	141	6	4%	521	386	74%	405	422	17	4%	1,720	1,314	76%	1,671	1,687	1%
5215 Term life insurance	25	25	0	0%	100	75	75%	75	75	0	0%	350	275	79%	300	300	0%
5220 Long Term Disability insurance	124	124	0	0%	260	136	52%	376	373	(3)	-1%	864	487	56%	1,496	1,493	0%
5225 PERS Employer Contributions	4,163	4,162	(1)	0%	9,181	5,017	55%	12,490	12,487	(4)	0%	27,855	15,364	55%	54,128	54,125	0%
5230 PERS Employee Contributions	1,130	1,129	(0)	0%	2,455	1,325	54%	3,390	3,388	(1)	0%	7,405	4,016	54%	14,689	14,688	0%
Total Insured Benefits	7,061	6,936	(125)	-2%	19,360	12,298	64%	21,187	20,808	(379)	-2%	61,634	40,447	66%	88,924	88,545	0%
Total Personnel Services	32,207	27,572	(4,634)	-17%	66,669	34,462	52%	78,921	82,717	3,796	5%	205,767	126,845	62%	353,102	356,898	1%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	125	125	100%	0	0	-	375	500	25%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	112	125	13	10%	0	(112)	-	487	500	3%
6030 Travel - Per Diem & mileage reimbursement	218	292	74	25%	189	(28)	-15%	1,368	875	(493)	-56%	957	(411)	-43%	3,993	3,500	-14%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	62	62	100%	0	0	-	188	250	25%
Total Travel & Entertainment	218	396	178	45%	189	(28)	-15%	1,480	1,188	(292)	-25%	957	(523)	-55%	5,042	4,750	-6%
6130 Electricity	679	87	(592)	-680%	76	(603)	-792%	2,183	1,914	(269)	-14%	1,575	(607)	-39%	14,769	14,500	-2%
6135 Water/Sewer	464	496	32	6%	436	(28)	-6%	1,494	1,616	122	8%	1,417	(77)	-5%	7,878	8,000	2%
6140 Garbage/Sanitation Collection	0	167	167	100%	0	0	-	0	500	500	100%	0	0	-	1,500	2,000	25%
6155 Environmental Remediation/Mitigation/Monitoring	95	500	405	81%	0	(95)	-	95	1,500	1,405	94%	163	68	42%	4,595	6,000	23%
Total Utilities	1,238	1,250	12	1%	512	(726)	-142%	3,771	5,530	1,759	32%	3,155	(616)	-20%	28,741	30,500	6%

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	417	417	100%	0	0	-	0	1,250	1,250	100%	0	0	-	3,750	5,000	25%
6245 Legal advertising	0	63	63	100%	0	0	-	0	188	188	100%	0	0	-	563	750	25%
6260 Consulting services	0	1,042	1,042	100%	0	0	-	0	3,125	3,125	100%	232	232	100%	9,375	12,500	25%
6290 Commercial insurance	4,884	4,884	0	0%	4,266	(618)	-14%	14,653	14,653	0	0%	12,799	(1,855)	-14%	66,310	66,310	0%
Total Professional Services	4,884	6,405	1,521	24%	4,266	(618)	-14%	14,653	19,216	4,562	24%	13,031	(1,623)	-12%	79,998	84,560	5%
6400 Small equipment & tools	0	42	42	100%	0	0	-	0	125	125	100%	492	492	100%	375	500	25%
6405 Safety/hazardous materials	0	854	854	100%	0	0	-	0	2,563	2,563	100%	440	440	100%	7,687	10,250	25%
6410 Signage	0	21	21	100%	0	0	-	0	62	62	100%	0	0	-	188	250	25%
6415 Clothing	0	42	42	100%	310	310	100%	0	125	125	100%	310	310	100%	375	500	25%
6450 Fuel - Gas	0	8	8	100%	0	0	-	0	25	25	100%	0	0	-	75	100	25%
6455 Fuel - Diesel	0	17	17	100%	53	53	100%	0	50	50	100%	143	143	100%	150	200	25%
Total Operational Expense	0	983	983	100%	363	363	100%	0	2,950	2,950	100%	1,385	1,385	100%	8,850	11,800	25%
6500 Repairs & maintenance equipment	0	175	175	100%	264	264	100%	0	525	525	100%	1,870	1,870	100%	1,575	2,100	25%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	8	8	100%	0	0	-
6510 Repairs & maintenance buildings	0	208	208	100%	169	169	100%	0	625	625	100%	169	169	100%	1,875	2,500	25%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	250	250	100%	0	0	-	750	1,000	25%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	375	375	100%	0	0	-	1,125	1,500	25%
6575 Waterway Leases	(1,669)	250	1,919	768%	708	2,378	336%	(1,669)	750	2,419	323%	708	2,378	336%	581	3,000	81%
6580 Permits	0	333	333	100%	0	0	-	1,528	1,000	(528)	-53%	1,484	(44)	-3%	4,528	4,000	-13%
Total Repair and Maintenance	(1,669)	1,175	2,844	242%	1,141	2,811	246%	(141)	3,525	3,667	104%	4,239	4,381	103%	10,433	14,100	26%
Total Goods & Services	4,671	10,209	5,539	54%	6,472	1,801	28%	19,763	32,408	12,645	39%	22,767	3,004	13%	133,065	145,710	9%
Total Expenses	36,877	37,782	904	2%	73,141	36,263	50%	98,684	115,126	16,441	14%	228,533	129,849	57%	486,167	502,609	3%
Operating Results	(16,184)	(16,650)	466	-3%	(54,451)	38,267	-70%	(32,833)	(48,815)	15,983	-33%	(152,550)	119,718	-78%	(211,774)	(227,757)	-7%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
Total Other Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
Taxes & Misc Expenses																	
6745 Banking fees	11,142	2,500	(8,642)	-346%	0	(11,142)	-	11,142	2,500	(8,642)	-346%	0	(11,142)	-	18,642	10,000	-86%
Total Taxes & Misc Expenses	11,142	2,500	(8,642)	-346%	0	(11,142)	-	11,142	2,500	(8,642)	-346%	0	(11,142)	-	18,642	10,000	-86%
7010 Interest payment	48,785	58,662	9,878	17%	67,288	18,503	27%	48,785	58,662	9,878	17%	67,288	18,503	27%	224,771	234,649	4%
Total Debt Services	48,785	58,662	9,878	17%	67,288	18,503	27%	48,785	58,662	9,878	17%	67,288	18,503	27%	224,771	234,649	4%
Total Other Expenses	59,927	61,162	1,235	2%	67,288	7,361	11%	59,927	61,162	1,235	2%	67,288	7,361	11%	243,414	244,649	1%
Net Other Income	(59,927)	(61,162)	1,235	-2%	(67,288)	7,361	-11%	(59,927)	(61,162)	1,235	-2%	(67,288)	7,361	-11%	(238,414)	(239,649)	-1%
Net Result	(76,111)	(77,812)	1,701	-2%	(121,739)	45,628	-37%	(92,760)	(109,978)	17,218	-16%	(219,839)	127,079	-58%	(450,188)	(467,406)	-4%

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

amounts in \$US dollars

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	10,682	30,500	(19,818)	-65%	10,433	250	2%	77,971	91,500	(13,529)	-15%	72,674	5,297	7%	352,471	366,000	-4%
4260 Rail Operations Revenue	21,042	38,362	(17,320)	-45%	20,716	327	2%	75,162	115,086	(39,924)	-35%	71,081	4,081	6%	420,419	460,343	-9%
4265 Rail Surcharges	23,275	38,012	(14,737)	-39%	23,520	(245)	-1%	82,829	114,037	(31,207)	-27%	79,280	3,549	4%	424,939	456,146	-7%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	893,944	893,944	0%
Total Operating Income	55,000	106,874	(51,874)	-49%	54,668	332	1%	235,962	320,622	(84,660)	-26%	223,035	12,927	6%	2,091,774	2,176,434	-4%
Expenses																	
Goods & Services																	
6070 Postage & courier services	0	0	0	-	0	0	-	0	0	0	-	51,380	51,380	100%	0	0	-
Total Office Expense	0	0	0	-	0	0	-	0	0	0	-	51,380	51,380	100%	0	0	-
6260 Consulting services	0	6,250	6,250	100%	3,498	3,498	100%	1,848	18,750	16,902	90%	4,103	2,255	55%	58,098	75,000	23%
6290 Commercial insurance	6,337	6,337	0	0%	4,834	(1,503)	-31%	19,011	19,011	0	0%	14,501	(4,510)	-31%	83,416	83,416	0%
Total Professional Services	6,337	12,587	6,250	50%	8,332	1,995	24%	20,859	37,761	16,902	45%	18,604	(2,255)	-12%	141,514	158,416	11%
6410 Signage	0	192	192	100%	0	0	-	0	575	575	100%	0	0	-	1,725	2,300	25%
6425 Operational supplies	0	0	0	-	0	0	-	55	0	(55)	-	0	(55)	-	55	0	-
6430 Equipment Rental	0	0	0	-	47	47	100%	0	0	0	-	47	47	100%	0	0	-
Total Operational Expense	0	192	192	100%	47	47	100%	55	575	520	90%	47	(8)	-18%	1,780	2,300	23%
6505 Repairs & maintenance vehicles	36	0	(36)	-	17	(19)	-109%	109	0	(109)	-	52	(57)	-109%	109	0	-
6510 Repairs & maintenance buildings	99,583	37,500	(62,083)	-166%	114,151	14,568	13%	234,840	112,500	(122,340)	-109%	149,168	(85,671)	-57%	572,340	450,000	-27%
6515 Repairs & maintenance land improve	0	12,500	12,500	100%	0	0	-	0	37,500	37,500	100%	0	0	-	112,500	150,000	25%
Total Repair and Maintenance	99,620	50,000	(49,620)	-99%	114,168	14,549	13%	234,949	150,000	(84,949)	-57%	149,220	(85,728)	-57%	684,949	600,000	-14%
Total Goods & Services	105,957	62,779	(43,178)	-69%	122,547	16,590	14%	255,863	188,336	(67,527)	-36%	219,252	(36,611)	-17%	828,243	760,716	-9%
Total Expenses	105,957	62,779	(43,178)	-69%	122,547	16,590	14%	255,863	188,336	(67,527)	-36%	219,252	(36,611)	-17%	828,243	760,716	-9%
Operating Results	(50,957)	44,095	(95,052)	-216%	(67,879)	16,922	-25%	(19,901)	132,286	(152,187)	-115%	3,783	(23,685)	-626%	1,263,531	1,415,718	-11%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	315,000	315,000	0%
4905 Other	0	0	0	-	0	0	-	2,363	0	2,363	-	0	2,363	-	2,363	0	-
Total Other Income	0	0	0	-	0	0	-	2,363	0	2,363	-	0	2,363	-	317,363	315,000	1%
Other Expenses																	
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	364,142	364,142	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	122,143	122,143	0%
7020 Principal repayment - Vehicles	1,039	443	(596)	-134%	1,009	(30)	-3%	5,599	3,818	(1,780)	-47%	3,020	(2,579)	-85%	14,749	12,969	-14%
7025 Interest payment - Vehicles	68	1	(67)	-4891%	97	30	30%	776	570	(206)	-36%	299	(477)	-159%	2,124	1,918	-11%
8020 CIP Machinery & Equipment	0	0	0	-	298	298	100%	0	0	0	-	4,395	4,395	100%	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	3,000	3,000	100%	0	0	0	-	218,335	218,335	100%	0	0	-
Total Debt Services	1,106	444	(662)	-149%	4,404	3,298	75%	6,375	4,388	(1,986)	-45%	226,049	219,675	97%	503,157	501,171	0%
Total Other Expenses	1,106	444	(662)	-149%	4,404	3,298	75%	6,375	4,388	(1,986)	-45%	226,049	219,675	97%	503,157	501,171	0%
Net Other Income	(1,106)	(444)	(662)	149%	(4,404)	3,298	-75%	(4,011)	(4,388)	377	-9%	(226,049)	222,038	-98%	(185,794)	(186,171)	0%
Net Result	(52,063)	43,651	(95,714)	-219%	(72,283)	20,220	-28%	(23,912)	127,898	(151,810)	-119%	(222,266)	198,354	-89%	1,077,737	1,229,547	-12%

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4285 Mob/Demob Services	0	0	0	-	0	0	-	13,498	69,390	(55,891)	-81%	0	13,498	-	82,888	138,779	-40%
4287 Dredging Services	0	76,684	(76,684)	-100%	0	0	-	0	76,684	(76,684)	-100%	0	0	-	153,369	230,053	-33%
4290 Other	7,377	37,740	(30,362)	-80%	0	7,377	-	87,789	113,219	(25,430)	-22%	0	87,789	-	427,447	452,877	-6%
Total Operating Income	7,377	114,424	(107,047)	-94%	0	7,377	-	101,287	259,293	(158,006)	-61%	0	101,287	-	663,703	821,709	-19%
Expenses																	
Personnel Services																	
5005 Salaries	0	0	0	-	89	89	100%	0	0	0	-	372	372	100%	0	0	-
Total Compensation	0	0	0	-	89	89	100%	0	0	0	-	372	372	100%	0	0	-
5100 Federal Payroll taxes	0	0	0	-	7	7	100%	0	0	0	-	28	28	100%	0	0	-
5105 State Payroll taxes	0	0	0	-	0	0	100%	0	0	0	-	1	1	100%	0	0	-
5110 Unemployment Insurance	0	0	0	-	2	2	100%	0	0	0	-	10	10	100%	0	0	-
5115 Workers compensation	0	0	0	-	0	0	100%	0	0	0	-	0	0	100%	0	0	-
Total Payroll Taxes	0	0	0	-	10	10	100%	0	0	0	-	40	40	100%	0	0	-
5225 PERS Employer Contributions	0	0	0	-	9	9	100%	0	0	0	-	9	9	100%	0	0	-
5230 PERS Employee Contributions	0	0	0	-	3	3	100%	0	0	0	-	3	3	100%	0	0	-
5295 Allocations	4,303	24,772	20,469	83%	0	(4,303)	-	5,434	51,118	45,684	89%	0	(5,434)	-	90,775	136,458	33%
Total Insured Benefits	4,303	24,772	20,469	83%	12	(4,291)	-36183%	5,434	51,118	45,684	89%	12	(5,422)	-45721%	90,775	136,458	33%
Total Personnel Services	4,303	24,772	20,469	83%	110	(4,193)	-3797%	5,434	51,118	45,684	89%	424	(5,011)	-1183%	90,775	136,458	33%
Goods & Services																	
6025 Travel - lodging & transportation	0	5,650	5,650	100%	0	0	-	0	11,299	11,299	100%	0	0	-	16,949	28,248	40%
6030 Travel - Per Diem & mileage reimbursement	0	4,868	4,868	100%	0	0	-	0	9,735	9,735	100%	0	0	-	14,603	24,338	40%
Total Travel & Entertainment	0	10,517	10,517	100%	0	0	-	0	21,034	21,034	100%	0	0	-	31,552	52,586	40%
6105 Telephone - mobile	53	60	7	12%	53	(0)	0%	159	180	21	12%	158	(0)	0%	699	720	3%
Total Utilities	53	60	7	12%	53	(0)	0%	159	180	21	12%	158	(0)	0%	699	720	3%
6290 Commercial insurance	5,950	6,470	520	8%	5,300	(650)	-12%	17,850	19,409	1,559	8%	15,901	(1,949)	-12%	76,076	77,635	2%
Total Professional Services	5,950	6,470	520	8%	5,300	(650)	-12%	17,850	19,409	1,559	8%	15,901	(1,949)	-12%	76,076	77,635	2%

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	0	33	33	100%	0	0	-	9,857	100	(9,757)	-9758%	175	(9,682)	-5533%	10,157	400	-2439%
6405 Safety/hazardous materials	0	17	17	100%	0	0	-	617	50	(567)	-1133%	0	(617)	-	767	200	-283%
6420 Janitorial supplies	0	17	17	100%	0	0	-	158	50	(108)	-217%	0	(158)	-	308	200	-54%
6425 Operational supplies	122	108	(13)	-12%	0	(122)	-	5,913	325	(5,588)	-1719%	0	(5,913)	-	6,888	1,300	-430%
6430 Equipment Rental	0	20,669	20,669	100%	0	0	-	0	20,669	20,669	100%	0	0	-	62,006	82,675	25%
6450 Fuel - Gas	0	4,540	4,540	100%	0	0	-	0	9,080	9,080	100%	0	0	-	13,620	22,700	40%
6455 Fuel - Diesel	0	7,140	7,140	100%	0	0	-	0	14,280	14,280	100%	0	0	-	21,420	35,700	40%
Total Operational Expense	122	32,524	32,402	100%	0	(122)	-	16,546	44,554	28,008	63%	175	(16,371)	-9356%	115,167	143,175	20%
6500 Repairs & maintenance equipment	457	13,676	13,219	97%	0	(457)	-	9,150	41,028	31,879	78%	92,600	83,450	90%	132,234	164,113	19%
6505 Repairs & maintenance vehicles	3,074	20,585	17,511	85%	24	(3,050)	-12715%	48,963	61,756	12,793	21%	9,363	(39,600)	-423%	234,229	247,022	5%
Total Repair and Maintenance	3,531	34,261	30,730	90%	24	(3,507)	-14620%	58,113	102,784	44,671	43%	101,963	43,851	43%	366,464	411,135	11%
Total Goods & Services	9,656	83,832	74,176	88%	5,377	(4,279)	-80%	92,667	187,961	95,294	51%	118,198	25,531	22%	589,957	685,251	14%
Total Expenses	13,959	108,604	94,645	87%	5,488	(8,471)	-154%	98,101	239,078	140,977	59%	118,621	20,520	17%	680,732	821,709	17%
Operating Results	(6,581)	5,820	(12,402)	-213%	(5,488)	(1,094)	20%	3,186	20,215	(17,029)	-84%	(118,621)	121,807	-103%	(17,029)	0	-
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	2,278	0	2,278	-	2,342	(64)	-3%	5,666	0	5,666	-	6,595	(930)	-14%	5,666	0	-
Total Other Income	2,278	0	2,278	-	2,342	(64)	-3%	5,666	0	5,666	-	6,595	(930)	-14%	5,666	0	-
Net Other Income	2,278	0	2,278	-	2,342	(64)	-3%	5,666	0	5,666	-	6,595	(930)	-14%	5,666	0	-
Net Result	(4,303)	5,820	(10,124)	-174%	(3,145)	(1,158)	37%	8,852	20,215	(11,363)	-56%	(112,026)	120,878	-108%	(11,363)	0	-

	Carloads: 351	Current Period				Same Month Last Year			Year to Date				Year End					
		Sep 2024				Sep 2023			Jul 2024 - Sep 2024				Prior FYTD vs Current FYTD					
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration																	
3	Union Pacific	96,028	204,106	(108,078)	(53%)	140,651	(44,623)	(32%)	379,909	612,319	(232,409)	(38%)	434,366	(54,456)	(13%)	2,216,865	2,449,274	(9%)
4	Carloads CBRL	114,395	179,513	(65,118)	(36%)	67,104	47,291	70%	371,707	538,540	(166,833)	(31%)	275,978	95,729	35%	1,987,327	2,154,160	(8%)
5	Demurrage	0	0	0	-	0	0	-	0	0	0	-	2,300	(2,300)	(100%)	0	0	-
6	Total Administration	210,423	383,811	(173,388)	(45%)	207,755	2,669	1%	751,616	1,151,433	(399,817)	(35%)	712,643	38,973	5%	4,205,916	4,605,734	(9%)
9	Mechanical	82,110	191,297	(109,187)	(57%)	49,678	32,432	65%	279,840	573,892	(294,053)	(51%)	148,059	131,781	89%	2,001,516	2,295,569	(13%)
10	Total Operating Income	292,534	575,109	(282,575)	(49%)	257,433	35,101	14%	1,031,456	1,725,326	(693,870)	(40%)	860,702	170,754	20%	6,207,433	6,901,303	(10%)
12	Operating Expenses																	
13	Administration	108,873	96,693	(12,181)	(13%)	74,258	(34,615)	(47%)	298,576	290,131	(8,444)	(3%)	204,824	(93,752)	(46%)	1,198,857	1,190,413	(1%)
14	Maintenance of Way	54,687	77,703	23,015	30%	45,230	(9,457)	(21%)	150,919	233,350	82,431	35%	153,082	2,163	(1%)	882,324	964,756	(9%)
15	Transportation	122,555	179,194	56,639	32%	142,549	19,994	14%	413,253	537,581	124,328	23%	447,228	33,974	(8%)	2,085,365	2,209,693	(6%)
16	Mechanical	56,582	97,302	40,720	42%	44,919	(11,663)	(26%)	164,342	291,907	127,565	44%	141,515	(22,828)	(16%)	1,056,889	1,184,453	(11%)
17	Total Expenses	342,698	450,892	108,193	24%	306,957	(35,742)	(12%)	1,027,090	1,352,970	325,879	24%	946,649	(80,442)	(8%)	5,223,436	5,549,315	6%
19	Operating Results																	
20	Administration	101,550	287,118	(185,568)	(65%)	133,496	(31,946)	(24%)	453,041	861,302	(408,261)	(47%)	507,819	(54,779)	(11%)	3,007,059	3,415,321	(12%)
21	Maintenance of Way	(54,687)	(77,703)	23,015	(30%)	(45,230)	(9,457)	21%	(150,919)	(233,350)	82,431	(35%)	(153,082)	2,163	(1%)	(882,324)	(964,756)	(9%)
22	Transportation	(122,555)	(179,194)	56,639	(32%)	(142,549)	19,994	(14%)	(413,253)	(537,581)	124,328	(23%)	(447,228)	33,974	(8%)	(2,085,365)	(2,209,693)	(6%)
23	Mechanical	25,528	93,995	(68,467)	(73%)	4,759	20,769	436%	115,497	281,985	(166,488)	(59%)	6,544	108,953	1665%	944,628	1,111,116	(15%)
24	Totals Operating Results	(50,164)	124,217	(174,381)	(140%)	(49,524)	(641)	1%	4,365	372,356	(367,990)	(99%)	(85,947)	90,312	(105%)	983,997	1,351,988	(27%)
29	Other Income	0	0	0	-	0	0	-	45,140	0	45,140	-	0	45,140	-	45,140	0	-
30	Total Other Income	0	0	0	-	0	0	-	45,140	0	45,140	-	0	45,140	-	45,140	0	-
32	Financial Expenses & Taxes	21,862	38,362	16,500	(43%)	33,354	11,492	(34%)	77,739	115,086	37,347	(32%)	83,898	6,159	(7%)	1,314,641	1,351,988	3%
35	Total Other Expenses	21,862	38,362	16,500	(43%)	33,354	11,492	(34%)	77,739	115,086	37,347	(32%)	83,898	6,159	(7%)	1,314,641	1,351,988	3%
37	Net Result	(72,026)	85,855	(157,881)	(184%)	(82,878)	10,851	(13%)	(28,234)	257,270	(285,504)	(111%)	(169,845)	141,611	(83%)	(285,504)	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	364,560	124.62%
Oct 2024	-	-	-	0.00%
Nov 2024	-	-	-	0.00%
Dec 2024	-	-	-	0.00%
Jan 2025	-	-	-	0.00%
Feb 2025	-	-	-	0.00%
Mar 2025	-	-	-	0.00%
Apr 2025	-	-	-	0.00%
May 2025	-	-	-	0.00%
Jun 2025	-	-	-	0.00%
Total	1,249	1,076,595	1,104,830	102.62%



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: November 12, 2024
SUBJECT: External Affairs Management Report

Communications, Media, and Outreach:

The Port organized a press event attended by local print and video media regarding the INFRA grant announcement. The event included Congresswoman Val Hoyle, Representative Boomer Wright, Port Commissioners, and nearly 50 members of the public that included partners from the building trades, business community, civic organizations and NorthPoint Development. Press releases on the INFRA and CRISI were developed and distributed to the Port's website, Facebook, Instagram and LinkedIn pages. The Port's and PCIP project webpage (<https://pcipproject.com/>) will also begin to be updated more frequently as work is ramped up on the project. This will give two avenues for the public to more easily access information on activities.

Port Staff worked closely with JLA Public Involvement to coordinate outreach and interviews that will shape the PCIP's Community Engagement Plan. The Plan is scheduled to be finalized in December. Some of this work included developing a new project fact sheet, a community survey, an expansive update to the stakeholder contact list and scheduling and conducting 60 meetings with members of the community. The team attempted to include representation across all sectors and impacted groups and across the project footprint. These interviews emphasize listening and made special effort to include voices that might not have been heard previously as well as those who have shared concerns about the project. It's important to note this work is valuable beyond the PCIP project, as it gives important insight into public perceptions of the Port more broadly, and incorporates information shared in interviews as lessons learned to help the Port improve its outreach, operations and communications in the future.

Staff met with the South Coast Economic Exchange; Oregon Business & Industries Transportation Committee; City of Coos Bay's Economic Revitalization Office; City of Coos Bay's Economic Opportunities Analysis research team; Coos, Curry, Douglas Business Development Corporation Quarterly Board Meeting; Oregon Public Ports Association Business Meeting; Oregon Railroad Users League; Ports Federal Coordination Committee; Oregon Business Leaders Wind Energy Briefing; SCDC Board of Directors; South Coast Workforce Housing Group; Bay Area Chamber (BACC) Board of Directors; BACC's Wednesday Business Connections Weekly Lunch Series and BACC's Business After Hours.

Staff gave updates on Port happenings and the PCIP to Senators Brock Smith and Anderson as well as Representatives Boice and Wright.

A meeting was held with Coos, Curry, Douglas Business Development Corporation to enhance coordination, especially on funding opportunities for the Charleston Marina.

Port team members participated in the annual downtown candy hand out and Charleston's Trunk or Treat.

Staff coordinated and conducted interviews with KOBI, OPB, the Coos Bay World, KCBY, Capitol Press, and KEZI.

Staff participated in two meetings with the PCIP's Federal Strikeforce that includes the Governor's office and Business Oregon. Presentations were made regarding the PCIP to the Society of Professional Engineers, the Realtors Association and Bay Area Chamber Transportation Committee.

Relevant Stories:

[After Decades of Growth, Oregon's Population Is Shrinking. A Top Economist Examines Why. Willamette Week](#)

[Local and State Ballot Measure Breakdown | News | theworldlink.com](#)

[State invites public participation in offshore wind energy 'roadmap' after feds pause plans | News | northcoastcitizen.com](#)

[People at Noon: Ron Wyden-United States Senator, Oregon | KCBY 11](#)

[FRA Grants Benefit Short Lines Across the Country - Railfan & Railroad Magazine](#)

[Over \\$42.7M in federal funding going to five rail projects across Oregon - KOBI-TV NBC5 / KOTI-TV NBC2](#)

[Port of Coos Bay receiving \\$29.7M for Rail Line Upgrades Planning Project - KOBI-TV NBC5 / KOTI-TV NBC2](#)

[Over 29 million headed for upgrades to the Coos Bay Rail Line | KVAL 13](#)

[Coos Bay looks to shipping as its future economic engine after decline of timber - OPB](#)

[Port of Coos Bay board receives intermodal port project update – Yahoo! News](#)

[Hoyle, Wyden, Merkley, announce \\$25 million in funding for Port of Coos Bay intermodal project | Local News | theworldlink.com](#)

[Proposed Oregon container terminal among projects winning DOT grants | Journal of Commerce](#)

[Political leaders celebrate funding for Port of Coos Bay Intermodal Project - KOBI-TV NBC5 / KOTI-TV NBC2](#)

[Oregon International Port of Coos Bay celebrates federal stake in shipping project | KVAL 13](#)



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
FROM: Mike Dunning, Chief Port Operations Officer
DATE: November 12, 2024
SUBJECT: Port Operations/Asset Management Report

Channel Modification Project/PCIP:

Ten geotechnical borings were completed at the new terminal berth location. These borings will inform the basis of design and engineering for the new dock. In accordance with the permit and consultation with the local tribes, the Port contractor provided all coring's to the tribes for evaluation.

The project team continues to work with the USACE on the Channel 204/408 report and the permitting and NEPA for the project as a whole. The recent grant awards for engineering, design, and permitting for the CBRL and Terminal and Rail Yard are being negotiated with the grantors, in anticipation of having a grant agreement in place in early 2025.

Rail Bridge Rehabilitation Project:

Steel Swing Bridges: The contractor continues to make repairs to existing bridge members, and prep for the installation of new support members. Work to replace floor stringers on the North Bend swing bridge has begun and is expected to take about two weeks to complete.

PIDP Grant (Tie and Resurfacing Project):

Port staff is working with MARAD to close out the grant.

Dredging:

River mile 12-15 USACE contract is nearing completion. The contractor expects to have all work completed by the end of November. Once this contract is complete, the contractor will be dredging three of the private terminals in the bay. This is expected to take about one week.

The USACE may contract with Manson Construction to dredge the USACE navigation channel at the North entrance of the Charleston Marina. This will remove the existing button shoal on the federal side of the entrance. Staff is working with Manson to obtain estimates to dredge the Port side of the shoal while they are there. If the Port does not address our side of the shoal, we will continue to have a navigational restriction at the North entrance to the Marina.

MEMORANDUM

TO: Port of Coos Bay Board of Commissioners

FROM: Raymond Dwire, Charleston Marina Complex Manager

DATE: November 12, 2024

SUBJECT: Charleston Operations Management Report

Monthly Statistics:

Of the 525 moorage slips, there were 121 annuals (23.05%), 65 semi-annuals (12.38%), 19 monthlies (3.62%), and 413 transient nights, for a total occupancy of 41.59% for the month.

The RV Park had an average capacity of 25.37% in October. Out of 104 RV Park spaces, we had 10 new check-ins with total sales of \$20,353.80. Occupancy in October 2023 was 30.24% with sales of \$27,387.80.

There were 322 tons of ice sold in the month of October for a total of \$32,200.00. In comparison, in October 2023, 77 tons of ice sold for a total of \$7,701.00.

Charleston Marina Staff:

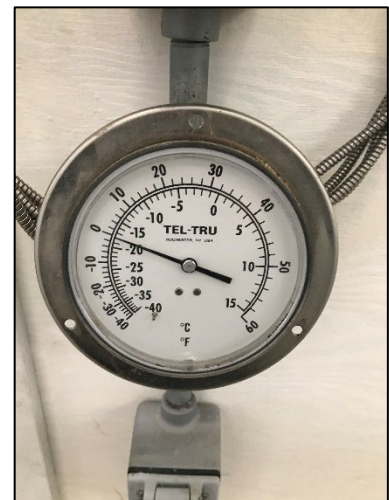
- Marina Office and RV Park Office Staff is fully staffed with three full-time employees.
- Marina's Maintenance Staff remains fully staffed with eight full-time employees.
- Charleston Security Department is at full staff with five full-time employees.

Charleston Marina Highlights:

With the Pink Shrimp season ending at the end of October, commercial vessel owners and crews are busy readying their vessels for the upcoming Dungeness Crab season. The Charleston Shipyard is bustling with gear change over and vessel owners prepping their vessels.

Charleston Ice Plant:

The Charleston Ice Plant continues to run well at approximately 2/3 capacity. Representatives from North Star Ice toured the Charleston Ice Plant last month to see how they can better help us make the best ice on the coast. Recent levels of chlorine have been low and the smell of chlorine in the ice has been very minor. The picture to the left is what the temperature the ice bin was on November 1st. Cold, cold, cold, just like we want it to be.



Charleston Fishing Families



The rain and wind didn't stop all the fun on Halloween Night at the Charleston Marina. An annual tradition is the Charleston Fishing Families Trunk or Treat. Thank you to all who set up booths and handed out candy to the kids.



Charleston Fishing Families 2025 License Program:

To the right is the flyer for the 2025 License Program hosted by the Charleston Fishing Families. Special thanks to Southwestern Oregon Workforce Investment Board for their very gracious grant making this possible. Charleston Fishing Families gives these Commercial Fishing Licenses to fishermen that fish out of our port every year.

Charleston Fishing Families

2025 LICENSE PROGRAM

WE WERE EXTREMELY LUCKY TO RECEIVE A VERY GRACIOUS GRANT FROM SOUTH WESTERN OREGON BUSINESS INVESTMENT BOARD TO HELP PROVIDE 2025 COMMERCIAL FISHING LICENSES TO COMMERCIAL FISHERMEN OR WOMEN ON THE SOUTHERN OREGON COAST

WHEN: NOVEMBER 21 & 22
TIME: 11:00 AM - 3:00 PM
'DROP IN AT ANYTIME'

WHERE: CHARLESTON FISHING FAMILIES OFFICE LOCATED AT 63480 CROSLINE RD, CHARLESTON (BEHIND THE COAST GUARD BUILDING)
SEAFOOD CHOWDER LUNCH AND DESSERT PROVIDED

PLEASE NOTE!!!
MUST HAVE:
-OREGON ADDRESS
-CURRENT POSITION ON A BOAT
-BE ABLE TO PROVIDE CONTACT INFO FOR YOUR CAPTAIN

QUESTIONS: PLEASE TEXT
MELISSA CLEMENS
541-297-9353
OR FACEBOOK
MESSENGER

Southwestern Oregon
SO-WIB
Workforce Investment Board

CHARLESTON FISHING FAMILIES
CHARLESTON, OR

2024 Port of Garibaldi Dredge Project:

Charleston Maintenance Staff began mobilizing the State Dredge Equipment on October 14. This year's project is removing 45,000 cubic yards of material at the Port of Garibaldi in Tillamook Bay. The in-water work window is from November 1st through February 15th.





David Stevenson, Maintenance Apprentice II, boards the support vessel Ms. SoCo after she was lifted from her trailer and placed into the water by Forslund Crane Services.



Forslund Crane Services launches The Laura, the dredge owned by the State of Oregon using their 350-ton crane.



Photo Left:

David Stevenson demonstrates the proper use of the pipe welder for the State Dredge Project. This year, the Port of Garibaldi supplied two of their staff to assist our crew with the project.

Photo Below:

David Stevenson sets up the next section of dredge pipe to be welded using the reach forklift.

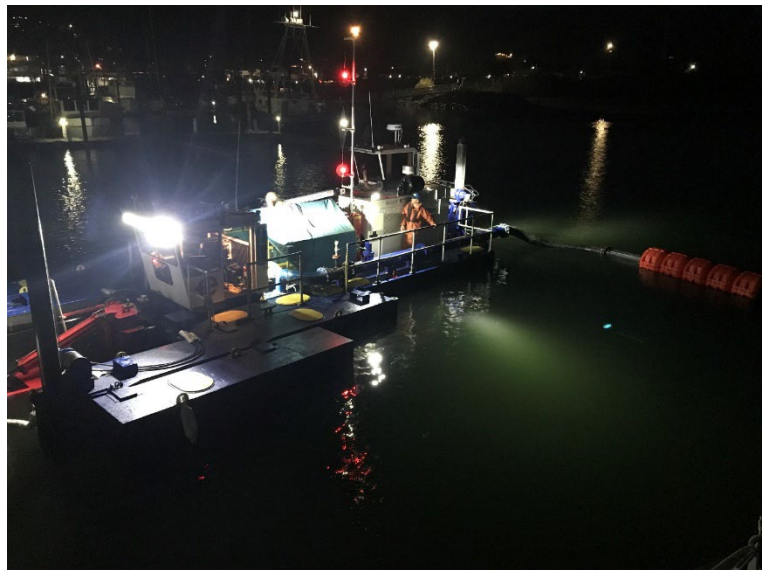




Trent Walker, Maintenance Foreman, and Richard Poetzl, Maintenance Apprentice II, attach pencil buoys to the dredge pipe. These pencil buoys have blinking lights on them so mariners can see the path of the dredge pipe at night.



Michael Hester, Maintenance Apprentice I, attaches the flex hose that connects the dredge to the dredge pipe. This is Michael's first year dredging and he is doing a great job. Thank You, Michael.



MEMORANDUM

TO: Port of Coos Bay Board of Commissioners

FROM: Brian Early, General Manager, CBRL

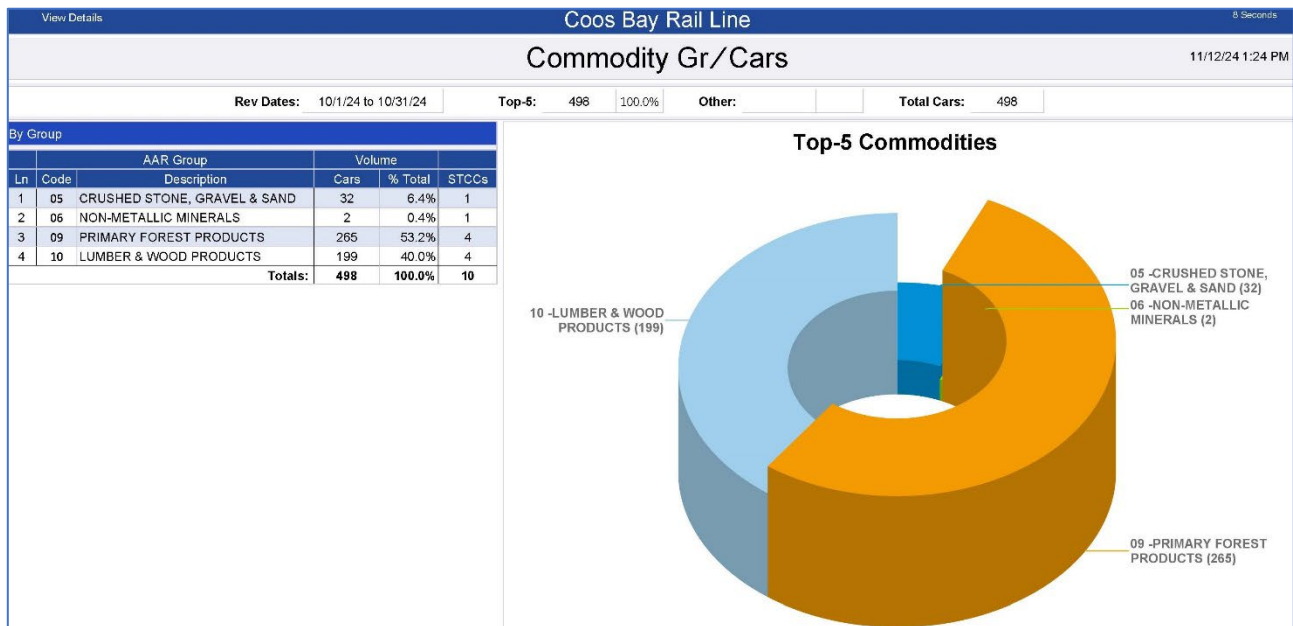
DATE: November 12, 2024

SUBJECT: Railroad Department Management Report

Operations:

CBRL Carloads for October 2024 = 498
 Prior month, September 2024 = 351
 Prior Year, October 2023 = 393
 2024/2025 Forecasted Monthly Average = 640

October’s carloads rose substantially over September’s carloadings due in large part to the loosening of fire restrictions in the commercial forests and unexpected weather events on the east coast. Also contributing to the increase were significant increases in shipments of aggregate and wood chips.



Digging deeper, “green lumber” increased 25%, wood chips from the valley and California climbed from only 4 in September to over 30 in October, and aggregate went from zero in the previous 90 days to over 30 loads in October.

The big gainer was export logs, almost doubling in quantity for the month. Some of this was due to the fact that the shipper is expecting 2 ships in November, however, management expects the log volume to remain strong going into next calendar year as the supplier of these logs has made a commitment to use CBRL as its only source for rail shipments.

Mechanical (Locomotive):

Columbia Rail was onsite the week of October 14, performing three periodic inspections and conducting repairs to the remainder of the fleet. HLCX 1044 is finally back in service after numerous electrical issues were encountered and the balance of the fleet is in top running order.

Mechanical (Car):

The car supply from Union Pacific began the month slow with the drop off in demand from our “green lumber” facility but rose significantly as more cars were brought online to accommodate the rise in demand towards the end of the month. Car supply for the other shippers was right on pace and we continue to perform numerous repairs as the trend of the larger railroads not repairing cars continues.

Maintenance of Way (MOW):

In addition to their normal duties of maintaining and repairing CBRL’s rail infrastructure, our MOW and Signal departments took care of some major repairs in October. In conjunction with Johnson Rock, Coos County and ODOT, the crossings at Central Road and Coos-Sumner Road were both repaired and repaved. We also were able to repair the crossing arm structure that was severely damaged in an accident at The Mill Casino in August.



ODOT/FRA:

CBRL had one visit each from ODOT’s Operations and Signal Inspectors in October, and no defects were recommended for violation.

Coos Bay Rail Line:

As of October 31st, 2024, CBRL has worked 301 days injury free. Currently, CBRL has 22 employees and 10 locomotives on property.



(Reedsport Turn Span circa 1916. Courtesy of Robert Melbo)

Action Items

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

DATE: November 12, 2024

PROJECT TITLE: 2024Res12: Increasing Maximum Indebtedness in the North Bend Urban Renewal Plan

ACTION REQUESTED: Adopt resolution 2024Res12 concurring to increase the maximum indebtedness in the North Bend Urban Renewal Plan

BACKGROUND:

The North Bend Urban Renewal Agency (Agency) is considering adopting an amendment to the North Bend Urban Renewal Plan (Plan). The Agency directed North Bend City Staff to prepare a substantial amendment for their review to consider future projects and to consider an increase in the maximum indebtedness (the spending limit) of the Plan.

To provide the tax increment revenues sufficient to undertake the new projects outlined in the Plan, the maximum indebtedness of the plan must be increased from \$11,800,723 to \$45,500,000. This increases the estimated duration of the plan by 30 years. To enable this increase of maximum indebtedness in the Plan, the City must receive concurrence of taxing districts proposing 75% of the amount of taxes imposed under permanent rate limits. This can be accomplished with approvals from the City of North Bend, the North Bend School District, and the Port of Coos Bay. These approvals must be by adoption of a resolution by the governing body of these taxing districts.

As a taxing district, the Port of Coos Bay is already assessed a tax rate of .0000278 to contribute to the North Bend Urban Renewal Agency. For fiscal year 2023/24, this was equivalent to a total amount imposed of \$23,468.96 prior to any property taxes received.

Below is a table outlining the projected impact on the Port’s permanent rate limit due to increasing the maximum indebtedness:

Year	Impact	Year	Impact	Year	Impact	Year	Impact
2024	(36,831)	2032	(48,405)	2040	(53,206)	2048	(52,792)
2025	(38,984)	2033	(50,395)	2041	(53,836)	2049	(53,428)
2026	(37,673)	2034	(49,810)	2042	(54,484)	2050	(54,068)
2027	(39,295)	2035	(50,321)	2043	(55,153)	2051	(54,724)
2028	(41,011)	2036	(50,864)	2044	(55,841)	2052	(55,399)
2029	(42,779)	2037	(51,424)	2045	(56,550)	2053	(56,095)
2030	(44,599)	2038	(52,000)	2047	(52,259)	2054	(56,811)
2031	(46,474)	2039	(52,594)	2046	(57,280)	2055	(57,550)
						TOTAL:	(1,612,935)

Revenue sharing for the taxing districts begins once the maximum indebtedness is increased, based on incremental growth thresholds in the North Bend Urban Renewal area. It is projected that the area will reach this threshold in FYE 2033 with revenue sharing to commence in FYE 2034.

The City of North Bend will be presenting additional information at the November Port Commission Meeting and will be available to answer any questions. In addition, the Plan Amendment and Report Accompanying the Plan Substantial Amendment has been provided with this Commission packet.

RECOMMENDED MOTION:

Adopt resolution 2024Res12 concurring to increase the maximum indebtedness in the North Bend Urban Renewal Plan from \$11,800,723 to \$45,500,000.

RESOLUTION 2024Res12

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

**CONCURRING WITH A MAXIMUM INDEBTEDNESS INCREASE
IN THE NORTH BEND URBAN RENEWAL PLAN**

WHEREAS, the North Bend Urban Renewal Agency (Agency) pursuant to the requirements of ORS Chapter 457 prepared the North Bend Urban Renewal Plan Amendment (“Plan Amendment”) reviewed by the Agency on October 22, 2024; and

WHEREAS, Section IV of the Plan authorizes the increase in maximum indebtedness of the Plan from \$11,800,723 to \$45,500,000; and

WHEREAS, in accordance with ORS 457.470(7) this increase in maximum indebtedness must receive concurrence of taxing districts imposing at least seventy five percent of the amount of taxes imposed under permanent rate limits in the urban renewal area; and

WHEREAS, the Agency has requested concurrence from the City of North Bend, the North Bend School District 13, and the Oregon International Port of Coos Bay; and

WHEREAS, the Oregon International Port of Coos Bay concurs with the increase in maximum indebtedness of the North Bend Urban Renewal Plan;

THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Oregon International Port of Coos Bay as follows:

Section 1. The recitals of this resolution are adopted as additional findings and are incorporated herein as if fully set forth.

Section 2. This resolution shall be effective as of the date of adoption.

APPROVED and ADOPTED, by the Board of Commissioners of the Oregon International Port of Coos Bay this 21st day of November, 2024.

Kyle Stevens, President

Elise Hamner, Secretary

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

DATE: November 12, 2024

PROJECT TITLE: 2024Res15: Port of Coos Bay Title VI Anti-Discrimination Policy

ACTION REQUESTED: Adopt resolution 2024Res15 approving Port Policy Manual Section 6.10: Title VI Non-Discrimination Policy

BACKGROUND:

The U.S. Department of Transportation’s (DOT) Maritime Administration (MARAD) Office of Civil Rights (OCR) is responsible for ensuring MARAD grant recipient compliance with Federal civil rights laws, regulations, and requirements, including following applicable Federal guidance on Title VI of the Civil Rights Act of 1964 (Title VI) and Americans with Disabilities Act of 1990 (ADA) requirements. All applicants must demonstrate compliance with the applicable civil rights requirements prior to execution of their grant award.

All grant recipients are required to submit a comprehensive Title VI Plan prior to the execution of any grant. The Port is committed to adherence of all federal and state laws concerning discrimination. Port Policy 14.9: Non-Discrimination and Anti-Harassment/Violence, specifically addresses the behavior and actions of Port personnel, but does not address the non-discrimination requirements of those who contract with or represent the Port's interests.

As part of the development of this Title VI plan, Port staff recommends that a formal policy be established and approved by the Port Board of Commissioners. This policy applies to all operations of the Port, including its contractors and anyone who acts on behalf of Port. This policy also applies to the operations of any private partner, department or agency to which the Port extends state and federal financial assistance. State and federal financial assistance includes grants, training, equipment usage, donations of surplus property, and other assistance.

Port Policy Manual Section 6.10: Title VI Non-Discrimination Policy has been drafted to reflect the Port’s Title VI Non-discrimination Policy Statement. The policy has been reviewed by the Port’s legal counsel.

RECOMMENDED MOTION:

Adopt resolution 2024Res15 approving Port Policy Manual Section 6.10: Title VI Non-Discrimination Policy.

RESOLUTION 2024Res15

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

**RESOLUTION ADOPTING PORT POLICY MANUAL
SECTION 6.10: TITLE VI NON-DISCRIMINATION POLICY**

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

WHEREAS, the Port is required and committed to adherence of all federal and state laws concerning discrimination, but no specific Port policy addressing non-discrimination outside of the Port Personnel Policy exists, and

WHEREAS, the Port, as a federal grant recipient, is required to submit a comprehensive Title VI Plan prior to the execution of any grant and as part of the development of this plan, Port staff recommends a formal non-discrimination policy be established and approved by the Port Board of Commissioners, and

WHEREAS, this policy will apply to all operations of the Port, including its contractors and anyone who acts on behalf of Port, and the operations of any private partner, department or agency to which the Port extends state and federal financial assistance, and

WHEREAS, Port Policy Manual Chapter 6: Public Contracting, Section 6.10: Title VI Non-Discrimination Policy has been drafted to reflect the Port’s Title VI Non-discrimination Policy Statement.

THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Oregon International Port of Coos Bay approves and adopts Port Policy Manual Section 6.10: Title VI Non-Discrimination Policy, identified as Exhibit A, attached hereto and incorporated herein by reference.

APPROVED and ADOPTED, by the Board of Commissioners of the Oregon International Port of Coos Bay this 21st day of November, 2024.

Kyle Stevens, President

Elise Hamner, Secretary

*Policy has been amended in red since original publication of the packet

POLICY 6.10: TITLE VI NON-DISCRIMINATION POLICY

It is the policy of the Oregon International Port of Coos Bay (Port) that no person shall on the grounds of race, color, age, religion, sex, disability, genetic information, or~~and~~ national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in any operation of the Port as provided by Title VI of the Civil Rights Act of 1964 and related statutes.

This policy applies to all operations of the Port, including its contractors and anyone who acts on behalf of the Port. In the event the Port distributes state or federal aid funds to a sub-recipient or contractor, the Port will include Title VI language in all written agreements and will monitor for compliance. This policy also applies to the operations of any department or agency to which the Port extends state and federal financial assistance. State and federal financial assistance includes grants, training, equipment usage, donations of surplus property, and other assistance.

Prohibited discrimination may be intentional or unintentional. Seemingly neutral acts that have disparate impacts on individuals of a protected group and lack a substantial legitimate justification are a form of prohibited discrimination. Harassment and retaliation are also prohibited forms of discrimination.

Examples of prohibited types of discrimination based on race, color, age, religion, sex, disability, genetic information, or national origin include: denial to an individual of any service, financial aid, or other benefit; distinctions in the quality, quantity, or manner in which a benefit is provided; segregation or separate treatment; restriction in the enjoyment of any advantages, privileges, or other benefits provided; discrimination in any activities related to highway and infrastructure or facility built or repaired; and discrimination in employment.

Title VI compliance is a condition of receipt of state and federal funds. The Title VI Coordinator is authorized to ensure compliance with this policy, Title VI of the Civil Rights Act of 1964, 42 USC§ 2000d and related statutes, 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28 CFR 50.3 and 49 CFR part 21.

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

DATE: November 12, 2024

PROJECT TITLE: 2024Res13: Amendment to Port Policy 3.1: Public Meetings

ACTION REQUESTED: Adopt resolution 2024Res13 approving the amendments to Port Policy Manual Section 3.1: Public Meetings.

BACKGROUND:

Each year, the Port of Coos Bay participates in the Special Districts Insurance Services (SDIS) Best Practices Program to receive up to a 10% credit on the following year's contributions for general liability, auto liability, and property insurance. The purpose of the program is to assist districts with implementing best practices to mitigate risk in areas of high exposure. This year, the focus of the program is on Public Meetings.

One of the requirements to receive 2% of the 10% credit is to have an adopted Public Meeting Policy that includes new legislative requirements that went into effect January 1, 2024.

Port Policy Section 3.1: Public Meetings, has been amended to reflect SDIS' sample policy, updating the legal requirements for public meetings by electronic means.

The redlined tracked version of the changes are included within the packet following the resolution.

RECOMMENDED MOTION:

Adopt resolution 2024Res13 approving the amendments to Port Policy Manual Section 3.1: Public Meetings.

RESOLUTION 2024Res13

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

**RESOLUTION AUTHORIZING THE AMENDMENTS TO
PORT POLICY MANUAL SECTION 3.1: PUBLIC MEETINGS**

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

WHEREAS, each year, the Port of Coos Bay participates in the Special Districts Insurance Services (SDIS) Best Practices Program to receive up to a 10% credit on the following year's contributions for general liability, auto liability, and property insurance. The purpose of the program is to assist districts with implementing best practices to mitigate risk in areas of high exposure. This year, the focus of the program is on Public Meetings, and

WHEREAS, one of the requirements to receive 2% of the 10% credit is to have an adopted Public Meeting Policy that includes new legislative requirements that went into effect January 1, 2024, and

WHEREAS, Section 3.1: Public Meetings, of the Port Policy Manual has been amended to reflect SDIS' sample policy, updating the legal requirements for public meetings by electronic means.

WHEREAS, the policy will be effective immediately upon adoption.

THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Oregon International Port of Coos Bay approves and adopts the amendments to Port Policy Manual Section 3.1: Public Meetings, identified as Exhibit A, attached hereto and incorporated herein by reference.

APPROVED and ADOPTED, by the Board of Commissioners of the Oregon International Port of Coos Bay this 21st day of November, 2024.

Kyle Stevens, President

Elise Hamner, Secretary

POLICY 3.1: PUBLIC MEETINGS

A. APPLICATION

This policy applies to all meetings of the Board of Commissioners (BOC) of the Port, to any meetings of committees or advisory groups appointed by the BOC, and to any public meeting administered by the Port

A public meeting is a convening of a quorum of the governing body of a public body for the purpose of deciding or deliberating upon a public issue. If a quorum meets for a reason other than deliberation of decision on a public issue (a party, a seminar, a reception, etc.), it is not a public meeting.

B. COMPLIANCE WITH LAW

All public meetings shall be conducted in accordance with the Oregon Public Meetings Law, ORS 192.610-192.710.

C. LOCATION OF PUBLIC MEETINGS

All public meetings shall be held within the geographic boundaries of the Port, except for training sessions held without any deliberative action. No public meeting shall be held in any place where discrimination on the basis of race, creed, color, sex, age, national origin or disability is practiced. All public meetings shall be held in places accessible to the handicapped.

D. MEETINGS HELD BY ~~TELEPHONE ELECTRONIC MEANS~~

Meetings held by telephone or other electronic communications are subject to the Public Meetings Law if they otherwise qualify by virtue of their deliberative purpose and the presence of a quorum. ~~ORS 192.670(1) Notice and opportunity for public access shall be provided when meetings are conducted by electronic means. The public must be provided at least one location where meetings held by telephone or other electronic means may be listened to.~~

~~Whenever executive sessions are conducted electronically, the media must be provided access unless such executive sessions are exempt from media attendance pursuant to ORS 192.660(2)(d).~~

All public meetings, excluding Executive Sessions, must provide to members of the general public, to the extent reasonably possible, an opportunity to:

a.) Access and attend the meeting by telephone, video or other electronic or virtual means;

a.)b.) If in person oral testimony is allowed, submit during the meeting oral testimony by telephone, video or other electronic or virtual means; and

c.) If in-person written testimony is allowed, submit written testimony, including by electronic mail or other electronic means, so that the governing body is able to consider the submitted testimony in a timely manner.

E. REGULAR MEETINGS OF THE BOARD OF COMMISSIONERS

The BOC shall hold regular monthly meetings on a pre-determined and consistent set day and time of each month in the Port's Commission Chambers, located at 125 West Central Avenue, Suite 230, Coos Bay, Oregon, 97420, or at such other places and times as the BOC may designate from time to time.

F. SPECIAL PUBLIC MEETINGS

Special public meetings may be held at the request of the President/Chairperson or any three members of the BOC/Committee. If the President/Chairperson is absent, special public meetings may be held at the request of the Vice-President. No special public meeting shall be held upon less than 24 hours public notice.

G. EMERGENCY PUBLIC MEETINGS

Emergency public meetings may be held at the request of persons entitled to call special public meetings, upon less than 24 hours notice in situations where a true emergency exists. An emergency exists where there are objective circumstances which, in the judgment of the person or persons calling the meeting, create a real and substantial risk of harm to the Port which would be substantially increased if the Port were to delay in order to give 24 hours notice before conducting the meeting. The convenience of meeting members is not grounds for calling an emergency public meeting.

At the beginning of any emergency public meeting, the person calling such meeting shall recite the reasons for calling such meeting, and the reasons the meeting could not have been delayed in order to give at least 24 hours notice, which reasons shall be noted in the minutes. The meeting members shall then determine if the reasons are sufficient to hold an emergency meeting and, if not, shall immediately adjourn such public meeting. Only business related directly to the emergency shall be conducted at an emergency public meeting.

H. NOTICE OF PUBLIC MEETINGS

Notice of the time, place, and principal subjects anticipated to be considered shall be given for all public meetings, but this requirement shall not limit the ability to consider additional subjects. The notice shall be sent to all meeting members, local media, and interested parties who have requested notice in writing of every meeting, within a reasonably calculated time to give actual notice of the time and place for the meeting. The agenda shall also be posted at the Charleston Marina Complex and the Port Administrative Office.

For Special Meetings, press releases shall be issued/emailed or phone calls made to wire services and other media; and interested persons shall be notified by mail, telephone, or email.

For emergency meetings, the Port shall attempt to contact local media and other interested persons by telephone or email to inform them of the meeting.

I. NOTICE OF EXECUTIVE SESSIONS

Notice for meetings called only to hold executive sessions shall be given in the same manner as notice for regular, special and emergency meetings set forth above, except that the notice only needs to indicate the general subject matter to be considered at the executive session, and must state the statutory basis for calling the executive session. See section 3.3 below.

J. INTERPRETERS FOR THE HEARING IMPAIRED

The Port shall comply with ORS 192.630(5) regarding the provision of interpreters for the hearing impaired at public meetings, in accordance with the following rules:

1. The Port shall make a good faith effort to have an interpreter for hearing impaired persons provided at any regularly scheduled meeting if the person requesting the interpreter has given the Port at least 48 hours notice of the request, provided the name of the requester, the requester's sign language preference, and any other relevant information which the Port may require. "Good faith efforts" shall include contacting the Oregon Disabilities Commission, or other state or local agencies that maintain a list of qualified interpreters.
2. If a meeting is held upon less than 48 hours notice, the Port shall make reasonable efforts to have an interpreter present.
3. The requirement for an interpreter does not apply to emergency meetings.
4. The Chief Executive Officer (CEO) shall be responsible for developing and maintaining a list of qualified interpreters, and shall have the responsibility for making the required good faith effort to arrange for attendance of an interpreter at any meeting for which an interpreter is requested.

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

DATE: November 12, 2024

PROJECT TITLE: 2024Res14: Change in Registered Agent for the Oregon International Port of Coos Bay

ACTION REQUESTED: Approval of Resolution 2024Res14 Changing the Port's Registered Agent on record with the Oregon Secretary of State Archives Division

BACKGROUND:

According to Oregon Revised Statute 198.340, a special district shall designate a registered office and a registered agent. The registered agent shall be an agent of the district upon whom any process, notice or demand required or permitted by law to be served upon the district may be served.

The Oregon Secretary of State Archives Division has former Chief Executive Officer, John Burns, listed as the registered agent for the Oregon International Port of Coos Bay. A resolution is required to change the registered agent's name with the State of Oregon.

RECOMMENDED MOTION:

Approve Resolution 2024Res14 naming Lanelle Comstock as the registered agent on record for the Oregon International Port of Coos Bay with the Oregon Secretary of State Archives Division.

RESOLUTION 2024Res14

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

**CHANGING THE REGISTERED AGENT OF
THE OREGON INTERNATIONAL PORT OF COOS BAY**

WHEREAS according to Oregon Revised Statute 198.340, a special district shall designate a registered office and a registered agent; and

WHEREAS the registered agent shall be an agent of the district upon whom any process, notice or demand required or permitted by law to be served upon the district may be served; and

WHEREAS the Oregon Secretary of State Archives Division has former Chief Executive Officer, John Burns, listed as the registered agent for the Oregon International Port of Coos Bay; and

WHEREAS a resolution is required to change the registered agent's name with the State of Oregon.

THEREFORE BE IT RESOLVED by the Board of Commissioners of the Oregon International Port of Coos Bay that the registered agent on record for the Port is changed to Lanelle Comstock, Chief Executive Officer.

APPROVED and ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 21st day of November, 2024.

Kyle Stevens, President

Elise Hamner, Secretary

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

DATE: November 12, 2024

PROJECT TITLE: Vacation of Kingwood Ave

ACTION REQUESTED: Approve the request for consent from the City of Coos Bay to vacate 132.75 feet of Kingwood Ave and the alley way between Lot 400 and 1100

BACKGROUND:

Per Oregon Revised Statutes 271.180 and 271.190, municipalities are required to seek approval from Ports and other adjoining property owners for proposed vacation of streets, alleys, and common public places within 5,000 feet of the harbor or pier headlines of the Port.

Northwest Natural Gas Company owns Lots 400, 500/500A1, 1100 and 600 that comprise the Coos Bay Resource Center for 6 employees who provide natural gas services and natural gas installations in Coos County. They are requesting the vacation of 132.75 feet of Kingwood Avenue adjacent to Lot 400, south of Kingwood Avenue, and Lots 500/500A1 to the west and north of Kingwood Avenue. They are also requesting the vacation of the Alley Way between Lot 400 to the east and Lot 1100 to the west of the Alley Way. This request is being made for the planned placement of new buildings at the site.

Port staff reviewed the area of the proposed vacation and believe the street right of way vacation action will not create a negative impact on Port activities.

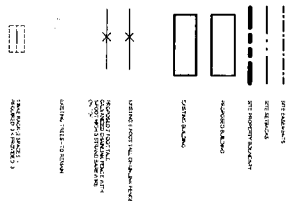
Prior to the City of Coos Bay taking any formal action on the proposed right-of-way, the Port's Board of Commissioners must approve the vacation.

RECOMMENDED MOTION:

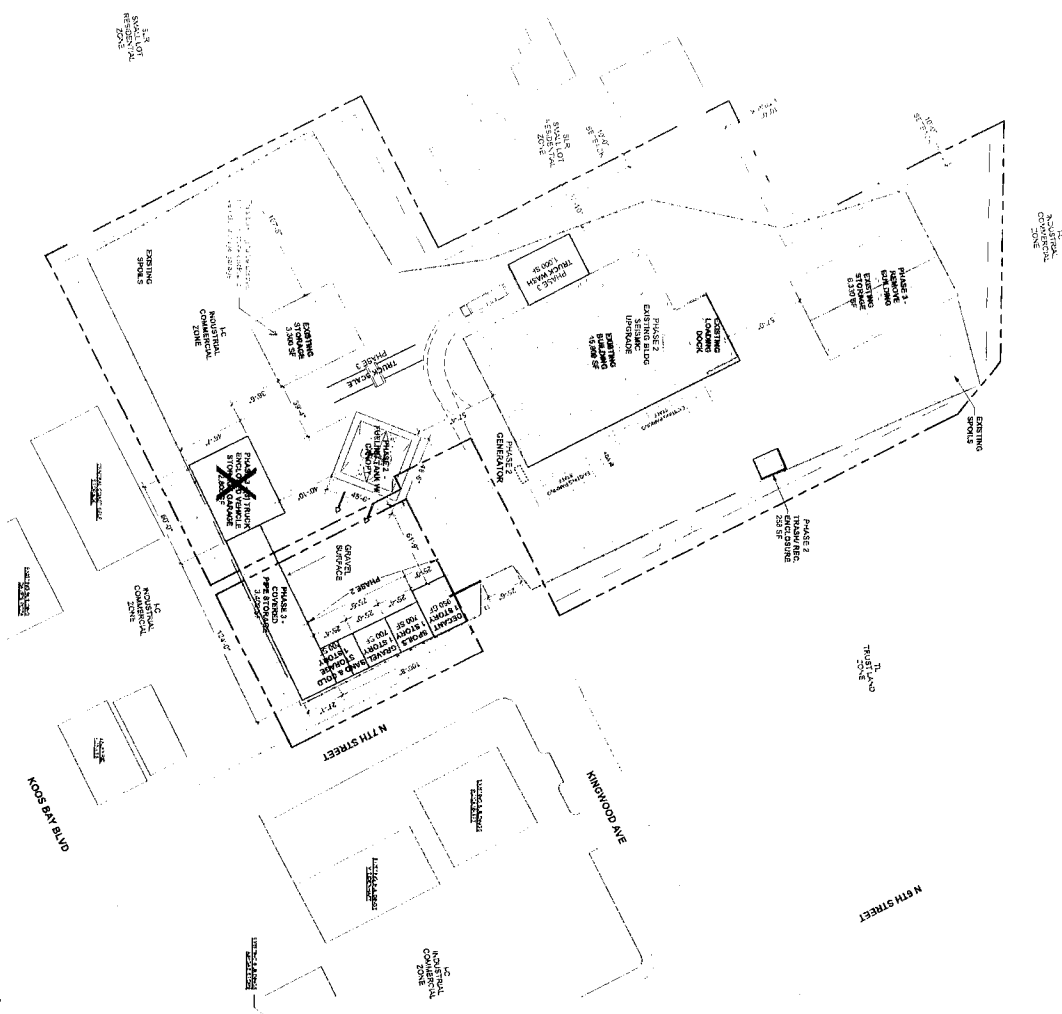
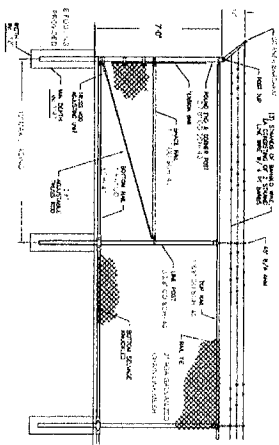
Approve the request for consent from the City of Coos Bay to vacate 132.75 feet of Kingwood Ave and the alley way between Lot 400 and 1100.

A3 - PROPOSED SITE PLAN

KEYNOTES



PROPOSED CHAINLINK FENCE



222001 | NW Natural Coos Bay Resource Center Ph 2
 ARCHITECTS 11/29/23



Informational Items



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

Owned by the Oregon International Port of Coos Bay

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

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

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

	2020		2021		2022		2023		2024	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	409	1,349.7	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9
Feb	400	1,320.0	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4
Mar	432	1,425.6	566	1,867.8	694	2,290.2	498	1,643.4	488	1,610.4
Apr	350	1,155.0	621	2,049.3	668	2,204.4	407	1,343.1	456	1,504.8
May	394	1,300.2	599	1,976.7	707	2,333.1	454	1,498.2	548	1,808.4
Jun	534	1,762.2	625	2,062.5	595	1,963.5	468	1,544.4	420	1,386.0
Jul	485	1,600.5	503	1,659.9	530	1,749.0	473	1,560.9	465	1,534.5
Aug	467	1,541.1	485	1,600.5	597	1,970.1	388	1,280.4	433	1,428.9
Sep	378	1,247.4	556	1,834.8	524	1,729.2	372	1,227.6	351	1,158.3
Oct	431	1,422.3	521	1,719.3	488	1,610.4	393	1,296.9	498	1,643.4
Nov	349	1,151.7	548	1,808.4	512	1,689.6	409	1,349.7	0	0.0
Dec	499	1,646.7	453	1,494.9	493	1,626.9	440	1,452.0	0	0.0
Total	5,128	16,922.4	6,213	20,502.9	6,755	22,291.5	5,168	17,054.4	4,620	15,246.0

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

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

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	4,620	rail carloads =	462,000	short tons =	15,246.0	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.

**SUMMARY OF
CHARLESTON MARINA ADVISORY COMMITTEE MEETING
12:00 p.m., Wednesday, October 16, 2024**

Four of the seven Advisory Committee members and one public guest were present. Seven Port staff members and one Commissioner were present.

The Marina Manager provided an update on current marina projects, including the Ice Plant and the dredging of Point Adams. An update on the Section 107 feasibility study was provided.

Committee members discussed the state dredge and the impact its operation has on maintenance and repairs in Charleston. Committee members and public guests voiced concerns over this issue, as well as the need for Point Adams dredging, maintenance needs on the docks, and restrooms being locked afterhours.

**OREGON INTERNATIONAL PORT OF COOS BAY
CHARLESTON MARINA ADVISORY COMMITTEE MEETING
12:00 p.m., Wednesday, October 16, 2024
Charleston Marina RV Park, Recreation Room**

DRAFT MINUTES

ATTENDANCE

Advisory Members:

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

Port Staff:

Lanelle Comstock, Chief Executive Officer; Mike Dunning, Chief Port Operations Officer; Ray Dwire, Charleston Marina Manager; Megan Richardson, Director of Finance & Accounting; Cheryl Charitar, Charleston Office Administrator; Julie Williams, Charleston Office Assistant; and Krystal Karcher, Administrative Services Manager.

Guests:

Ed Fleming; and Port of Coos Bay Commissioner Kyle Stevens.

1. CALL MEETING TO ORDER

Knute Nemeth called the meeting to order at 12:04 p.m.

2. INTRODUCTION OF GUESTS

3. REVIEW AND APPROVAL OF MEETING MINUTES

A. Approval of July 17, 2024 Meeting Minutes

At the time of this agenda item, a quorum was not present to vote. Minutes were reviewed with no comments from Committee members present.

4. FINANCIAL DATA REVIEW

Megan Richardson reviewed the financial data for Charleston Operations. In the first quarter FY23/24, Charleston had operating income of about \$925K compared to a budget of about \$836K, better than planned by \$89K. More ice was sold this quarter than anticipated. Total operating expenses were about \$554K, compared to a budget of \$694K, about \$141K underspent. Total operating results were a net gain of \$371K compared to a budgeted net gain of \$141K, which is \$230K better than planned. Charleston net result was a net gain of about \$243K compared to a budgeted net gain of about \$35K, or about \$209K better than planned.

5. CURRENT PROJECTS UPDATE

Ray Dwire stated the roof repair on Building 30 has been completed by Daryl Rodgers Construction, then he presented an update regarding the operations of the Ice Plant.

The Ice Plant utilizes salted flake ice which provides better product coverage, faster cooling, greater product protection, among other benefits. Salinity levels need to be at 300-500 parts per million (ppm) salt. Proper salinity levels ensure the freezing temperature is much colder. During the ice making process, water is sprayed on the inside of the drums which are supercooled to -25 to -35 degrees F. At last check the drums were at -27 degrees F. The temperature of the bin needs to be maintained or the ice will become slushy, as was reported at a recent Commission meeting. Five of the eight cooling fans were defective so the bin was not as cold. Those fans have been fixed and the bin is currently at about 10 to 12 degrees F.

The delivery of ice is measured by the auger system; it is sold by the ton and the weight is based on a full auger and full flow during delivery. If the volume in the auger is not full, the scale of ice delivered may be incorrect. There are times when there is a blockage or a reduced flow and staff have been instructed to make a judgement call as to when that flow effects the amount of ice delivered. Mr. Dwire stated Port staff delivered ice into totes to check the weight of ice delivered. The scale showed 0.5 ton of ice and each of the two bins weighed 800 lbs. When the auger is full, it is delivering more ice than the scale reads.

Mr. Dwire stated there was a problem recently with high chlorine levels in the ice. Although this is not currently an issue, staff are working to prepare for it should it become an issue again. Chlorine levels are being monitored and are currently at about 1 ppm.

Mr. Dwire shared a chart with ice revenue cost comparisons, and how many tons would need to be sold at different price points to make the same revenue as the current price point. This information was provided to Commissioners based upon their request. In FY24/25 ice sales have been significantly higher than in previous years. In the first quarter 2,002 tons of ice have been sold. For the previous fiscal year, a total of 2,234 tons were sold. Mr. Dwire stated that moorages are also up, as well as use of the short term Shipyard work area and other services.

Mr. Dwire provided additional information about the issue of wet ice. Port maintenance and security staff check the temperature of the bin multiple times throughout the day to ensure a faster response should the temperature become an issue again. The Port has the ability to make the best ice on the coast and measures are being taken to ensure the quality of ice meets the expectations of the fishermen.

Mr. Dwire shared maps depicting the area of Port responsibility for dredging and the area of Army Corps responsibility. The last time the Corps' area was dredged was in 2020, and the Port piggybacked on that work. Around that time, the Port began work on the Section 107 study to have the Corps assume maintenance responsibility for that entire area. The Port dredged in 2022 but the Corps did not. Survey results from 2022 and most recently were shared.

Mike Dunning stated the Port has been working with the Corps to get the coastal clamshell contract here to dredge. The bid was put out, but estimates came in double of previous years. A contract was negotiated, then there was a protest and the contract was terminated. Letters have been sent in support of the need for coastal dredging. If this shoal doubles in size, the inner basin will not be accessible for

larger vessels. The Corps is working on it, but it does not look promising. Reasons include the in-water work window, lack of funding, and weather. Staff have been evaluating contingency plans.

Mr. Dunning stated the tentatively selected plan for the Section 107 feasibility study should be available in November. Port staff have asked the Army Corps to assume maintenance dredging responsibility for the area from the federal navigation channel in front of B dock, Point Adams and the fuel dock and all the way to the boat ramp. It is likely they will not go all the way to the boat ramp and may stop just past the fuel dock. This will still include the area that sees the main issue.

Knute Nemeth asked if there was an option for Coos Bay to get its own dredge. Mr. Dwire stated the cost of the dredge would be high, but also the cost to maintain it would be high. Mr. Nemeth stated the option should be looked at. Mr. Dunning stated the Port has used the state dredge more than any other port, and there is an opportunity to potentially use it next year.

Mr. Dunning stated one problem is the amount of material that is authorized for the disposal site G. The Corps has limited that to 5,000 cubic yards in one year. The Port was able to get approved for disposal of 10,000 cubic yards last year. There is currently a backlog of 140,000 cubic yards between the Shipyard and Marina to get everything to depth. The upland disposal site in Barview needs work to be ready for material, and is generally reserved for any contaminated material that is found.

6. REVIEW AND APPROVAL OF MEETING MINUTES

A. Approval of July 17, 2024 Meeting Minutes

A quorum is now present. Upon a motion by Kathleen Hornstuen, the Charleston Advisory Committee Members voted to approve the July 17, 2024 Meeting Minutes. **Motion Passed Unanimously.**

7. ROUNDTABLE DISCUSSION ON FACILITIES MAINTENANCE NEEDS

Kathy Hornstuen asked whether there were comments on the project worksheet from the last meeting. Mr. Dwire stated there was only one submittal so far and staff would like to see more responses.

Ed Fleming stated that dock maintenance is an ongoing concern, as well as overhead lights and pedestals that need repair. Mr. Fleming asked how long staff are away for a dredging project. Mr. Dunning stated it depends on the project but it is usually two to three months. Mr. Fleming asked how this impacts dock work. Mr. Dunning stated there is no other port with the capacity to run the state dredge, so if the Port of Coos Bay did not step up the equipment would not be there for ports. It does place a strain on operations. The last time Garibaldi was dredged, there were six staff members sent. This time there are only four going, and two staff from Garibaldi will help.

Mr. Fleming asked about the status of the Connect Oregon grant application. Mr. Dunning stated the final review and decision is upcoming from the Transportation Committee. It is not looking probable right now; the project is currently ranked below the cut needed to get funding.

Mr. Dwire stated the Port received a grant from the Oregon State Marine Board for resealing and repainting the parking lots. This is a \$40,000 project. The Port also submitted an application for a SDAO safety grant for additional cameras and lighting in the Shipyard.

Mr. Nemeth stated that he heard from a longtime commercial fisherman complaining about the restrooms being locked afterhours and being unable to access the facilities. Mr. Dwire stated the Port is in the process of installing key pad entry on each of these doors. Marina customers who need access can contact the Port office or Security if it is afterhours.

8. PUBLIC COMMENT

Mr. Fleming thanked Port staff for posting the meeting announcement on the dock heads. Mr. Dwire stated the Port has the donated anchor stored for the Fishermen's Memorial. Mr. Nemeth stated this was donated by the Lilienthal family.

9. COMMITTEE COMMENT

Mr. Nemeth stated the recent Octoberfish celebration was a successful event and had close to 250 people attend. The event raised around \$2,000 for the Charleston Food Bank.

10. NEXT MEETING DATE

The next meeting is scheduled for Wednesday, January 15, 2025 at 12:00 p.m.

11. ADJOURN

Knute Nemeth adjourned the meeting at 1:22 p.m.