



M E M O R A N D U M

TO: Interested Parties  
FROM: Eric Farm, President  
DATE: December 14, 2022  
SUBJECT: Port of Coos Bay Commission Meeting Notice

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The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **10:00 a.m., Tuesday, December 20, 2022.**

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the administrative office at 541-267-7678 by 8:30 a.m. on Tuesday, December 20, 2022. Written comment will be accepted until 8:30 a.m. on Tuesday, December 20, 2022 by sending an email to [portcoos@portofcoosbay.com](mailto:portcoos@portofcoosbay.com) with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, December 20, 2022**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;
- (h) consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed;
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments; and
- (n) discuss information about review or approval of programs relating to the security of a number of specified structures, activities and materials relevant to the operation of the state’s infrastructure.

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**OREGON INTERNATIONAL PORT OF COOS BAY  
REGULAR COMMISSION MEETING  
10:00 a.m., Tuesday, December 20, 2022**

Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420  
Watch Live on YouTube: [www.youtube.com/portcoos](http://www.youtube.com/portcoos)

**T E N T A T I V E   A G E N D A**

**1. CALL MEETING TO ORDER**

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

A. Kevin Banister, Simply Blue

**3. PUBLIC COMMENT**

**4. PORT PROJECT UPDATE**

A. Charleston Marina Dredging Project Update ..... Steve Bawn  
B. Audit Update ..... Megan Richardson

**5. CONSENT ITEMS**

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**10. COMMISSION COMMENTS**

**11. NEXT MEETING DATE** – Tuesday, January 17, 2023, 10:00 a.m.

**12. RECESS TO EXECUTIVE SESSION**

**13. ADJOURN**

# Consent Items

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**10:00 a.m., Tuesday, October 18, 2022**

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

**ATTENDANCE**

**Commission:**

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

**Staff:**

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Margaret Barber, Director of External Affairs and Business Development; Rich Lopez, General Manager Coos Bay Rail Line; Rick Adamek, Director of Asset Management; Laura Fortin, Administrative Assistant; and Mike Stebbins, Port Legal Counsel.

**Media & Guests:**

Yelena Nowak, Oregon Trawl Commission; Tim Novotny, Oregon Dungeness Crab Commission; Kari Silva, F/V Ms. Jeanette Marrie, Inc.; and Rex Leach, F/V Ms. Julie, and F/V Texas Lady.

**1. CALL MEETING TO ORDER**

President Farm called the meeting to order at 10:01 a.m.

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

**A. Yelena Nowak, Offshore Wind Presentation**

Ms. Nowak, representing the Oregon Trawl Commission, shared a PowerPoint Presentation regarding Offshore Wind Production and the Oregon call areas set for leasing through the Bureau of Ocean Energy Management (BOEM). The slide presentation covered concerns for potential impacts to both environmental and ocean areas. The Oregon Trawl Commission is asking BOEM to slow down the current fast track leasing process, to provide a robust and upfront analysis on the environmental and economic impacts, to create a transparent process that includes all stakeholders and to consider a small demonstration site first. Ms. Nowak presented the Board of Commissioners with a proposed resolution asking for their support.

President Farm commented that the Commission Board has some new members, and they are all working to get up to speed regarding this topic. President Farm noted the Port does have a letter previously sent to BOEM that perhaps Ms. Nowak could include with her documents.

Commissioner Edwards commented on the importance of the Commissioners knowing the background in the resolution letters Ms. Nowak has presented. Commissioner Edwards stated that there are 18

municipalities in agreement and that the Offshore Wind Energy program does not work for Oregon nor for its natural resources.

Commissioner Hanson asked where she could find the previous weeks Oregon Department of Energy's report. Mr. Burns answered that he could get that for her.

**B. Tim Novotny, Oregon Dungeness Crab Commission**

Mr. Novotny, speaking on behalf of the Charleston Crab Fishermen, stated their main concerns are unanswered questions and the effect of the cables on the crabbing industry in our area. More studies are needed before BOEM should move forward. Mr. Novotny stated other concerns with Oregon Department of Energy not having adequate engagement (back and forth communication) with the community. Many agencies, from all sides of the political spectrum support the project, but believe issues need to be resolved before moving forward.

**3. PUBLIC COMMENT**

**A. Kari Silva, F/V Jeanette Marrie, Inc.**

Ms. Silva said she was elected to speak on behalf of the majority of the Charleston Fishing Families. Their concerns are for the unknown possible impacts to the ocean eco system, marine life, and the future of fishing on the Oregon Coast and more specifically in the local proposed call area. Ms. Silva expressed strong concerns for the future of the fishing industry if BOEM is allowed to move forward without environmental studies being done. She asked for the Port Commissioners to approve the resolution regarding development of offshore wind energy.

Commissioner Edwards commented he appreciated that this was the second public comment Ms. Silva has done for this cause and thanked her for her efforts.

**B. Rex Leach, F/V Ms. Julie & F/V Texas Lady**

Mr. Leach stated that he concurs with the comments and concerns presented before him, and that he would like to add the concern for unknown potential impacts that could occur to the Coos Bay and Charleston infrastructure. He questioned what will happen to local businesses if there is no more crabbing or fishing in the area.

President Farm commented, stating from a forestry perspective, the government moved slowly, and the forests burned, where in this case they seem to be moving quickly and not looking at all the possible alternatives. President Farm further commented that the Port would engage in Board education in the matter.

**4. CONSENT ITEMS**

- A. Approval of September 20, 2022 Regular Commission Meeting Minutes
- B. Approval of September Invoices
- C. Approval of September Contracts Awarded
- D. Approval of Community Giving Donations
- E. Approval of 2022 SDIS Best Practices Program Checklist

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners motioned to approve the September 20, 2022 Regular Commission Meeting Minutes,

September Invoices, September Contracts Awarded, Community Giving Donations, and 2022 SDIS Best Practices Program Checklist. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

**5. MANAGEMENT REPORTS**

All Management Reports were included within the Meeting Packet.

**6. ACTION ITEMS/REPORTS**

**A. 2022Res11: City of Veneta IGA Amendment Re: Community Dog Park**

In 2011, the Board of Commissioners of the Oregon International Port of Coos Bay approved an Intergovernmental Agreement between the City of Veneta and the Oregon International Port of Coos Bay to allow the City of Veneta to maintain a certain section of railroad right-of-way located within the city limits of Veneta. The entire property subject to the 2011 IGA is located between Territorial Highway and 3rd Street in Veneta and is approximately 135 feet wide and 575 feet long. Since then, the City of Veneta has maintained a portion of this property to a manicured park like status.

In November 2021, the City of Veneta contacted Port Staff, asking the Port to allow the City to develop part of this property into a fenced community dog park. Port Staff collaborated with the City of Veneta to draft an amendment to the 2011 IGA, outlining the terms and conditions of the dog park on Port property.

Per the IGA amendment, in exchange for the Port to allow the City of Veneta to develop the dog park and for the City to create and enforce the dog park rules, the City of Veneta will:

- Enclose the dog park with a chain link fence (8' on the north along the railroad, and 6' tall around the remaining perimeter) and add dog park features to the property while continuing to maintain the property as outlined in the 2011 IGA;
- Conduct activities 30' from the centerline of the railroad tracks;
- Include the Oregon International Port of Coos Bay and the Coos Bay Rail Line, Inc. as named partners in the development of the dog park;
- Obtain and maintain the minimum insurance requirements as outlined in the IGA exhibit.

The amendment will remain in effect for 10 years, with the option to renew every 5 years. In addition, if the dog park is deemed to be a danger to the public or to rail operations, the amendment will be terminated. The amendment has been reviewed and accepted by both the Port's legal counsel and insurance broker of record.

The original 2011 IGA and the new Amendment to the IGA for the Dog Park were attached as exhibits to the resolution within the Commission packet.

Commissioner Edwards asked how this project came about. Ms. Comstock explained, the city of Veneta had proposed the project during previous property discussion meetings.

Upon a motion by Commissioner Edwards (second by Commissioner Stevens), the Board of Commissioners motioned to adopt Resolution 2022Res11 approving the Intergovernmental Agreement Amendment between the Oregon International Port of Coos Bay and the City of Veneta to develop Port

property into a fenced community dog park and to authorize Chief Executive Officer John Burns to execute the Agreement Amendment. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

**B. 2022Res12: Amended 2022/23 Port of Coos Bay Rate Schedule**

The following fees have been added to the proposed draft Port of Coos Bay Rate Schedule:

- **Charleston Area Lodging Tax**  
On the May 2022 ballot, Coos County voters approved Ballot Measure 6-194, authorizing a tax on short term lodging in the Charleston Area. The 9.5% lodging tax, which was effective October 1, 2022, is collected by Coos County and assessed on all reservations within the Charleston Marina RV Park.
- **Impound Fees**  
Fees are currently assessed to a customer's account when a Storage Unit or Vessel is impounded due to delinquency of payment or abandonment. These fees include the cost of a lock (and chain) if needed, and the administrative cost of preparing the impound notice, posting the notice, and preparing for the auction process.
- **Tenant / Lessee Credit Checks**  
Businesses or individuals interested in leasing Port property (buildings, office space, land, etc.) are subject to a credit check. These fees are the actual cost to run the report with a third party company plus an administrative cost to process and review the report.

The proposed amended red lined 2022/23 Port of Coos Bay Rate Schedule was attached as Exhibit A to the resolution within the Commission packet.

The Rate Schedule may be modified by Resolution of the Port Commission. Upon approval by the Board, the proposed Fiscal Year 2022/23 Port of Coos Bay Rate Schedule will become effective immediately.

Commissioner Hanson asked if the Port recovers any of the Impound Fees. Ms. Comstock along with Ms. Richardson answered, typically no, the account is sent to collections.

Commissioner Stevens asked if a tenant sent to collections is then allowed to rent from the Port again. The answer again from both Ms. Comstock and Ms. Richardson typically they are red flagged and become a cash only customer.

Upon a motion by Commissioner Stevens (second by Commissioner Hanson), the Board of Commissioners motioned to approve Resolution 2022Res12 amending the 2022/23 Port of Coos Bay rate schedule. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

**C. Update Signature Authority of Local Government Pool**

Port Policy Chapter 12 outlines the internal controls and authorization for financial management of the Port of Coos Bay. All Port bank accounts must be authorized and approved by the Board of Commissioners.

The Port invests excess cash with the Oregon State Treasury Local Government Investment Pool, which provides a higher rate of return than the Port's other bank accounts. Funds are transferred between the Local Government Investment Pool (LGIP) and the Umpqua bank accounts as needed for cash flow purposes. LGIP transfers are only permitted to and from bank accounts that are linked to the LGIP account. Changes to the linked bank accounts must be approved by two individuals.

With the resignation of Past President David Kronsteiner, Port staff wishes to update the signature authority documents for the LGIP. Any two of the following individuals are required to initiate bank account information changes for the Local Government Investment Pool account #5347:

John Burns	Chief Executive Officer
Lanelle Comstock	Chief Administrative Officer
Megan Richardson	Director of Finance & Accounting
Eric Farm	President
Brianna Hanson	Vice President

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners motioned to approve updating signature authority and access of bank account changes to the Local Government Investment Pool #5347. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

**D. 2022Res13: Update Signature Authority on Umpqua Account**

Port Policy Chapter 12 outlines the internal controls and authorization for financial management of the Port of Coos Bay. All Port bank accounts must be authorized and approved by the Board of Commissioners. With the resignation of Past President David Kronsteiner, Port staff wishes to update the signature authority documents for the following bank accounts, to be effective October 18, 2022:

ZBA Disbursement Checking Account #2511  
ZBA Payroll Checking Account #5360  
Money Market Sweep Account #3394  
General Concentration Sweep Account #3139  
Business Development #0198

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

John Burns	Chief Executive Officer
Lanelle Comstock	Chief Administrative Officer
Megan Richardson	Director of Finance & Accounting
Eric Farm	President
Brianna Hanson	Vice President

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

Upon a motion by Commissioner Hanson (second by Commissioner ViksneHill), the Board of Commissioners motioned to approve 2022Res13 updating signature authority for the banking accounts at Umpqua Bank, Coos Bay Branch. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, ViksneHill, and Edwards. Nays: None).



## **E. Award Vaughn Viaduct Contract**

On April 13, 2021, the Port Commission authorized Port staff to solicit Invitations to Bid (ITB) for five separate construction contracts for the CBRL Bridge Rehabilitation Project (BUILD).

On May 7, 2021, the Oregon International Port of Coos Bay / Coos Bay Rail Line solicited bids for the BUILD Project (Phase 1) to replace the Vaughn Viaduct on the Coos Bay Rail Line. Bid responses were due to the Port by June 24, 2021. All bids received were substantially over the Engineers estimated cost for construction, so the Port decided to cancel the Invitation to Bid. The Port decided that rather than replace the bridge entirely, it would be in the Port's best interest to rehabilitate the existing bridge. Following authorization from MARAD to adjust the scope of work for this phase, the Port authorized Stantec Engineering to redesign the project and on June 30, 2022, issued a revised Invitation to Bid for rehabilitation of the existing bridge. Bids were received on September 6, 2022. Two bids were received, with the lowest responsive bidder being West Coast Contractors (WCC) with a price of \$7,135,530.00, which was still considerably over the Engineers estimated cost for construction. In accordance with public contracting law, the Port entered into negotiations with West Coast Contractors to "Value Engineer" the project for potential savings. WCC determined that the project could realize savings in excess of \$200,000.00 by completely replacing the two leg towers, in lieu of rehabilitating the existing legs. West Coast Contractors revised price is \$6,584,005.00.

The Port must obtain authorization from MARAD for this proposed change. Port staff does not foresee any obstacles to obtaining MARAD permission for a scope of work change.

Port procurement rule 2.8.1(E) requires the Port Commission, acting in its capacity as the Local Contract Review Board, authorize solicitations and awards of contracts in excess of \$150,000.00.

President Farm asked how much the original Engineer's estimate was. Mr. Adamek said the original estimate was \$6,116,500.00. Mr. Farm asked if the grant funds are all in place for this. Mr. Adamek assured him the funds are there.

Upon a motion by Commissioner Edwards (second by Commissioner Stevens), the Board of Commissioners motioned to authorize Chief Executive Officer John Burns to award and enter into a contract for the Vaughn Viaduct Rehabilitation Project (BUILD Phase 1) with West Coast Contractors. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

## **F. 2022Res14: Wells Fargo Rail Corporation Locomotive Lease Agreement**

The Port of Coos Bay currently owns six locomotives and leases two locomotives from Wells Fargo Rail Corporation. Due to an anticipated increase in carloads and tonnage on the rail line, Port and Rail Staff have solicited a proposal from Wells Fargo Rail Corporation to lease one locomotive to join the existing rail fleet.

Wells Fargo Rail Corporation provided a proposal to lease one GP38-2 locomotive for a term of 12 months at the rental rate of \$110.00 per unit per day. During the term of the agreement, the Port/Rail is responsible for the maintenance, service and repair of each unit. Upon expiration of the agreement, the term shall continue on a month-to-month basis.

Although the annual expense is within the CEO's spending authority, per the requirements of the lease, the Port's Board of Commissioners must authorize execution of the lease agreement and an opinion letter from the Port's legal counsel must be provided (which is currently being prepared).

Commissioner Hanson asked if there was a parallel agreement regarding the estimated number of car loads attached to the lease. Mr. Burns answered there is no mention of car loads in the agreement with Wells Fargo, and there are no agreements regarding car loads.

Commissioner Stevens asked how the previous two rented locomotives worked out regarding maintenance requirements. Mr. Lopez said that they have been good. Mr. Lopez assured the Commissioners that the locomotives are inspected by both the Port and Wells Fargo before entering into a lease agreement.

Commissioner Edwards asked if this would be the third rented locomotive, to which Mr. Lopez answered that is correct, the Port would have a total of nine locomotives.

President Farm asked if the lease rate was similar or the same as the previous two. Mr. Lopez said the lease rate is the same.

Commissioner Stevens asked if there is a cap on repairs. His concerns were about renting a "lemon". Mr. Lopez answered there is not a cap and there is always a risk.

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners motioned to approve Resolution 2022Res14 authorizing Oregon International Port of Coos Bay Chief Executive Officer John Burns to execute a twelve-month lease agreement for one locomotive at the rental rate of \$110.00 per unit per day with Wells Fargo Rail Corporation. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, Stevens, ViksneHill, and Edwards. Nays: None).

## **7. OTHER**

President Farm announced his decision for new Commission Officer Appointments. The new appointments are Brianna Hanson, Vice President; Kyle ViksneHill, Treasurer; and Kyle Stevens, Secretary.

## **8. COMMISSION COMMENTS**

**9. NEXT MEETING DATE** – Tuesday, November 15, 2022, 10:00 a.m.

## **10. ADJOURN**

President Farm adjourned the meeting at 10:53 a.m. and entered into Executive Session to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;

- (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;
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments; and
- (n) discuss information about review or approval of programs relating to the security of a number of specified structures, activities and materials relevant to the operation of the state's infrastructure.



M E M O R A N D U M

**To:** John Burns, Chief Executive Officer  
**From:** Mary Green, Accounting Clerk  
**Date:** December 14, 2022  
**Subject:** Invoices Paid for Commission Approval - October and November 2022

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A/P checks issued per NetSuite financial system	398,151.93
Payroll disbursements per Umpqua Bank statement	158,246.57
Misc electronic disbursements per Umpqua Bank statement	108,299.79

**October Total Disbursements** **\$ 664,698.29**

A/P checks issued per NetSuite financial system	1,631,245.81
Payroll disbursements per Umpqua Bank statement	151,120.53
Misc electronic disbursements per Umpqua Bank statement	935,739.24

**November Total Disbursements** **\$ 2,718,105.58**

**October and November Total Disbursements** **\$ 3,382,803.87**



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Director of Finance and Accounting

DATE: December 14, 2022

SUBJECT: October and November 2022 Contracts Awarded

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

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

<b>Contract</b>	<b>Description</b>	<b>Cost</b>
Harbour Mastery	RV Park Online Reservation System - HMI Licensing	\$21,600.00
Harbour Mastery	RV Park Online Reservation System - HMI Programing & Development	\$10,800.00
Oracle/NetSuite	RV Park Online Reservation System - NetSuite Licensing	\$16,874.88
Greg Matuzak Environmental Consulting	Change Order 1: Bi-Op for Impact Hammer and NEPA EA Amendment	\$1,500.00
Billeter Marine	Change Order 1: Destruction of the Pacific Belle and Removal of the Burn Pile in Shipyard	\$16,160.25
Pacific Coast Restoration	Post Office Damage	\$17,824.07
<b>Total Contracts Awarded for October:</b>		\$84,759.20
<b>Contract</b>	<b>Description</b>	<b>Cost</b>
Scott Partney	North Bend Swing Span Diagonal Connections and Post Repairs	\$651,447.00
Scott Partney	Change Order #1: North Bend Swing Span Diagonal Connections and Post Repairs	\$92,739.00
Stantec	Task Order#46 - Reedsport DTMF Project	\$17,500.00
<b>Total Contracts Awarded for November:</b>		\$761,686.00



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Margaret Barber, Director of External Affairs and Business Development

DATE: December 14, 2022

SUBJECT: Month-to-Month Lease Assignment

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Per Port Policy 13.1: Authorization for Chief Executive Officer to Execute Short Term Leases, the Chief Executive Officer is authorized to negotiate and execute leases of Port property which are month-to-month or for terms not in excess of 60 days. All such leases shall be reviewed by the Board of Commissioners at regular meetings.

**Wild Coast Running Company – Additional Storage Space**

Port staff were approached by Amarissa Wooden, owner of Wild Coast Running Company, to lease additional space for product storage. Amarissa Wooden is a tenant in good standing with the Port, currently leasing retail / commercial space at 145 S. Broadway in the Hub Building. Port staff identified vacant office space located at 145 W Central Avenue, also in the Hub Building in the same space occupied by Crystal Shoji Planning and the Bay Area Chamber of Commerce. The space is approximately 70 square feet for lease that is easily accessible for Ms. Wooden.

# **Management Reports**



M E M O R A N D U M

TO: John Burns, Chief Executive Officer  
FROM: Lanelle Comstock, Chief Administrative Officer  
DATE: December 14, 2022  
SUBJECT: Administrative Services Management Report

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**Upcoming Scheduled Meetings and Events:**

- December Regular Commission Meeting: Tuesday, December 20, 10:00 am
- Christmas Holiday Observed (offices closed): Monday, December 26
- New Year's Day Holiday Observed (offices closed): Monday, January 2
- Martin Luther King Day (offices closed): Monday, January 16
- January Regular Commission Meeting: Tuesday, January 17, 10:00 am

**ADMINISTRATION**

**Railroad All Staff Meeting:**

The Port CEO and Directors met with all Rail Staff on Friday, December 2, 2022 for five hours to discuss issues and concerns of the rail line, infrastructure projects, assets and rolling stock, and personnel benefit changes. It was evident at this meeting that adequate communication between the CBRL staff and Administration inadvertently languished over the past couple years, so clarification of many significant issues was essential. It was a very productive meeting. In an effort to continue the open communication, these meetings will be regularly scheduled in the future.

**Railroad Succession:**

Since the separation of the Railroad General Manager, Admin Staff have been working closely with Rail Staff to ensure seamless operations of the rail line. Many rail employees have stepped in and stepped up to provide their insight and guidance to safe, seamless, and efficient operations. After a lot of discussion and planning, it was determined to promote two current rail employees to the Operations Manager role.

- Brad Stiennon, who has been with CBRL since the beginning of operations in 2018 (and with the previous operator), was promoted to signalman from north end Conductor/Engineer in 2020. In 2021, Brad was promoted to Assistant Trainmaster. As Operations Manager, Brad will be overseeing Maintenance of Way, Bridges and Signals.
- Brian Early was hired by CBRL in 2019 as Conductor/Engineer on the north end and gained the "DSLE" title in 2021. Over the years, Brian has provided invaluable knowledge to operations. As Operations Manager, Brian will be overseeing Train Service and Crews, and Locomotive Repair.
- Treece Rempelos will remain in her role of Trainmaster and will oversee Car Management and Repair.

Until a General Manager is hired, Brad, Brian and Treece will report directly to John Burns.



## **HUMAN RESOURCES**

### **New Facilities Superintendent:**

Please help me welcome Randall Harris as the new Facilities Superintendent in the Administration office. Randall was hired to provide maintenance, repair and custodial services to Port and Rail Administrative buildings and property. Randall has been extremely busy catching up on projects throughout the Hub Building and we are thankful for his maintenance experience and expertise.

### **Health Insurance Plan Change:**

As mentioned in last month's meeting packet, the Bend Chamber of Commerce (the Port's health insurance group) has decided to change insurance providers effective January 1, 2023. Additional information regarding the policy change has been received and the results show a nearly identical plan conversion. In fact, the provider network has even enhanced! HR staff have been working with the Bend Chamber of Commerce and the new provider in the enrollment process in hopes for a smooth transition.

### **Recruitment:**

CBRL is seeking to hire the following positions:

- A [General Manager](#) to oversee the day-to-day operations of Coos Bay Rail Line, Inc., and Port owned rail assets to ensure safe and on-time performance of trains. The General Manager serves as the primary Port contact with rail users, consultants, contractors, and other local, State, and Federal government agencies and stakeholders to coordinate rail related business and activities of the Port, including railroad and public safety, community relations, business development, and related matters. The General Manager also coordinates with the Port Asset Management department to plan, coordinate, and manage long term maintenance and capital construction needs for the Coos Bay rail line and other Port owned rail assets, and with Business Development staff and the Chief Executive Officer to develop new business and maintain current users of rail services.
- A [Track Laborer](#) to perform track maintenance and repairs to ensure safe and efficient movement of trains along the Rail Line. Essential job functions include observing the condition of tracks, track beds and track right-of-way for problems or defects, removing and replacing rails, rail anchors, spikes, ballast, ties and other track parts as needed, and operating heavy machinery and hand tools including chainsaws. Work locations include elevated heights such as bridges over waterways and in dark, close clearance spaces such as tunnels.
- A [Locomotive Electrician/Mechanic Apprentice](#) to work under the guidance of the Locomotive Electrician to learn to inspect, repair, service and maintain the engine and electrical and mechanical components of railroad locomotives. Essential job functions include inspecting and servicing the diesel locomotive and hyrail fleet in compliance with company, federal, and industry standards, as well as diagnosing, repairing, replacing, or rebuilding diesel engines, air brake systems, fuel systems, and other locomotive mechanical components.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer  
FROM: Megan Richardson, Director of Finance and Accounting  
DATE: December 14, 2022  
SUBJECT: Accounting & Finance Management Report

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We hereby present October and October Year-to-Date (4 months) of financial results for the Port.

**Operating Revenue:**

Total operating revenues were \$319K which was \$105K less than budget. All departments reported revenues that fell short of budget. Administration has budgeted for full tenancy, but they are currently down two lessees. External Affairs did not bill for lobbying services because the Port has not yet been billed for October and November. The billing will be in December financials. Port Ops has decreased revenue due to the timing of budgeted CPI increases. Rail Ops fell short this month due to lower rail car movements. Charleston Ops had decreased revenue because of lower than projected ice sales, reduction in long term moorage, and less utilization of the Travel Lift. Charleston did exceed their projections for the RV Park revenue. These higher-than-expected revenues help to offset the overall impact of the shortfall from Charleston's other operations.

**Operating Expense:**

Operating expenses totaled \$502K, which was \$30K less than budget. All departments, except for Administration and Charleston, underspent their budgets this month. Administration's overage is a timing issue with billing for Audit services which was projected to have the first installment billing in November. Charleston exceeded their annual budget for Derelict Vessel Destruction. With revenues coming in lower than anticipated in the first quarter, managers have been prioritizing expenses for the highest need. Charleston's maintenance staff has been focused on dredging the Marina. Dredge activities are projected to be complete by mid-December and will be billed before December month end.

**Operating Result:**

The Port ended October with net loss of \$183K against a planned deficit of \$108K, which is less than plan by \$75K. All departments, except for External Affairs and Port Ops, performed less than plan this month. Administration and Charleston's unfavorable operating results are a result of lower than projected revenues and greater expenses this period. Rail's shortfall is due to their lower revenue.

**Other Income & Expense:**

Total other revenues totaled \$49K, which is less than budget by \$27K. This shortfall is due to the timing of property tax receipts. Other expenses totaled \$28K this period, which was underspent by \$96K. This underspending is related to the timing of capital outlays.

**Net Result & Year to Date:**

October had a net loss of \$162K compared to a budgeted net loss of \$156K resulting in a \$6K negative variance. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

**Other Comments:**

Total Cash	Restricted			
November Cash Balance	Total Restricted	Project Crafty	State Dredge Funds	IFA Channel Mod
10,891,823.50	5,818,233.53	33,315.38	758,933.51	5,025,984.64

The total cash balances in all bank accounts for November month end were \$10,891,823.50 which is an increase of \$1,002,118.78 from October. Restricted funds are detailed in the table above. Interest earnings on unrestricted funds for the period totaled \$7,366.47. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate increased to 2.68% from 2.10% pa. This is an increase of the pool interest rate by 1.43% since the start of the fiscal year.

The Finance team continues their work with auditors this month. We will be issuing the Audited Financial Statements before the end of the year. The audit team from Moss Adams will be presenting at the January 2023 commission meeting.

Financial Report - Actual vs. Budget - General Fund  
For Period Ending Oct 2022



		Current Period				Same Month Last Year			Year to Date				Year End					
		Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	<b>Operating Income</b>																	
2	Administration	11,843	17,712	(5,869)	(33%)	15,171	(3,328)	(22%)	50,294	70,846	(20,552)	(29%)	19,283	31,012	161%	191,987	212,539	(10%)
3	External Affairs	4	15,025	(15,021)	(100%)	4	0	0%	45,104	60,100	(14,996)	(25%)	95	45,009	47378%	75,304	90,300	(17%)
5	Port Operations	22,562	27,290	(4,727)	(17%)	16,456	6,106	37%	91,799	109,159	(17,359)	(16%)	67,061	24,738	37%	310,116	327,475	(5%)
6	Railroad Operations	88,983	152,658	(63,675)	(42%)	99,940	(10,957)	(11%)	388,890	607,976	(219,085)	(36%)	355,428	33,463	9%	4,022,234	4,241,320	(5%)
8	<b>Charleston Operations</b>																	
9	Building & Dock Leases	26,752	28,502	(1,750)	(6%)	23,955	2,798	12%	107,018	114,008	(6,990)	(6%)	97,341	9,677	10%	335,033	342,023	(2%)
11	Marina	92,704	97,169	(4,465)	(5%)	104,116	(11,412)	(11%)	385,928	386,907	(979)	(0%)	413,369	(27,441)	(7%)	1,110,281	1,111,260	(0%)
12	Shipyard	25,915	26,431	(515)	(2%)	24,797	1,118	5%	85,515	105,723	(20,208)	(19%)	87,557	(2,042)	(2%)	296,961	317,170	(6%)
13	RV Park	34,209	25,764	8,445	33%	28,956	5,252	18%	233,750	206,591	27,159	13%	227,747	6,004	3%	469,859	442,700	6%
14	Ice Plant	12,073	23,196	(11,123)	(48%)	17,191	(5,118)	(30%)	148,331	178,030	(29,699)	(17%)	131,943	16,388	12%	270,301	300,000	(10%)
16	Travel Lift	3,199	6,161	(2,962)	(48%)	4,226	(1,026)	(24%)	17,276	29,818	(12,541)	(42%)	22,335	(5,059)	(23%)	47,459	60,000	(21%)
17	Other	735	4,167	(3,432)	(82%)	1,104	(369)	(33%)	881	9,167	(8,286)	(90%)	7,123	(6,243)	(88%)	11,714	20,000	(41%)
18	<b>Total Charleston Operations</b>	195,587	211,389	(15,802)	(7%)	204,344	(8,757)	(4%)	978,699	1,030,242	(51,543)	(5%)	987,415	(8,716)	(1%)	2,541,609	2,593,152	(2%)
19	<b>Total Operating Income</b>	<b>318,979</b>	<b>424,073</b>	<b>(105,094)</b>	<b>(25%)</b>	<b>335,916</b>	<b>(16,936)</b>	<b>(5%)</b>	<b>1,554,787</b>	<b>1,878,323</b>	<b>(323,536)</b>	<b>(17%)</b>	<b>1,429,281</b>	<b>125,506</b>	<b>9%</b>	<b>7,141,250</b>	<b>7,464,786</b>	<b>(4%)</b>
21	<b>Operating Expenses</b>																	
22	Administration	164,023	147,126	(16,897)	(11%)	113,405	(50,618)	(45%)	520,930	627,591	106,661	17%	429,879	(91,051)	(21%)	2,446,187	2,552,848	4%
23	External Affairs	22,456	42,975	20,519	48%	20,462	(1,994)	(10%)	119,292	183,697	64,404	35%	81,379	(37,913)	47%	478,990	543,394	(12%)
25	Port Operations	72,120	100,690	28,570	28%	55,793	(16,327)	(29%)	279,371	446,547	167,175	37%	223,185	(56,186)	25%	1,135,679	1,302,854	(13%)
26	Railroad Operations	28,262	53,872	25,610	48%	3,414	(24,848)	(728%)	62,612	215,488	152,876	71%	21,896	(40,716)	186%	493,587	646,463	(24%)
28	Charleston Operations	214,774	187,426	(27,348)	(15%)	114,014	(100,761)	(88%)	700,369	823,975	123,606	15%	505,706	(194,663)	38%	2,118,271	2,241,877	(6%)
29	<b>Total Expenses</b>	<b>501,635</b>	<b>532,089</b>	<b>30,454</b>	<b>6%</b>	<b>307,088</b>	<b>(194,547)</b>	<b>(63%)</b>	<b>1,682,574</b>	<b>2,297,297</b>	<b>614,723</b>	<b>27%</b>	<b>1,262,045</b>	<b>(420,529)</b>	<b>(33%)</b>	<b>6,672,713</b>	<b>7,287,436</b>	<b>8%</b>
31	<b>Operating Results</b>																	
32	Administration	(152,180)	(129,414)	(22,766)	18%	(98,234)	(53,946)	55%	(470,635)	(556,745)	86,109	(15%)	(410,596)	(60,040)	15%	(2,254,200)	(2,340,309)	(4%)
33	External Affairs	(22,452)	(27,950)	5,498	(20%)	(20,458)	(1,994)	10%	(74,188)	(123,597)	49,408	(40%)	(81,284)	7,096	(9%)	(403,686)	(453,094)	(11%)
35	Port Operations	(49,558)	(73,401)	23,843	(32%)	(39,337)	(10,221)	26%	(187,572)	(337,388)	149,816	(44%)	(156,124)	(31,448)	20%	(825,563)	(975,379)	(15%)
36	Railroad Operations	60,721	98,786	(38,065)	(39%)	96,526	(35,805)	(37%)	326,279	392,488	(66,209)	(17%)	333,532	(7,253)	(2%)	3,528,647	3,594,857	(2%)
38	Charleston Operations	(19,187)	23,963	(43,150)	(180%)	90,330	(109,518)	(121%)	278,330	206,267	72,063	35%	481,709	(203,379)	(42%)	423,338	351,275	21%
39	<b>Totals Operating Results</b>	<b>(182,656)</b>	<b>(108,016)</b>	<b>(74,640)</b>	<b>69%</b>	<b>28,828</b>	<b>(211,483)</b>	<b>(734%)</b>	<b>(127,787)</b>	<b>(418,974)</b>	<b>291,187</b>	<b>(69%)</b>	<b>167,236</b>	<b>(295,023)</b>	<b>(176%)</b>	<b>468,537</b>	<b>177,350</b>	<b>164%</b>
41	Tax Collected	23,911	55,874	(31,963)	(57%)	61,480	(37,568)	(61%)	434,539	535,925	(101,387)	(19%)	237,343	197,196	83%	2,676,614	2,778,001	(4%)
42	Financial Income	11,062	8,374	2,688	32%	7,870	3,192	41%	40,768	33,496	7,273	22%	35,480	5,288	15%	107,760	100,487	7%
43	Grant Income	0	12,500	(12,500)	(100%)	0	0	-	0	42,500	(42,500)	(100%)	3,000	(3,000)	(100%)	42,500	85,000	(50%)
45	Other Income	14,349	0	14,349	-	10	14,339	146915%	77,069	0	77,069	-	216,166	(139,097)	(64%)	77,069	0	-
46	<b>Total Other Income</b>	<b>49,322</b>	<b>76,748</b>	<b>(27,426)</b>	<b>(36%)</b>	<b>69,359</b>	<b>(20,037)</b>	<b>(29%)</b>	<b>552,376</b>	<b>611,921</b>	<b>(59,545)</b>	<b>(10%)</b>	<b>491,988</b>	<b>60,388</b>	<b>12%</b>	<b>2,903,943</b>	<b>2,963,488</b>	<b>(2%)</b>
48	Financial Expenses & Taxes	26,419	13,042	(13,378)	103%	59,134	32,715	(55%)	38,856	23,167	(15,689)	68%	88,631	49,775	(56%)	66,689	51,000	(31%)
49	Debt Service	1,910	13,745	11,834	(86%)	2,487	577	(23%)	23,875	54,978	31,104	(57%)	17,770	(6,105)	34%	1,258,005	1,289,108	2%
50	Capital Outlays	0	97,811	97,811	(100%)	358,790	358,790	(100%)	10,225	418,243	408,018	(98%)	869,915	859,690	(99%)	792,712	1,200,730	34%
51	Interfund Transfers	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,000,000	1,000,000	0%
52	<b>Total Other Expenses</b>	<b>28,330</b>	<b>124,597</b>	<b>96,267</b>	<b>(77%)</b>	<b>420,412</b>	<b>392,082</b>	<b>(93%)</b>	<b>72,955</b>	<b>496,388</b>	<b>423,433</b>	<b>(85%)</b>	<b>976,316</b>	<b>903,361</b>	<b>(93%)</b>	<b>3,117,406</b>	<b>3,540,838</b>	<b>(12%)</b>
54	<b>Net Result</b>	<b>(161,664)</b>	<b>(155,865)</b>	<b>(5,799)</b>	<b>(4%)</b>	<b>(322,225)</b>	<b>160,562</b>	<b>(50%)</b>	<b>351,634</b>	<b>(303,441)</b>	<b>655,075</b>	<b>216%</b>	<b>(317,091)</b>	<b>668,725</b>	<b>211%</b>	<b>255,075</b>	<b>(400,000)</b>	<b>164%</b>

Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

Fund: General Fund

Department: Administration

Location: All

Budget: Adopted



Administration	Current Period				Same Month Last Year			Year to Date						Year End			
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	10,843	16,712	(5,869)	-35%	14,171	(3,328)	-23%	46,294	66,846	(20,552)	-31%	15,283	31,012	203%	179,987	200,539	-10%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	4,000	4,000	0	0%	4,000	0	0%	12,000	12,000	0%
<b>Total Operating Income</b>	<b>11,843</b>	<b>17,712</b>	<b>(5,869)</b>	<b>-33%</b>	<b>15,171</b>	<b>(3,328)</b>	<b>-22%</b>	<b>50,294</b>	<b>70,846</b>	<b>(20,552)</b>	<b>-29%</b>	<b>19,283</b>	<b>31,012</b>	<b>161%</b>	<b>191,987</b>	<b>212,539</b>	<b>-10%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	62,247	61,905	(342)	-1%	51,939	(10,308)	-20%	247,072	278,692	31,620	11%	212,876	(34,196)	-16%	773,382	805,002	4%
5010 Other compensation	0	1,637	1,637	100%	0	0	-	0	7,371	7,371	100%	0	0	-	13,920	21,291	35%
5050 Merit Pool	0	1,769	1,769	100%	0	0	-	0	7,963	7,963	100%	0	0	-	15,037	23,000	35%
<b>Total Compensation</b>	<b>62,247</b>	<b>65,311</b>	<b>3,063</b>	<b>5%</b>	<b>51,939</b>	<b>(10,308)</b>	<b>-20%</b>	<b>247,072</b>	<b>294,025</b>	<b>46,953</b>	<b>16%</b>	<b>212,876</b>	<b>(34,196)</b>	<b>-16%</b>	<b>802,340</b>	<b>849,293</b>	<b>6%</b>
5100 Federal Payroll taxes	3,449	4,500	1,051	23%	2,843	(606)	-21%	15,011	20,258	5,248	26%	13,345	(1,666)	-12%	53,269	58,516	9%
5105 State Payroll taxes	17	0	(17)	-	12	(4)	-33%	58	0	(58)	-	50	(7)	-15%	58	0	-
5110 Unemployment Insurance	670	1,195	525	44%	408	(262)	-64%	2,659	5,379	2,720	51%	1,922	(736)	-38%	12,817	15,537	18%
5115 Workers compensation	219	257	38	15%	256	36	14%	876	1,157	280	24%	1,022	146	14%	3,061	3,341	8%
<b>Total Payroll Taxes</b>	<b>4,355</b>	<b>5,952</b>	<b>1,597</b>	<b>27%</b>	<b>3,519</b>	<b>(836)</b>	<b>-24%</b>	<b>18,603</b>	<b>26,794</b>	<b>8,190</b>	<b>31%</b>	<b>16,340</b>	<b>(2,264)</b>	<b>-14%</b>	<b>69,204</b>	<b>77,394</b>	<b>11%</b>
5200 Medical insurance	10,982	9,481	(1,501)	-16%	6,834	(4,148)	-61%	32,862	42,683	9,821	23%	27,337	(5,525)	-20%	113,468	123,289	8%
5205 Dental insurance	1,241	1,084	(157)	-15%	882	(359)	-41%	4,080	4,880	801	16%	3,529	(551)	-16%	13,295	14,096	6%
5215 Term life insurance	121	104	(17)	-16%	100	(21)	-21%	421	467	47	10%	382	(39)	-10%	1,303	1,350	3%
5220 Long Term Disability insurance	377	371	(6)	-2%	310	(67)	-22%	1,398	1,670	272	16%	1,195	(204)	-17%	4,552	4,824	6%
5225 PERS Employer Contributions	12,776	12,830	54	0%	9,349	(3,427)	-37%	51,290	57,759	6,469	11%	38,936	(12,354)	-32%	160,369	166,838	4%
5230 PERS Employee Contributions	3,569	3,584	16	0%	2,666	(903)	-34%	14,324	16,137	1,813	11%	10,992	(3,332)	-30%	44,798	46,611	4%
5295 Allocations	0	(141)	(141)	100%	0	0	-	0	(635)	(635)	100%	0	0	-	(1,200)	(1,835)	35%
<b>Total Insured Benefits</b>	<b>29,065</b>	<b>27,313</b>	<b>(1,752)</b>	<b>-6%</b>	<b>20,141</b>	<b>(8,924)</b>	<b>-44%</b>	<b>104,375</b>	<b>122,961</b>	<b>18,586</b>	<b>15%</b>	<b>82,371</b>	<b>(22,004)</b>	<b>-27%</b>	<b>336,587</b>	<b>355,173</b>	<b>5%</b>
<b>Total Personnel Services</b>	<b>95,667</b>	<b>98,575</b>	<b>2,908</b>	<b>3%</b>	<b>75,599</b>	<b>(20,068)</b>	<b>-27%</b>	<b>370,050</b>	<b>443,780</b>	<b>73,729</b>	<b>17%</b>	<b>311,586</b>	<b>(58,464)</b>	<b>-19%</b>	<b>1,208,131</b>	<b>1,281,860</b>	<b>6%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	196	196	100%	0	0	-	229	783	554	71%	695	466	67%	1,796	2,350	24%
6010 Educational reimbursement	0	83	83	100%	0	0	-	0	333	333	100%	0	0	-	667	1,000	33%
<b>Total Staff Training</b>	<b>0</b>	<b>279</b>	<b>279</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>229</b>	<b>1,117</b>	<b>888</b>	<b>79%</b>	<b>695</b>	<b>466</b>	<b>67%</b>	<b>2,462</b>	<b>3,350</b>	<b>26%</b>
6020 Travel - airfare	2,648	167	(2,481)	-1489%	0	(2,648)	-	2,648	667	(1,981)	-297%	0	(2,648)	-	3,981	2,000	-99%
6025 Travel - lodging & transportation	129	333	204	61%	0	(129)	-	816	1,333	517	39%	0	(816)	-	3,483	4,000	13%
6030 Travel - Per Diem & mileage reimbursement	0	333	333	100%	0	0	-	586	1,333	747	56%	0	(586)	-	3,253	4,000	19%
6035 Meals & Entertainment	257	208	(48)	-23%	96	(161)	-168%	863	833	(29)	-4%	271	(592)	-218%	2,529	2,500	-1%
<b>Total Travel &amp; Entertainment</b>	<b>3,034</b>	<b>1,042</b>	<b>(1,992)</b>	<b>-191%</b>	<b>96</b>	<b>(2,938)</b>	<b>-3062%</b>	<b>4,913</b>	<b>4,167</b>	<b>(746)</b>	<b>-18%</b>	<b>271</b>	<b>(4,642)</b>	<b>-1712%</b>	<b>13,246</b>	<b>12,500</b>	<b>-6%</b>
6050 Office supplies	841	779	(62)	-8%	123	(718)	-583%	3,429	3,117	(312)	-10%	1,585	(1,844)	-116%	9,662	9,350	-3%
6055 Kitchen supplies	147	284	137	48%	130	(18)	-14%	595	1,136	541	48%	718	123	17%	2,867	3,408	16%
6060 IT supplies	872	1,433	562	39%	0	(872)	-	5,450	5,733	283	5%	0	(5,450)	-	16,917	17,200	2%

**Financial Report - Actual vs. Budget  
For Period Ending Oct 2022**

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6070 Postage & courier services	400	333	(67)	-20%	0	(400)	-	1,200	1,333	133	10%	800	(400)	-50%	3,867	4,000	3%
6080 Office lease	0	0	0	-	0	0	-	0	0	0	-	24,139	24,139	100%	0	0	-
6085 Office equipment lease	0	189	189	100%	0	0	-	535	756	221	29%	535	0	0%	2,047	2,268	10%
6087 Office equipment repairs & maintenance	252	375	123	33%	119	(133)	-111%	1,078	1,500	422	28%	793	(286)	-36%	4,078	4,500	9%
6090 IT SW subscriptions & licenses	13,959	12,235	(1,724)	-14%	10,753	(3,206)	-30%	47,909	48,940	1,031	2%	38,073	(9,836)	-26%	145,790	146,821	1%
6095 Commission expenses	105	292	187	64%	0	(105)	-	145	1,167	1,022	88%	38	(107)	-284%	2,478	3,500	29%
<b>Total Office Expense</b>	<b>16,576</b>	<b>15,921</b>	<b>(655)</b>	<b>-4%</b>	<b>11,125</b>	<b>(5,451)</b>	<b>-49%</b>	<b>60,341</b>	<b>63,682</b>	<b>3,341</b>	<b>5%</b>	<b>66,680</b>	<b>6,339</b>	<b>10%</b>	<b>187,706</b>	<b>191,047</b>	<b>2%</b>
6100 Telephone - landline	732	503	(229)	-46%	453	(280)	-62%	2,037	2,013	(24)	-1%	1,742	(295)	-17%	6,062	6,038	0%
6105 Telephone - mobile	418	572	154	27%	416	(1)	0%	1,683	2,287	603	26%	1,653	(30)	-2%	6,257	6,860	9%
6110 Internet services	619	625	6	1%	604	(15)	-3%	2,445	2,500	55	2%	2,415	(30)	-1%	7,445	7,500	1%
6130 Electricity	641	900	259	29%	515	(126)	-25%	2,533	3,600	1,067	30%	1,725	(807)	-47%	9,733	10,800	10%
6135 Water/Sewer	197	250	53	21%	43	(154)	-357%	813	1,000	187	19%	43	(770)	-1785%	2,813	3,000	6%
6140 Garbage/Sanitation Collection	272	300	28	9%	276	4	1%	1,088	1,200	112	9%	276	(812)	-295%	3,488	3,600	3%
<b>Total Utilities</b>	<b>2,878</b>	<b>3,150</b>	<b>272</b>	<b>9%</b>	<b>2,306</b>	<b>(572)</b>	<b>-25%</b>	<b>10,598</b>	<b>12,599</b>	<b>2,001</b>	<b>16%</b>	<b>7,854</b>	<b>(2,744)</b>	<b>-35%</b>	<b>35,797</b>	<b>37,798</b>	<b>5%</b>
6205 Janitorial services	2,084	1,417	(667)	-47%	1,484	(600)	-40%	5,134	5,667	533	9%	2,934	(2,200)	-75%	16,467	17,000	3%
6215 Payroll services	752	715	(37)	-5%	636	(116)	-18%	2,452	3,220	767	24%	2,202	(251)	-11%	8,533	9,300	8%
6245 Legal advertising	0	167	167	100%	0	0	-	0	667	667	100%	0	0	-	1,333	2,000	33%
6250 Legal services	10,349	12,500	2,151	17%	9,678	(671)	-7%	12,206	50,000	37,794	76%	24,804	12,598	51%	112,206	150,000	25%
6255 Auditing	22,000	0	(22,000)	-	9,100	(12,900)	-142%	33,000	0	(33,000)	-	9,100	(23,900)	-263%	93,000	60,000	-55%
6260 Consulting services	1,800	1,258	(542)	-43%	0	(1,800)	-	1,800	5,033	3,233	64%	2,250	450	20%	11,867	15,100	21%
6265 Recruiting services	0	625	625	100%	0	0	-	46	2,500	2,454	98%	0	(46)	-	5,046	7,500	33%
6290 Commercial insurance	2,420	2,537	117	5%	952	(1,469)	-154%	9,475	10,150	674	7%	(1,371)	(10,846)	791%	29,775	30,449	2%
<b>Total Professional Services</b>	<b>39,405</b>	<b>19,219</b>	<b>(20,186)</b>	<b>-105%</b>	<b>21,850</b>	<b>(17,555)</b>	<b>-80%</b>	<b>64,113</b>	<b>77,236</b>	<b>13,123</b>	<b>17%</b>	<b>39,919</b>	<b>(24,195)</b>	<b>-61%</b>	<b>278,226</b>	<b>291,349</b>	<b>5%</b>
6351 Awards & Recognitions	3,781	3,750	(31)	-1%	1,960	(1,821)	-93%	3,985	4,250	265	6%	2,179	(1,806)	-83%	4,085	4,350	6%
<b>Total Marketing Expense</b>	<b>3,781</b>	<b>3,750</b>	<b>(31)</b>	<b>-1%</b>	<b>1,960</b>	<b>(1,821)</b>	<b>-93%</b>	<b>3,985</b>	<b>4,250</b>	<b>265</b>	<b>6%</b>	<b>2,179</b>	<b>(1,806)</b>	<b>-83%</b>	<b>4,085</b>	<b>4,350</b>	<b>6%</b>
6400 Small equipment & tools	0	417	417	100%	0	0	-	0	1,667	1,667	100%	0	0	-	3,333	5,000	33%
6420 Janitorial supplies	0	208	208	100%	37	37	100%	351	833	482	58%	37	(314)	-847%	2,018	2,500	19%
6425 Operational supplies	0	0	0	-	0	0	-	9	0	(9)	-	0	(9)	-	9	0	-
6430 Equipment Rental	35	0	(35)	-	0	(35)	-	35	0	(35)	-	0	(35)	-	35	0	-
6450 Fuel - Gas	559	83	(476)	-571%	47	(512)	-1089%	1,610	333	(1,277)	-383%	47	(1,563)	-3325%	2,277	1,000	-128%
<b>Total Operational Expense</b>	<b>594</b>	<b>708</b>	<b>114</b>	<b>16%</b>	<b>84</b>	<b>(510)</b>	<b>-606%</b>	<b>2,005</b>	<b>2,833</b>	<b>828</b>	<b>29%</b>	<b>84</b>	<b>(1,921)</b>	<b>-2285%</b>	<b>7,672</b>	<b>8,500</b>	<b>10%</b>
6505 Repairs & maintenance vehicles	0	33	33	100%	299	299	100%	103	133	30	23%	299	196	65%	370	400	8%
6510 Repairs & maintenance buildings	2,088	4,407	2,319	53%	87	(2,002)	-2310%	4,591	17,627	13,035	74%	312	(4,280)	-1374%	39,845	52,880	25%
<b>Total Repair and Maintenance</b>	<b>2,088</b>	<b>4,482</b>	<b>2,394</b>	<b>53%</b>	<b>386</b>	<b>(1,703)</b>	<b>-442%</b>	<b>4,694</b>	<b>17,927</b>	<b>13,232</b>	<b>74%</b>	<b>610</b>	<b>(4,084)</b>	<b>-669%</b>	<b>40,548</b>	<b>53,780</b>	<b>25%</b>

Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date						Year End			
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6599 Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	668,314	668,314	0%
<b>Total Goods &amp; Services</b>	<b>68,356</b>	<b>48,551</b>	<b>(19,805)</b>	<b>-41%</b>	<b>37,806</b>	<b>(30,549)</b>	<b>-81%</b>	<b>150,879</b>	<b>183,811</b>	<b>32,932</b>	<b>18%</b>	<b>118,292</b>	<b>(32,587)</b>	<b>-28%</b>	<b>1,238,056</b>	<b>1,270,988</b>	<b>3%</b>
<b>Total Expenses</b>	<b>164,023</b>	<b>147,126</b>	<b>(16,897)</b>	<b>-11%</b>	<b>113,405</b>	<b>(50,618)</b>	<b>-45%</b>	<b>520,930</b>	<b>627,591</b>	<b>106,661</b>	<b>17%</b>	<b>429,879</b>	<b>(91,051)</b>	<b>-21%</b>	<b>2,446,187</b>	<b>2,552,848</b>	<b>4%</b>
<b>Operating Results</b>	<b>(152,180)</b>	<b>(129,414)</b>	<b>(22,766)</b>	<b>18%</b>	<b>(98,234)</b>	<b>(53,946)</b>	<b>55%</b>	<b>(470,635)</b>	<b>(556,745)</b>	<b>86,109</b>	<b>-15%</b>	<b>(410,596)</b>	<b>(60,040)</b>	<b>15%</b>	<b>(2,254,200)</b>	<b>(2,340,309.00)</b>	<b>-4%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	18,244	34,929	(16,685)	-48%	34,616	(16,372)	-47%	45,064	64,086	(19,023)	-30%	63,511	(18,447)	-29%	1,897,113	1,916,136	-1%
4410 Property Taxes - Prior Years	5,606	20,945	(15,339)	-73%	26,864	(21,258)	-79%	25,259	39,974	(14,715)	-37%	51,271	(26,012)	-51%	65,285	80,000	-18%
4505 Interest - Bank	3,688	1,000	2,688	269%	496	3,192	644%	8,788	4,000	4,788	120%	5,984	2,804	47%	16,788	12,000	40%
4506 Interest - Southport Note	1,686	1,686	0	0%	1,854	(168)	-9%	6,658	6,831	(172)	-3%	7,500	(841)	-11%	19,635	19,807	-1%
4515 Principal Repayment - Southport Note	5,688	5,688	0	0%	5,520	168	3%	22,837	22,665	172	1%	21,996	841	4%	68,852	68,680	0%
4905 Other	1,525	0	1,525	-	10	1,515	15521%	5,102	0	5,102	-	75,889	(70,787)	-93%	5,102	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	139,060	(139,060)	-100%	0	0	-
<b>Total Other Income</b>	<b>36,436</b>	<b>64,248</b>	<b>(27,812)</b>	<b>-43%</b>	<b>69,359</b>	<b>(32,923)</b>	<b>-47%</b>	<b>113,708</b>	<b>137,556</b>	<b>(23,848)</b>	<b>-17%</b>	<b>365,210</b>	<b>(251,502)</b>	<b>-69%</b>	<b>2,072,775</b>	<b>2,096,623</b>	<b>-1%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	2,856	0	(2,856)	-	18,291	15,435	84%	2,856	0	(2,856)	-	18,291	15,435	84%	2,856	0	-
6740 Merchant fees	3,687	2,500	(1,187)	-47%	4,585	898	20%	14,151	10,000	(4,151)	-42%	14,237	86	1%	34,151	30,000	-14%
6745 Banking fees	133	42	(91)	-219%	4,343	4,210	97%	345	167	(179)	-107%	4,431	4,086	92%	679	500	-36%
<b>Total Taxes &amp; Misc Expenses</b>	<b>6,676</b>	<b>2,542</b>	<b>(4,134)</b>	<b>-163%</b>	<b>27,219</b>	<b>20,543</b>	<b>75%</b>	<b>17,352</b>	<b>10,167</b>	<b>(7,185)</b>	<b>-71%</b>	<b>36,959</b>	<b>19,607</b>	<b>53%</b>	<b>37,685</b>	<b>30,500</b>	<b>-24%</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	115,000	115,000	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	71,794	71,794	0%
7020 Principal repayment - Vehicles	548	550	2	0%	534	(14)	-3%	2,178	2,200	21	1%	846	(1,332)	-157%	6,578	6,599	0%
7025 Interest payment - Vehicles	115	116	1	1%	91	(24)	-26%	470	463	(7)	-1%	131	(339)	-259%	1,397	1,390	0%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	10,225	27,000	16,775	62%	0	(10,225)	-	10,225	27,000	62%
9005 Transfers out	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,000,000	1,000,000	0%
<b>Total Debt Services</b>	<b>662</b>	<b>666</b>	<b>4</b>	<b>1%</b>	<b>624</b>	<b>(38)</b>	<b>-6%</b>	<b>12,873</b>	<b>29,663</b>	<b>16,790</b>	<b>57%</b>	<b>977</b>	<b>(11,896)</b>	<b>-1218%</b>	<b>1,204,993</b>	<b>1,221,783</b>	<b>1%</b>
<b>Total Other Expenses</b>	<b>7,338</b>	<b>3,207</b>	<b>(4,131)</b>	<b>-129%</b>	<b>27,843</b>	<b>20,505</b>	<b>74%</b>	<b>30,225</b>	<b>39,830</b>	<b>9,604</b>	<b>24%</b>	<b>37,936</b>	<b>7,711</b>	<b>20%</b>	<b>1,242,678</b>	<b>1,252,283</b>	<b>1%</b>
<b>Net Other Income</b>	<b>29,099</b>	<b>61,041</b>	<b>(31,942)</b>	<b>-52%</b>	<b>41,516</b>	<b>(12,417)</b>	<b>-30%</b>	<b>83,483</b>	<b>97,727</b>	<b>(14,244)</b>	<b>-15%</b>	<b>327,274</b>	<b>(243,791)</b>	<b>-74%</b>	<b>830,097</b>	<b>844,341</b>	<b>-2%</b>
<b>Net Result</b>	<b>(123,081)</b>	<b>(68,373)</b>	<b>(54,708)</b>	<b>80%</b>	<b>(56,718)</b>	<b>(66,363)</b>	<b>117%</b>	<b>(387,152)</b>	<b>(459,018)</b>	<b>71,866</b>	<b>-16%</b>	<b>(83,322)</b>	<b>(303,830)</b>	<b>365%</b>	<b>(1,424,103)</b>	<b>(1,495,969)</b>	<b>-5%</b>



Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	26,752	28,502	(1,750)	-6%	23,955	2,798	12%	107,018	114,008	(6,990)	-6%	97,341	9,677	10%	335,033	342,023	-2%
4100 Annual Moorage	33,908	43,306	(9,398)	-22%	39,749	(5,841)	-15%	146,595	159,519	(12,924)	-8%	146,416	179	0%	441,618	454,542	-3%
4105 Semi-Annual Moorage	12,824	12,549	274	2%	12,895	(72)	-1%	29,766	39,704	(9,938)	-25%	40,799	(11,033)	-27%	105,062	115,000	-9%
4110 Monthly Moorage	12,570	13,710	(1,139)	-8%	13,258	(688)	-5%	62,863	72,092	(9,228)	-13%	69,717	(6,853)	-10%	195,772	205,000	-5%
4115 Transient Moorage	10,210	8,127	2,083	26%	16,281	(6,071)	-37%	45,086	32,507	12,580	39%	61,405	(16,318)	-27%	110,100	97,520	13%
4118 Work Dock	3,492	6,250	(2,758)	-44%	6,271	(2,779)	-44%	4,748	25,000	(20,252)	-81%	16,350	(11,602)	-71%	54,748	75,000	-27%
4120 Metered Utilities	30	63	(33)	-52%	30	0	0%	120	250	(130)	-52%	120	0	0%	620	750	-17%
4125 Launch Ramp	2,730	3,294	(564)	-17%	3,174	(444)	-14%	18,538	18,352	186	1%	17,682	856	5%	45,186	45,000	0%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	67	(67)	-100%	0	0	-	133	200	-33%
4135 Storage Yard	2,848	3,533	(685)	-19%	2,789	59	2%	12,214	14,133	(1,919)	-14%	11,821	393	3%	40,481	42,400	-5%
4140 Storage Unit	16,769	16,104	665	4%	15,521	1,249	8%	67,373	64,416	2,957	5%	62,173	5,200	8%	196,205	193,248	2%
4145 Long Term Boat Storage	9,555	10,236	(681)	-7%	8,862	693	8%	35,251	40,943	(5,692)	-14%	36,392	(1,141)	-3%	117,136	122,828	-5%
4150 Short Term Boat Storage	6,364	3,412	2,952	87%	4,436	1,928	43%	25,267	13,647	11,619	85%	14,407	10,859	75%	52,561	40,942	28%
4155 Boat Wash	0	83	(83)	-100%	175	(175)	-100%	0	333	(333)	-100%	315	(315)	-100%	667	1,000	-33%
4165 Space Rents	32,029	24,734	7,295	29%	27,720	4,310	16%	225,169	198,331	26,838	14%	222,273	2,896	1%	451,838	425,000	6%
4173 Laundry	647	320	327	102%	410	237	58%	2,935	2,567	368	14%	2,750	185	7%	5,868	5,500	7%
4175 Propane	1,048	768	280	36%	699	349	50%	4,032	6,160	(2,128)	-35%	3,139	893	28%	11,072	13,200	-16%
4180 Merchandise	48	29	19	65%	42	6	14%	271	233	38	16%	194	77	40%	538	500	8%
4185 Visitor Convention Bureau Fee	295	204	91	45%	289	6	2%	1,925	1,633	291	18%	2,335	(410)	-18%	3,791	3,500	8%
4190 Ice	12,073	23,196	(11,123)	-48%	17,191	(5,118)	-30%	148,331	178,030	(29,699)	-17%	131,943	16,388	12%	270,301	300,000	-10%
4200 Boat Lifts	3,656	6,161	(2,505)	-41%	5,087	(1,431)	-28%	18,646	29,818	(11,171)	-37%	24,618	(5,972)	-24%	48,829	60,000	-19%
4230 Environmental Fee	3,603	2,917	686	24%	2,703	900	33%	13,045	11,667	1,378	12%	9,854	3,190	32%	36,378	35,000	4%
4235 Customer Discounts	(59)	(291)	232	-80%	(403)	344	-85%	(2,882)	(2,333)	(548)	24%	(3,944)	1,062	-27%	(5,548)	(5,000)	11%
4290 Other	4,194	4,167	28	1%	3,213	981	31%	17,601	16,667	934	6%	18,496	(895)	-5%	50,934	50,000	2%
4295 Bad Debt Expense	0	0	0	-	0	0	-	(5,212)	(7,500)	2,288	-31%	820	(6,032)	-736%	(27,712)	(30,000)	-8%
<b>Total Operating Income</b>	<b>195,587</b>	<b>211,389</b>	<b>(15,802)</b>	<b>-7%</b>	<b>204,344</b>	<b>(8,757)</b>	<b>-4%</b>	<b>978,700</b>	<b>1,030,242</b>	<b>(51,542)</b>	<b>-5%</b>	<b>987,415</b>	<b>(8,715)</b>	<b>-1%</b>	<b>2,541,610</b>	<b>2,593,152</b>	<b>-2%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	17,466	35,307	17,841	51%	32,126	14,659	46%	114,646	158,951	44,305	28%	135,114	20,468	15%	414,826	459,130	10%
5010 Other compensation	600	951	351	37%	675	75	11%	5,696	4,279	(1,417)	-33%	2,866	(2,831)	-99%	13,778	12,361	-11%
5015 Overtime	1,951	1,682	(270)	-16%	170	(1,781)	-1047%	7,065	7,571	507	7%	1,774	(5,290)	-298%	21,363	21,870	2%
<b>Total Compensation</b>	<b>20,018</b>	<b>37,940</b>	<b>17,922</b>	<b>47%</b>	<b>32,971</b>	<b>12,953</b>	<b>39%</b>	<b>127,407</b>	<b>170,802</b>	<b>43,395</b>	<b>25%</b>	<b>139,754</b>	<b>12,347</b>	<b>9%</b>	<b>449,967</b>	<b>493,361</b>	<b>9%</b>
5100 Federal Payroll taxes	1,517	2,902	1,385	48%	2,429	912	38%	9,615	13,066	3,452	26%	10,354	739	7%	34,291	37,742	9%
5105 State Payroll taxes	8	0	(8)	-	12	4	33%	47	0	(47)	-	51	4	8%	47	0	-
5110 Unemployment Insurance	572	1,032	460	45%	416	(156)	-37%	3,641	4,645	1,004	22%	2,474	(1,167)	-47%	12,413	13,417	7%
5115 Workers compensation	4,432	2,672	(1,759)	-66%	3,323	(1,108)	-33%	17,726	12,029	(5,697)	-47%	13,292	(4,434)	-33%	40,444	34,747	-16%
<b>Total Payroll Taxes</b>	<b>6,529</b>	<b>6,606</b>	<b>77</b>	<b>1%</b>	<b>6,180</b>	<b>(349)</b>	<b>-6%</b>	<b>31,028</b>	<b>29,741</b>	<b>(1,287)</b>	<b>-4%</b>	<b>26,170</b>	<b>(4,858)</b>	<b>-19%</b>	<b>87,193</b>	<b>85,906</b>	<b>-1%</b>
5200 Medical insurance	10,918	11,306	388	3%	10,379	(539)	-5%	36,510	50,900	14,390	28%	41,502	4,991	12%	132,636	147,026	10%
5205 Dental insurance	827	826	(1)	0%	814	(13)	-2%	2,786	3,718	932	25%	3,255	469	14%	9,808	10,740	9%
5215 Term life insurance	113	104	(9)	-8%	113	0	0%	413	467	54	12%	443	29	7%	1,296	1,350	4%
5220 Long Term Disability insurance	254	226	(29)	-13%	229	(25)	-11%	808	1,016	208	20%	898	91	10%	2,726	2,934	7%
5225 PERS Employer Contributions	2,500	8,303	5,803	70%	8,675	6,175	71%	19,307	37,379	18,072	48%	36,097	16,790	47%	89,898	107,971	17%
5230 PERS Employee Contributions	695	2,219	1,525	69%	2,265	1,571	69%	5,326	9,991	4,665	47%	9,380	4,054	43%	24,195	28,860	16%



Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
5295 Allocations	0	(3,160)	(3,160)	100%	0	0	-	0	(14,224)	(14,224)	100%	0	0	-	(26,862)	(41,086)	35%
<b>Total Insured Benefits</b>	<b>15,306</b>	<b>19,824</b>	<b>4,518</b>	<b>23%</b>	<b>22,474</b>	<b>7,168</b>	<b>32%</b>	<b>65,151</b>	<b>89,249</b>	<b>24,097</b>	<b>27%</b>	<b>91,576</b>	<b>26,425</b>	<b>29%</b>	<b>233,698</b>	<b>257,795</b>	<b>9%</b>
<b>Total Personnel Services</b>	<b>41,853</b>	<b>64,370</b>	<b>22,518</b>	<b>35%</b>	<b>61,625</b>	<b>19,773</b>	<b>32%</b>	<b>223,586</b>	<b>289,791</b>	<b>66,205</b>	<b>23%</b>	<b>257,500</b>	<b>33,914</b>	<b>13%</b>	<b>770,858</b>	<b>837,063</b>	<b>8%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	0	0	-	250	250	100%	0	0	0	-	250	250	100%	0	0	-
<b>Total Staff Training</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>250</b>	<b>250</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>250</b>	<b>250</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6025 Travel - lodging & transportation	634	42	(592)	-1421%	0	(634)	-	634	167	(467)	-280%	0	(634)	-	967	500	-93%
6030 Travel - Per Diem & mileage reimbursement	0	21	21	100%	0	0	-	0	83	83	100%	407	407	100%	167	250	33%
6035 Meals & Entertainment	0	25	25	100%	0	0	-	0	100	100	100%	0	0	-	200	300	33%
<b>Total Travel &amp; Entertainment</b>	<b>634</b>	<b>88</b>	<b>(546)</b>	<b>-624%</b>	<b>0</b>	<b>(634)</b>	<b>-</b>	<b>634</b>	<b>350</b>	<b>(284)</b>	<b>-81%</b>	<b>407</b>	<b>(227)</b>	<b>-56%</b>	<b>1,334</b>	<b>1,050</b>	<b>-27%</b>
6050 Office supplies	0	0	0	-	0	0	-	151	0	(151)	-	0	(151)	-	151	0	-
6055 Kitchen supplies	109	250	141	56%	184	75	41%	688	1,000	312	31%	540	(148)	-27%	2,688	3,000	10%
6070 Postage & courier services	0	0	0	-	0	0	-	0	63	63	100%	66	66	100%	188	250	25%
<b>Total Office Expense</b>	<b>109</b>	<b>250</b>	<b>141</b>	<b>56%</b>	<b>184</b>	<b>75</b>	<b>41%</b>	<b>839</b>	<b>1,063</b>	<b>223</b>	<b>21%</b>	<b>606</b>	<b>(233)</b>	<b>-38%</b>	<b>3,027</b>	<b>3,250</b>	<b>7%</b>
6100 Telephone - landline	187	208	21	10%	180	(7)	-4%	754	833	80	10%	726	(28)	-4%	2,420	2,500	3%
6105 Telephone - mobile	496	530	34	7%	438	(57)	-13%	2,195	2,120	(75)	-4%	1,763	(432)	-25%	6,435	6,360	-1%
6110 Internet services	1,922	1,850	(72)	-4%	1,241	(681)	-55%	7,723	7,400	(323)	-4%	4,966	(2,757)	-56%	22,523	22,200	-1%
6115 Cable TV	925	1,066	141	13%	892	(33)	-4%	3,689	4,264	576	13%	3,568	(121)	-3%	12,217	12,792	4%
6130 Electricity	16,346	22,750	6,403	28%	18,636	2,290	12%	68,145	93,368	25,223	27%	72,973	4,828	7%	230,037	255,260	10%
6131 Propane - Operations	197	167	(31)	-18%	129	(68)	-53%	820	667	(153)	-23%	597	(222)	-37%	2,153	2,000	-8%
6135 Water/Sewer	10,573	7,422	(3,150)	-42%	8,961	(1,611)	-18%	40,780	31,518	(9,262)	-29%	39,188	(1,593)	-4%	94,262	85,000	-11%
6140 Garbage/Sanitation Collection	7,004	8,333	1,330	16%	6,912	(92)	-1%	26,918	33,333	6,415	19%	27,457	540	2%	93,585	100,000	6%
6145 Hazardous material disposal	450	583	133	23%	215	(235)	-109%	4,840	2,333	(2,507)	-107%	2,525	(2,315)	-92%	9,507	7,000	-36%
6150 Derelict boat disposal	38,824	0	(38,824)	-	0	(38,824)	-	114,693	90,000	(24,693)	-27%	0	(114,693)	-	114,693	90,000	-27%
6155 Environmental Remediation/Mitigation/Monitoring	0	500	500	100%	225	225	100%	0	2,000	2,000	100%	387	387	100%	4,000	6,000	33%
<b>Total Utilities</b>	<b>76,924</b>	<b>43,410</b>	<b>(33,514)</b>	<b>-77%</b>	<b>37,830</b>	<b>(39,094)</b>	<b>-103%</b>	<b>270,557</b>	<b>267,837</b>	<b>(2,719)</b>	<b>-1%</b>	<b>154,149</b>	<b>(116,407)</b>	<b>-76%</b>	<b>591,831</b>	<b>589,112</b>	<b>0%</b>
6200 Temporary/Contract help	0	4,133	4,133	100%	2,647	2,647	100%	0	16,533	16,533	100%	9,925	9,925	100%	33,067	49,600	33%
6205 Janitorial services	29	30	1	2%	26	(3)	-12%	117	120	3	3%	128	11	8%	357	360	1%
6210 Vending machine services	0	417	417	100%	0	0	-	250	1,667	1,417	85%	1,156	906	78%	3,583	5,000	28%
6245 Legal advertising	0	250	250	100%	209	209	100%	584	1,000	416	42%	397	(188)	-47%	2,584	3,000	14%
6250 Legal services	0	0	0	-	0	0	-	0	0	0	-	713	713	100%	0	0	-
6260 Consulting services	12,325	6,667	(5,659)	-85%	(5,799)	(18,124)	313%	22,829	26,667	3,838	14%	2,641	(20,188)	-764%	76,162	80,000	5%
6290 Commercial insurance	7,940	8,674	734	8%	7,711	(229)	-3%	31,762	34,697	2,936	8%	31,081	(680)	-2%	101,156	104,092	3%
<b>Total Professional Services</b>	<b>20,295</b>	<b>20,171</b>	<b>(124)</b>	<b>-1%</b>	<b>4,794</b>	<b>(15,501)</b>	<b>-323%</b>	<b>55,542</b>	<b>80,684</b>	<b>25,142</b>	<b>31%</b>	<b>46,040</b>	<b>(9,502)</b>	<b>-21%</b>	<b>216,910</b>	<b>242,052</b>	<b>10%</b>
6350 Employee sponsorships	0	0	0	-	0	0	-	0	0	0	-	786	786	100%	0	0	-
<b>Total Marketing Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>786</b>	<b>786</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6400 Small equipment & tools	1,506	500	(1,006)	-201%	173	(1,333)	-773%	2,290	2,000	(290)	-15%	2,085	(205)	-10%	6,290	6,000	-5%
6410 Signage	0	63	63	100%	0	0	-	0	250	250	100%	132	132	100%	500	750	33%
6415 Clothing	324	283	(41)	-14%	0	(324)	-	871	1,133	262	23%	105	(766)	-730%	3,138	3,400	8%
6420 Janitorial supplies	1,215	1,417	201	14%	1,258	43	3%	4,325	5,667	1,341	24%	6,256	1,931	31%	15,659	17,000	8%
6425 Operational supplies	1,210	2,542	1,332	52%	527	(683)	-130%	5,998	10,167	4,169	41%	5,385	(612)	-11%	26,331	30,500	14%
6430 Equipment Rental	493	625	132	21%	0	(493)	-	2,262	2,500	238	10%	0	(2,262)	-	7,262	7,500	3%
6450 Fuel - Gas	1,672	833	(839)	-101%	1,260	(412)	-33%	5,224	3,333	(1,891)	-57%	2,767	(2,457)	-89%	11,891	10,000	-19%

Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

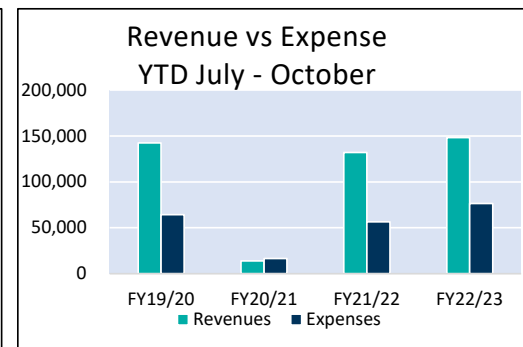
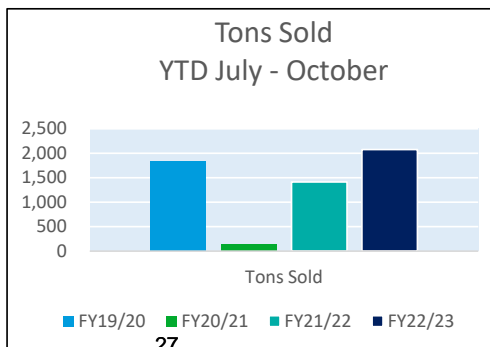
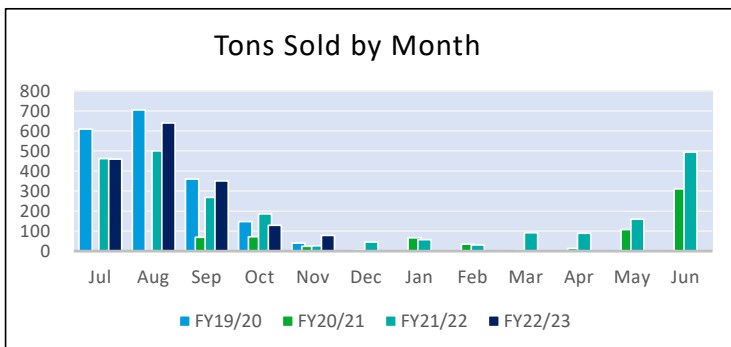
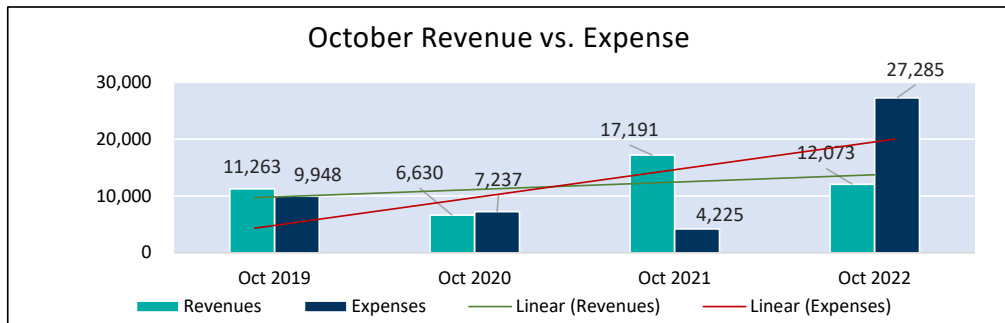
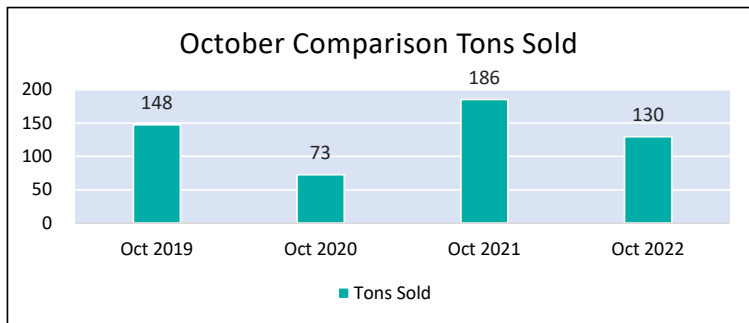
Fund: General Fund Department: Charleston Ops Location: All Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6455 Fuel - Diesel	2,047	333	(1,713)	-514%	0	(2,047)	-	4,597	1,333	(3,264)	-245%	249	(4,348)	-1745%	7,264	4,000	-82%
6481 Propane - Retail	913	625	(288)	-46%	750	(163)	-22%	2,869	2,500	(369)	-15%	2,659	(209)	-8%	7,869	7,500	-5%
<b>Total Operational Expense</b>	<b>9,380</b>	<b>7,221</b>	<b>(2,159)</b>	<b>-30%</b>	<b>3,967</b>	<b>(5,412)</b>	<b>-136%</b>	<b>28,436</b>	<b>28,883</b>	<b>448</b>	<b>2%</b>	<b>19,639</b>	<b>(8,797)</b>	<b>-45%</b>	<b>86,202</b>	<b>86,650</b>	<b>1%</b>
6500 Repairs & maintenance equipment	17,941	5,000	(12,941)	-259%	1,884	(16,057)	-852%	30,415	20,000	(10,415)	-52%	13,736	(16,678)	-121%	70,415	60,000	-17%
6505 Repairs & maintenance vehicles	13,923	1,542	(12,381)	-803%	1,268	(12,655)	-998%	27,359	6,167	(21,193)	-344%	1,394	(25,965)	-1863%	39,693	18,500	-115%
6510 Repairs & maintenance buildings	609	3,125	2,516	81%	2,168	1,559	72%	5,264	12,500	7,236	58%	6,289	1,024	16%	30,264	37,500	19%
6515 Repairs & maintenance land improvements	0	250	250	100%	0	0	-	0	1,000	1,000	100%	189	189	100%	2,000	3,000	33%
6520 Repairs & maintenance docks	0	5,000	5,000	100%	43	43	100%	7,966	20,000	12,034	60%	2,676	(5,290)	-198%	47,966	60,000	20%
6540 Marina dredging	33,108	37,000	3,892	11%	0	(33,108)	-	46,205	92,000	45,795	50%	0	(46,205)	-	214,205	260,000	18%
6575 Waterway Leases	0	0	0	-	0	0	-	1,240	1,300	60	5%	1,204	(36)	-3%	37,940	38,000	0%
6580 Permits	0	0	0	-	0	0	-	2,326	2,400	74	3%	841	(1,485)	-177%	5,626	5,700	1%
<b>Total Repair and Maintenance</b>	<b>65,581</b>	<b>51,917</b>	<b>(13,664)</b>	<b>-26%</b>	<b>5,363</b>	<b>(60,218)</b>	<b>-1123%</b>	<b>120,775</b>	<b>155,367</b>	<b>34,591</b>	<b>22%</b>	<b>26,328</b>	<b>(94,447)</b>	<b>-359%</b>	<b>448,109</b>	<b>482,700</b>	<b>7%</b>
<b>Total Goods &amp; Services</b>	<b>172,922</b>	<b>123,056</b>	<b>(49,866)</b>	<b>-41%</b>	<b>52,388</b>	<b>(120,533)</b>	<b>-230%</b>	<b>476,782</b>	<b>534,184</b>	<b>57,401</b>	<b>11%</b>	<b>248,206</b>	<b>(228,577)</b>	<b>-92%</b>	<b>1,347,413</b>	<b>1,404,814</b>	<b>4%</b>
<b>Total Expenses</b>	<b>214,774</b>	<b>187,426</b>	<b>(27,348)</b>	<b>-15%</b>	<b>114,014</b>	<b>(100,761)</b>	<b>-88%</b>	<b>700,369</b>	<b>823,975</b>	<b>123,606</b>	<b>15%</b>	<b>505,706</b>	<b>(194,663)</b>	<b>-38%</b>	<b>2,118,271</b>	<b>2,241,877</b>	<b>6%</b>
<b>Operating Results</b>	<b>(19,187)</b>	<b>23,963</b>	<b>(43,150)</b>	<b>-180%</b>	<b>90,330</b>	<b>(109,518)</b>	<b>-121%</b>	<b>278,331</b>	<b>206,267</b>	<b>72,064</b>	<b>35%</b>	<b>481,709</b>	<b>(203,378)</b>	<b>-42%</b>	<b>423,339</b>	<b>351,275</b>	<b>21%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4450 Lodging Tax	61	0	61	-	0	61	-	61	0	61	-	79	(17)	-22%	61	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
4695 Grants Received - Other	0	12,500	(12,500)	-100%	0	0	-	0	37,500	(37,500)	-100%	0	0	-	37,500	75,000	-50%
4905 Other	0	0	0	-	0	0	-	12,237	0	12,237	-	450	11,787	2619%	12,237	0	-
4915 Insurance Reimbursement	12,824	0	12,824	-	0	12,824	-	37,904	0	37,904	-	0	37,904	-	37,904	0	-
<b>Total Other Income</b>	<b>12,885</b>	<b>12,500</b>	<b>385</b>	<b>3%</b>	<b>0</b>	<b>12,885</b>	<b>-</b>	<b>50,202</b>	<b>42,500</b>	<b>7,702</b>	<b>18%</b>	<b>529</b>	<b>49,673</b>	<b>9394%</b>	<b>87,702</b>	<b>80,000</b>	<b>10%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	10,754	10,500	(254)	-2%	10,112.09	(641.76)	-6%	10,754	10,500	(254)	-2%	10,112	(642)	-6%	10,754	10,500.00	-2%
6745 Banking fees	5.00	-	(5.00)	-	0	(5)	-	5	-	(5)	-	0	(5)	-	5	-	-
6755 Insurance Claims	8,912	0	(8,912)	-	4,158	(4,754)	-114%	8,912	0	(8,912)	-	4,158	(4,754)	-114%	8,912	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>19,670.89</b>	<b>10,500.00</b>	<b>(9,170.89)</b>	<b>-87%</b>	<b>14,270</b>	<b>(5,401)</b>	<b>-38%</b>	<b>19,671</b>	<b>10,500.00</b>	<b>(9,171)</b>	<b>-87%</b>	<b>14,270</b>	<b>(5,401)</b>	<b>-38%</b>	<b>19,671</b>	<b>10,500.00</b>	<b>-87%</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	223,162	223,162	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	149,490	149,490	0%
7020 Vehicle Principal repayment	768	1,305	538	41%	752	(15)	-2%	4,234	5,222	987	19%	4,278	44	1%	14,678	15,665	6%
7025 Vehicle Interest payment	36	164	128	78%	52	15	30%	463	657	194	30%	458	(5)	-1%	1,777	1,971	10%
8010 CIP Buildings	0	2,500	2,500	100%	0	0	-	0	10,000	10,000	100%	0	0	-	20,000	30,000	33%
8011 CIP Docks	0	4,167	4,167	100%	0	0	-	0	16,667	16,667	100%	0	0	-	33,333	50,000	33%
<b>Total Debt Services</b>	<b>804</b>	<b>8,136</b>	<b>7,332</b>	<b>90%</b>	<b>804</b>	<b>0</b>	<b>0%</b>	<b>4,697</b>	<b>32,545</b>	<b>27,848</b>	<b>86%</b>	<b>4,736</b>	<b>39</b>	<b>1%</b>	<b>442,440</b>	<b>470,288</b>	<b>6%</b>
<b>Total Other Expenses</b>	<b>20,475</b>	<b>18,636</b>	<b>(1,838)</b>	<b>-10%</b>	<b>15,074</b>	<b>(5,401)</b>	<b>-36%</b>	<b>24,368</b>	<b>43,045</b>	<b>18,677</b>	<b>43%</b>	<b>19,006</b>	<b>(5,362)</b>	<b>-28%</b>	<b>462,111</b>	<b>480,788</b>	<b>4%</b>
<b>Net Other Income</b>	<b>(7,589)</b>	<b>(6,136)</b>	<b>(1,453)</b>	<b>24%</b>	<b>(15,074)</b>	<b>7,484</b>	<b>-50%</b>	<b>25,834</b>	<b>(545)</b>	<b>26,380</b>	<b>-4836%</b>	<b>(18,477)</b>	<b>44,311</b>	<b>-240%</b>	<b>(374,409)</b>	<b>(400,788)</b>	<b>-7%</b>
<b>Net Result</b>	<b>(26,777)</b>	<b>17,827</b>	<b>(44,604)</b>	<b>-250%</b>	<b>75,256</b>	<b>(102,033)</b>	<b>-136%</b>	<b>304,165</b>	<b>205,722</b>	<b>98,443</b>	<b>48%</b>	<b>463,231</b>	<b>(159,066)</b>	<b>-34%</b>	<b>48,930</b>	<b>(49,513)</b>	<b>-199%</b>

Ice Plant	Current Period		Same Month Prior Years			Year to Date			Year End				
	Oct 2022		Oct 2021	Oct 2020	Oct 2019	Jul 2022 - Oct 2022		Prior FYTD vs Current FYTD			Jul 2022 - Jul 2021		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	130	255	186	73	148	1,580	1,956	1,415	165	11.66%	2,920	3,296	-11.42%
<b>Revenues</b>									0			0	
Ice Sales	12,073	23,196	17,191	6,630	11,263	148,331	178,030	131,943	16,388	12.42%	(29,699)	0	-
Insurance Reimbursement	0	0	0	0	46,473	18,500	0	0	18,500	-	18,500	0	-
<b>Total Revenues</b>	<b>12,073</b>	<b>23,196</b>	<b>17,191</b>	<b>6,630</b>	<b>57,736</b>	<b>166,831</b>	<b>178,030</b>	<b>131,943</b>	<b>34,888</b>	<b>26.44%</b>	<b>(11,199)</b>	<b>0</b>	<b>-</b>
<b>Expenses</b>													
Personnel Services	1,943	2,620	2,409	357	3,299	10,919	11,794	13,865	(2,946)	-21.25%	(876)	0	-
Utilities	5,375	8,901	6,336	5,197	6,539	26,486	39,800	27,958	(1,472)	-5.27%	(13,314)	0	-
Repairs & Maintenance	17,477	1,667	255	0	0	28,085	6,667	4,366	23,719	543.28%	21,419	0	-
Operational Supplies & Service	2,490	1,301	(4,776)	1,683	110	10,952	5,205	10,321	631	6.11%	5,747	0	-
Debt Services	0	0	0	0	0	0	0	0	0	-	0	0	-
<b>Total Expenses</b>	<b>27,285</b>	<b>14,488</b>	<b>4,225</b>	<b>7,237</b>	<b>9,948</b>	<b>76,442</b>	<b>63,465</b>	<b>56,510</b>	<b>19,932</b>	<b>35.27%</b>	<b>12,977</b>	<b>0</b>	<b>-</b>
<b>Net Result</b>	<b>(15,212)</b>	<b>8,708</b>	<b>12,966</b>	<b>(608)</b>	<b>1,315</b>	<b>90,389</b>	<b>114,565</b>	<b>75,433</b>	<b>14,956</b>	<b>19.83%</b>	<b>(24,176)</b>	<b>0</b>	<b>-</b>

Fisheries	Current Period		Same Month Prior Years			Year to Date			Prior FYTD vs Current FYTD		
	Oct 2022		Oct 2021	Oct 2020	Oct 2019	FY22/21			Last FY	Ton Diff	% Diff
Albacore Tuna (Oregon) MT		228.3	103.6	179.0	393.3			2,821.5	1,460.5	1,361	93.19%
Pink Shrimp (Oregon) MT		1,698.4	1,968.1	3,352.5	299.4			12,977.3	14,433.1	(1,456)	-10.09%
Dungeness Crab (Coos Bay) MT		4.2	4.7	0.3	0.0			12.2	23.9	(12)	-48.95%



Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date					Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																		
4180 Merchandise	4	0	4	-	4	0	0%	4	0	4	-	70	(66)	-94%	4	0	-	
4290 Other	0	15,025	(15,025)	-100%	0	0	-	45,100	60,100	(15,000)	-25%	25	45,075	180300%	75,300	90,300	-17%	
<b>Total Operating Income</b>	<b>4</b>	<b>15,025</b>	<b>(15,021)</b>	<b>-100%</b>	<b>4</b>	<b>0</b>	<b>0%</b>	<b>45,104</b>	<b>60,100</b>	<b>(14,996)</b>	<b>-25%</b>	<b>95</b>	<b>45,009</b>	<b>47378%</b>	<b>75,304</b>	<b>90,300</b>	<b>-17%</b>	
<b>Expenses</b>																		
<b>Personnel Services</b>																		
5005 Salaries	7,658	12,501	4,842	39%	7,084	(574)	-8%	31,193	56,277	25,084	45%	29,085	(2,108)	-7%	137,472	162,556	15%	
5010 Other compensation	0	337	337	100%	0	0	-	0	1,515	1,515	100%	0	0	-	2,861	4,377	35%	
<b>Total Compensation</b>	<b>7,658</b>	<b>12,837</b>	<b>5,179</b>	<b>40%</b>	<b>7,084</b>	<b>(574)</b>	<b>-8%</b>	<b>31,193</b>	<b>57,792</b>	<b>26,599</b>	<b>46%</b>	<b>29,085</b>	<b>(2,108)</b>	<b>-7%</b>	<b>140,334</b>	<b>166,933</b>	<b>16%</b>	
5100 Federal Payroll taxes	582	982	400	41%	538	(44)	-8%	2,373	4,421	2,049	46%	2,211	(161)	-7%	10,722	12,770	16%	
5105 State Payroll taxes	1	0	(1)	-	1	0	13%	6	0	(6)	-	6	(0)	-6%	6	0	-	
5110 Unemployment Insurance	0	264	264	100%	0	0	-	8	1,189	1,181	99%	0	(8)	-	2,253	3,434	34%	
5115 Workers compensation	78	65	(13)	-20%	37	(42)	-114%	313	292	(21)	-7%	146	(167)	-114%	865	845	-2%	
<b>Total Payroll Taxes</b>	<b>662</b>	<b>1,311</b>	<b>650</b>	<b>50%</b>	<b>576</b>	<b>(85)</b>	<b>-15%</b>	<b>2,700</b>	<b>5,903</b>	<b>3,203</b>	<b>54%</b>	<b>2,363</b>	<b>(337)</b>	<b>-14%</b>	<b>13,847</b>	<b>17,050</b>	<b>19%</b>	
5200 Medical insurance	1,163	3,120	1,957	63%	1,090	(73)	-7%	4,652	14,047	9,396	67%	4,359	(293)	-7%	31,180	40,576	23%	
5205 Dental insurance	108	263	155	59%	108	0	0%	430	1,183	752	64%	430	0	0%	2,665	3,417	22%	
5215 Term life insurance	13	23	11	46%	13	0	0%	50	104	54	52%	49	(1)	-2%	246	300	18%	
5220 Long Term Disability insurance	51	76	26	34%	47	(4)	-8%	202	343	141	41%	182	(21)	-11%	851	992	14%	
5225 PERS Employer Contributions	1,611	2,630	1,019	39%	1,491	(121)	-8%	6,563	11,841	5,278	45%	6,173	(390)	-6%	28,924	34,202	15%	
5230 PERS Employee Contributions	460	750	291	39%	425	(34)	-8%	1,872	3,377	1,505	45%	1,745	(127)	-7%	8,248	9,753	15%	
<b>Total Insured Benefits</b>	<b>3,404</b>	<b>6,863</b>	<b>3,458</b>	<b>50%</b>	<b>3,172</b>	<b>(232)</b>	<b>-7%</b>	<b>13,769</b>	<b>30,895</b>	<b>17,125</b>	<b>55%</b>	<b>12,938</b>	<b>(831)</b>	<b>-6%</b>	<b>72,114</b>	<b>89,239</b>	<b>19%</b>	
<b>Total Personnel Services</b>	<b>11,724</b>	<b>21,011</b>	<b>9,287</b>	<b>44%</b>	<b>10,833</b>	<b>(891)</b>	<b>-8%</b>	<b>47,662</b>	<b>94,589</b>	<b>46,927</b>	<b>50%</b>	<b>44,386</b>	<b>(3,276)</b>	<b>-7%</b>	<b>226,295</b>	<b>273,222</b>	<b>17%</b>	
<b>Goods &amp; Services</b>																		
6020 Travel - airfare	0	83	83	100%	0	0	-	0	333	333	100%	0	0	-	667	1,000	33%	
6025 Travel - lodging & transportation	329	83	(245)	-294%	0	(329)	-	329	333	5	1%	0	(329)	-	995	1,000	0%	
6030 Travel - Per Diem & mileage reimbursement	0	83	83	100%	0	0	-	0	333	333	100%	0	0	-	667	1,000	33%	
6035 Meals & Entertainment	190	92	(98)	-107%	0	(190)	-	4,029	367	(3,663)	-999%	103	(3,927)	-3828%	4,763	1,100	-333%	
<b>Total Travel &amp; Entertainment</b>	<b>518</b>	<b>342</b>	<b>(177)</b>	<b>-52%</b>	<b>0</b>	<b>(518)</b>	<b>-</b>	<b>4,358</b>	<b>1,367</b>	<b>(2,991)</b>	<b>-219%</b>	<b>103</b>	<b>(4,255)</b>	<b>-4149%</b>	<b>7,091</b>	<b>4,100</b>	<b>-73%</b>	
6050 Office supplies	0	0	0	-	0	0	-	0	0	0	-	67	67	100%	0	0	-	
6075 Memberships & dues	3,213	3,194	(19)	-1%	2,397	(816)	-34%	12,845	12,777	(67)	-1%	9,608	(3,237)	-34%	38,399	38,332	0%	
<b>Total Office Expense</b>	<b>3,213</b>	<b>3,194</b>	<b>(19)</b>	<b>-1%</b>	<b>2,397</b>	<b>(816)</b>	<b>-34%</b>	<b>12,845</b>	<b>12,777</b>	<b>(67)</b>	<b>-1%</b>	<b>9,675</b>	<b>(3,170)</b>	<b>-33%</b>	<b>38,399</b>	<b>38,332</b>	<b>0%</b>	
6260 Consulting services	0	1,120	1,120	100%	0	0	-	81	4,480	4,399	98%	16	(65)	-406%	9,041	13,440	33%	
<b>Total Professional Services</b>	<b>0</b>	<b>1,120</b>	<b>1,120</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>81</b>	<b>4,480</b>	<b>4,399</b>	<b>98%</b>	<b>16</b>	<b>(65)</b>	<b>-406%</b>	<b>9,041</b>	<b>13,440</b>	<b>33%</b>	
6310 Marketing supplies	0	425	425	100%	0	0	-	20	1,700	1,680	99%	30	10	33%	3,420	5,100	33%	

Financial Report - Actual vs. Budget  
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amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6315 Advertising	0	1,383	1,383	100%	0	0	-	219	5,533	5,314	96%	159	(60)	-38%	11,286	16,600	32%
6320 Cargo recruitment & development	0	0	0	-	0	0	-	0	0	0	-	185	185	100%	0	0	-
6340 Legislative support	5,500	15,500	10,000	65%	7,233	1,733	24%	52,608	62,000	9,392	15%	26,826	(25,781)	-96%	176,608	186,000	5%
6345 Community affairs	1,500	0	(1,500)	-	0	(1,500)	-	1,500	1,250	(250)	-20%	0	(1,500)	-	6,850	6,600	-4%
<b>Total Marketing Expense</b>	<b>7,000</b>	<b>17,308</b>	<b>10,308</b>	<b>60%</b>	<b>7,233</b>	<b>233</b>	<b>3%</b>	<b>54,347</b>	<b>70,483</b>	<b>16,137</b>	<b>23%</b>	<b>27,200</b>	<b>(27,146)</b>	<b>-100%</b>	<b>198,163</b>	<b>214,300</b>	<b>8%</b>
<b>Total Goods &amp; Services</b>	<b>10,732</b>	<b>21,964</b>	<b>11,233</b>	<b>51%</b>	<b>9,629</b>	<b>(1,102)</b>	<b>-11%</b>	<b>71,630</b>	<b>89,107</b>	<b>17,477</b>	<b>20%</b>	<b>36,993</b>	<b>(34,637)</b>	<b>-94%</b>	<b>252,695</b>	<b>270,172</b>	<b>6%</b>
<b>Total Expenses</b>	<b>22,456</b>	<b>42,975</b>	<b>20,519</b>	<b>48%</b>	<b>20,462</b>	<b>(1,994)</b>	<b>-10%</b>	<b>119,292</b>	<b>183,697</b>	<b>64,404</b>	<b>35%</b>	<b>81,379</b>	<b>(37,913)</b>	<b>-47%</b>	<b>478,990</b>	<b>543,394</b>	<b>12%</b>
<b>Operating Results</b>	<b>(22,452)</b>	<b>(27,950)</b>	<b>5,498</b>	<b>-20%</b>	<b>(20,458)</b>	<b>(1,994)</b>	<b>10%</b>	<b>(74,188)</b>	<b>(123,597)</b>	<b>49,408</b>	<b>-40%</b>	<b>(81,284)</b>	<b>7,096</b>	<b>-9%</b>	<b>(403,686)</b>	<b>(453,094)</b>	<b>-11%</b>
<b>Net Result</b>	<b>(22,452)</b>	<b>(27,950)</b>	<b>5,498</b>	<b>-20%</b>	<b>(20,458)</b>	<b>(1,994)</b>	<b>10%</b>	<b>(74,188)</b>	<b>(123,597)</b>	<b>49,408</b>	<b>-40%</b>	<b>(81,284)</b>	<b>7,096</b>	<b>-9%</b>	<b>(403,686)</b>	<b>(453,094)</b>	<b>-11%</b>

Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	15,849	17,350	(1,501)	-9%	10,398	5,451	52%	63,103	69,401	(6,298)	-9%	41,383	21,721	52%	201,905	208,203	-3%
4010 Property Agreements	6,713	8,439	(1,726)	-20%	6,059	655	11%	28,696	33,758	(5,061)	-15%	25,679	3,017	12%	96,212	101,273	-5%
4290 Other	0	1,500	(1,500)	-100%	0	0	-	0	6,000	(6,000)	-100%	0	0	-	12,000	18,000	-33%
<b>Total Operating Income</b>	<b>22,562</b>	<b>27,290</b>	<b>(4,727)</b>	<b>-17%</b>	<b>16,456</b>	<b>6,106</b>	<b>37%</b>	<b>91,799</b>	<b>109,159</b>	<b>(17,359)</b>	<b>-16%</b>	<b>67,061</b>	<b>24,738</b>	<b>37%</b>	<b>310,116</b>	<b>327,475</b>	<b>-5%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	36,754	48,662	11,908	24%	33,164	(3,590)	-11%	143,440	219,074	75,634	35%	133,406	(10,034)	-8%	557,162	632,796	12%
5010 Other compensation	0	1,180	1,180	100%	0	0	-	0	5,312	5,312	100%	0	0	-	10,032	15,344	35%
5015 Overtime	0	169	169	100%	0	0	-	0	761	761	100%	60	60	100%	1,437	2,198	35%
5050 Merit Pool	0	623	623	100%	0	0	-	0	2,804	2,804	100%	0	0	-	5,296	8,100	35%
<b>Total Compensation</b>	<b>36,754</b>	<b>50,634</b>	<b>13,880</b>	<b>27%</b>	<b>33,164</b>	<b>(3,590)</b>	<b>-11%</b>	<b>143,440</b>	<b>227,951</b>	<b>84,511</b>	<b>37%</b>	<b>133,466</b>	<b>(9,974)</b>	<b>-7%</b>	<b>573,927</b>	<b>658,438</b>	<b>13%</b>
5100 Federal Payroll taxes	2,727	3,873	1,147	30%	2,476	(250)	-10%	10,667	17,438	6,771	39%	9,997	(670)	-7%	43,599	50,371	13%
5105 State Payroll taxes	12	0	(12)	-	11	(1)	-7%	44	0	(44)	-	46	1	3%	44	0	-
5110 Unemployment Insurance	391	1,270	879	69%	362	(29)	-8%	1,962	5,717	3,754	66%	1,842	(120)	-7%	12,758	16,513	23%
5115 Workers compensation	157	2,211	2,055	93%	37	(120)	-329%	626	9,955	9,329	94%	146	(480)	-329%	19,426	28,755	32%
<b>Total Payroll Taxes</b>	<b>3,286</b>	<b>7,355</b>	<b>4,068</b>	<b>55%</b>	<b>2,886</b>	<b>(400)</b>	<b>-14%</b>	<b>13,300</b>	<b>33,110</b>	<b>19,810</b>	<b>60%</b>	<b>12,030</b>	<b>(1,269)</b>	<b>-11%</b>	<b>75,828</b>	<b>95,638</b>	<b>21%</b>
5200 Medical insurance	6,404	14,292	7,888	55%	6,103	(301)	-5%	25,618	64,342	38,724	60%	24,414	(1,204)	-5%	147,128	185,852	21%
5205 Dental insurance	529	1,150	620	54%	515	(15)	-3%	2,118	5,177	3,059	59%	2,058	(60)	-3%	11,894	14,953	20%
5215 Term life insurance	88	127	39	31%	100	13	13%	350	571	221	39%	382	32	8%	1,429	1,650	13%
5220 Long Term Disability insurance	227	302	75	25%	219	(8)	-3%	920	1,358	438	32%	837	(83)	-10%	3,485	3,923	11%
5225 PERS Employer Contributions	6,661	10,405	3,744	36%	6,463	(199)	-3%	27,108	46,843	19,735	42%	26,773	(335)	-1%	115,572	135,307	15%
5230 PERS Employee Contributions	1,900	2,967	1,068	36%	1,843	(57)	-3%	7,730	13,358	5,628	42%	7,569	(161)	-2%	32,958	38,586	15%
<b>Total Insured Benefits</b>	<b>15,809</b>	<b>29,243</b>	<b>13,434</b>	<b>46%</b>	<b>15,243</b>	<b>(566)</b>	<b>-4%</b>	<b>63,844</b>	<b>131,650</b>	<b>67,806</b>	<b>52%</b>	<b>62,033</b>	<b>(1,811)</b>	<b>-3%</b>	<b>312,465</b>	<b>380,271</b>	<b>18%</b>
<b>Total Personnel Services</b>	<b>55,849</b>	<b>87,231</b>	<b>31,382</b>	<b>36%</b>	<b>51,293</b>	<b>(4,557)</b>	<b>-9%</b>	<b>220,584</b>	<b>392,711</b>	<b>172,127</b>	<b>44%</b>	<b>207,529</b>	<b>(13,055)</b>	<b>-6%</b>	<b>962,219</b>	<b>1,134,347</b>	<b>15%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	333	333	100%	0	0	-	667	1,000	33%
6025 Travel - lodging & transportation	0	125	125	100%	0	0	-	0	500	500	100%	0	0	-	1,000	1,500	33%
6030 Travel - Per Diem & mileage reimbursement	0	125	125	100%	0	0	-	0	500	500	100%	0	0	-	1,000	1,500	33%
6035 Meals & Entertainment	0	21	21	100%	59	59	100%	0	83	83	100%	59	59	100%	167	250	33%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>354</b>	<b>354</b>	<b>100%</b>	<b>59</b>	<b>59</b>	<b>100%</b>	<b>0</b>	<b>1,417</b>	<b>1,417</b>	<b>100%</b>	<b>59</b>	<b>59</b>	<b>100%</b>	<b>2,833</b>	<b>4,250</b>	<b>33%</b>
6105 Telephone - mobile	0	0	0	-	0	0	-	30	0	(30)	-	0	(30)	-	30	0	-
6130 Electricity	839	1,508	669	44%	132	(707)	-538%	3,888	6,033	2,146	36%	509	(3,378)	-663%	15,954	18,100	12%
6131 Propane - Operations	121	0	(121)	-	0	(121)	-	162	0	(162)	-	0	(162)	-	162	0	-
6135 Water/Sewer	1,307	350	(957)	-273%	0	(1,307)	-	1,841	1,400	(441)	-32%	0	(1,841)	-	4,641	4,200	-11%
6155 Environmental Remediation/Mitigation/Monitoring	0	708	708	100%	0	0	-	709	2,833	2,125	75%	0	(709)	-	6,375	8,500	25%

Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Total Utilities</b>	2,267	2,567	300	12%	132	(2,135)	-1623%	6,630	10,267	3,637	35%	509	(6,120)	-1201%	27,163	30,800	12%
6200 Temporary/Contract help	0	3,750	3,750	100%	0	0	-	9,372	15,000	5,628	38%	6,918	(2,454)	-35%	39,372	45,000	13%
6245 Legal advertising	0	125	125	100%	102	102	100%	218	500	282	56%	102	(117)	-115%	1,218	1,500	19%
6260 Consulting services	7,671	1,025	(6,646)	-648%	0	(7,671)	-	21,787	4,100	(17,687)	-431%	0	(21,787)	-	29,987	12,300	-144%
6290 Commercial insurance	2,240	2,477	237	10%	901	(1,338)	-148%	8,958	9,908	949	10%	3,605	(5,353)	-148%	28,773	29,723	3%
<b>Total Professional Services</b>	9,911	7,377	(2,534)	-34%	1,291	(8,620)	-668%	40,336	29,508	(10,829)	-37%	10,913	(29,423)	-270%	99,351	88,523	-12%
6400 Small equipment & tools	275	83	(192)	-230%	0	(275)	-	275	333	58	18%	135	(140)	-104%	942	1,000	6%
6405 Safety/hazardous materials	2,122	1,417	(706)	-50%	3,019	896	30%	2,547	5,667	3,120	55%	3,914	1,367	35%	13,880	17,000	18%
6410 Signage	0	125	125	100%	0	0	-	95	500	405	81%	0	(95)	-	1,095	1,500	27%
6415 Clothing	0	411	411	100%	0	0	-	34	1,645	1,611	98%	0	(34)	-	3,324	4,935	33%
6420 Janitorial supplies	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
6425 Operational supplies	48	42	(6)	-15%	0	(48)	-	48	167	119	71%	0	(48)	-	381	500	24%
6450 Fuel - Gas	0	0	0	-	0	0	-	55	0	(55)	-	0	(55)	-	55	0	-
<b>Total Operational Expense</b>	2,445	2,120	(326)	-15%	3,019	573	19%	3,054	8,478	5,424	64%	4,049	995	25%	20,011	25,435	21%
6510 Repairs & maintenance buildings	1,262	417	(845)	-203%	0	(1,262)	-	6,753	1,667	(5,086)	-305%	0	(6,753)	-	10,086	5,000	-102%
6515 Repairs & maintenance land improvements	0	208	208	100%	0	0	-	(500)	833	1,333	160%	0	500	-	1,167	2,500	53%
6520 Repairs & maintenance docks	0	417	417	100%	0	0	-	0	1,667	1,667	100%	0	0	-	3,333	5,000	33%
6580 Permits	386	0	(386)	-	0	(386)	-	1,827	0	(1,827)	-	125	(1,702)	-1359%	8,827	7,000	-26%
<b>Total Repair and Maintenance</b>	1,648	1,042	(606)	-58%	0	(1,648)	-	8,768	4,167	(4,601)	-110%	125	(8,643)	-6900%	24,101	19,500	-24%
<b>Total Goods &amp; Services</b>	16,271	13,459	(2,812)	-21%	4,500	(11,771)	-262%	58,788	53,836	(4,952)	-9%	15,656	(43,132)	-275%	173,460	168,508	-3%
<b>Total Expenses</b>	72,120	100,690	28,570	28%	55,793	(16,327)	-29%	279,371	446,547	167,175	37%	223,185	(56,186)	-25%	1,135,679	1,302,854	13%
<b>Operating Results</b>	(49,558)	(73,401)	23,843	-32%	(39,337)	(10,221)	26%	(187,572)	(337,388)	149,816	-44%	(156,124)	(31,448)	20%	(825,563)	(975,379)	-15%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	3,000	(3,000)	-100%	5,000	5,000	0%
<b>Total Other Income</b>	0	0	0	-	0	0	-	0	0	0	-	3,000	(3,000)	-100%	5,000	5,000	0%
<b>Taxes &amp; Misc Expenses</b>																	
6745 Banking fees	0	0	0	-	17,500	17,500	100%	1,760	2,500	740	30%	20,728	18,968	92%	9,260	10,000	7%
<b>Total Taxes &amp; Misc Expenses</b>	73	0	(73)	-	17,500	17,427	100%	1,833	2,500	667	27%	20,728	18,895	91%	9,333	10,000	7%
7010 Interest payment	0	9,583	9,583	100%	2,635	2,635	100%	14,751	38,333	23,582	62%	7,820	(6,932)	-89%	91,418	115,000	21%
<b>Total Debt Services</b>	0	9,583	9,583	100%	2,635	2,635	100%	14,751	38,333	23,582	62%	7,820	(6,932)	-89%	91,418	115,000	21%
<b>Total Other Expenses</b>	73	9,583	9,511	99%	20,135	20,062	100%	16,585	40,833	24,249	59%	28,548	11,964	42%	100,751	125,000	19%
<b>Net Other Income</b>	(73)	(9,583)	9,511	-99%	(20,135)	20,062	-100%	(16,585)	(40,833)	24,249	-59%	(25,548)	8,964	-35%	(95,751)	(120,000)	-20%
<b>Net Result</b>	(49,631)	(82,984)	33,353	-40%	(59,472)	9,841	-17%	(204,157)	(378,221)	174,065	-46%	(181,672)	(22,485)	12%	(921,314)	(1,095,379)	-16%



Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4010 Property Agreements	26,685	28,073	(1,388)	-5%	37,472	(10,787)	-29%	122,284	109,637	12,647	12%	109,136	13,148	12%	312,647	300,000	4%
4260 Rail Operations Revenue	30,661	75,309	(44,648)	-59%	28,641	2,020	7%	127,670	301,237	(173,567)	-58%	113,529	14,141	12%	730,143	903,710	-19%
4265 Rail Surcharges	31,637	49,276	(17,639)	-36%	33,827	(2,190)	-6%	138,937	197,103	(58,165)	-30%	132,763	6,174	5%	533,142	591,308	-10%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	2,446,302	2,446,302	0%
<b>Total Operating Income</b>	<b>88,983</b>	<b>152,658</b>	<b>(63,675)</b>	<b>-42%</b>	<b>99,940</b>	<b>(10,957)</b>	<b>-11%</b>	<b>388,890</b>	<b>607,976</b>	<b>(219,085)</b>	<b>-36%</b>	<b>355,428</b>	<b>33,463</b>	<b>9%</b>	<b>4,022,234</b>	<b>4,241,320</b>	<b>-5%</b>
<b>Expenses</b>																	
<b>Goods &amp; Services</b>																	
6260 Consulting services	24	11,250	11,226	100%	0	(24)	-	23,721	45,000	21,279	47%	8,166	(15,556)	-191%	113,721	135,000	16%
6290 Commercial insurance	1,749	4,114	2,365	57%	3,414	1,665	49%	12,332	16,454	4,123	25%	12,900	569	4%	45,240	49,363	8%
<b>Total Professional Services</b>	<b>1,773</b>	<b>15,364</b>	<b>13,591</b>	<b>88%</b>	<b>3,414</b>	<b>1,641</b>	<b>48%</b>	<b>36,053</b>	<b>61,454</b>	<b>25,402</b>	<b>41%</b>	<b>21,066</b>	<b>(14,987)</b>	<b>-71%</b>	<b>158,962</b>	<b>184,363</b>	<b>14%</b>
6410 Signage	0	667	667	100%	0	0	-	0	2,667	2,667	100%	0	0	-	5,333	8,000	33%
<b>Total Operational Expense</b>	<b>0</b>	<b>667</b>	<b>667</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>2,667</b>	<b>2,667</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>5,333</b>	<b>8,000</b>	<b>33%</b>
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	830	830	100%	0	0	-
6510 Repairs & maintenance buildings	26,489	37,500	11,011	29%	0	(26,489)	-	26,489	150,000	123,511	82%	0	(26,489)	-	326,489	450,000	27%
6515 Repairs & maintenance land improve	0	0	0	-	0	0	-	70	0	(70)	-	0	(70)	-	70	0	-
<b>Total Repair and Maintenance</b>	<b>26,489</b>	<b>37,842</b>	<b>11,353</b>	<b>30%</b>	<b>0</b>	<b>(26,489)</b>	<b>-</b>	<b>26,559</b>	<b>151,367</b>	<b>124,808</b>	<b>82%</b>	<b>830</b>	<b>(25,729)</b>	<b>-3100%</b>	<b>329,292</b>	<b>454,100</b>	<b>27%</b>
<b>Total Goods &amp; Services</b>	<b>28,262</b>	<b>53,872</b>	<b>25,610</b>	<b>48%</b>	<b>3,414</b>	<b>(24,848)</b>	<b>-728%</b>	<b>62,612</b>	<b>215,488</b>	<b>152,876</b>	<b>71%</b>	<b>21,896</b>	<b>(40,716)</b>	<b>-186%</b>	<b>493,587</b>	<b>646,463</b>	<b>24%</b>
<b>Total Expenses</b>	<b>28,262</b>	<b>53,872</b>	<b>25,610</b>	<b>48%</b>	<b>3,414</b>	<b>(24,848)</b>	<b>-728%</b>	<b>62,612</b>	<b>215,488</b>	<b>152,876</b>	<b>71%</b>	<b>21,896</b>	<b>(40,716)</b>	<b>-186%</b>	<b>493,587</b>	<b>646,463</b>	<b>24%</b>
<b>Operating Results</b>	<b>60,721</b>	<b>98,786</b>	<b>(38,065)</b>	<b>-39%</b>	<b>96,526</b>	<b>(35,805)</b>	<b>-37%</b>	<b>326,279</b>	<b>392,488</b>	<b>(66,209)</b>	<b>-17%</b>	<b>333,532</b>	<b>(7,253)</b>	<b>-2%</b>	<b>3,528,647</b>	<b>3,594,857</b>	<b>-2%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	0	0	0	-	0	0	-	364,155	431,865	(67,710)	-16%	122,482	241,673	197%	714,155	781,865	-9%
4905 Other	0	0	0	-	0	0	-	21,826	0	21,826	-	0	21,826	-	21,826	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	767	(767)	-100%	0	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>385,981</b>	<b>431,865</b>	<b>(45,884)</b>	<b>-11%</b>	<b>123,249</b>	<b>262,732</b>	<b>213%</b>	<b>735,981</b>	<b>781,865</b>	<b>-6%</b>
<b>Other Expenses</b>																	
6755 Insurance Claims	0	0	0	-	145	145	100%	0	0	0	-	16,674	16,674	100%	0	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>145</b>	<b>145</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>16,674</b>	<b>16,674</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	421,916	421,916	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	142,812	142,812	0%
7020 Principal repayment - Vehicles	435	1,699	1,263	74%	1,046	611	58%	1,739	6,795	5,055	74%	4,183	2,443	58%	15,329	20,384	25%
7025 Interest payment - Vehicles	9	327	318	97%	13	4	31%	38	1,309	1,270	97%	54	16	29%	2,656	3,926	32%
8013 CIP Construction Bridges	0	53,750	53,750	100%	358,790	358,790	100%	0	215,000	215,000	100%	850,570	850,570	100%	430,000	645,000	33%
8016 CIP Construction Track	0	37,394	37,394	100%	0	0	-	0	149,577	149,577	100%	0	0	-	299,153	448,730	33%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	19,345	19,345	100%	0	0	-
<b>Total Debt Services</b>	<b>444</b>	<b>93,170</b>	<b>92,726</b>	<b>100%</b>	<b>359,849</b>	<b>359,405</b>	<b>100%</b>	<b>1,778</b>	<b>372,680</b>	<b>370,902</b>	<b>100%</b>	<b>874,152</b>	<b>872,374</b>	<b>100%</b>	<b>1,311,865</b>	<b>1,682,768</b>	<b>22%</b>
<b>Total Other Expenses</b>	<b>444</b>	<b>93,170</b>	<b>92,726</b>	<b>100%</b>	<b>359,995</b>	<b>359,550</b>	<b>100%</b>	<b>1,778</b>	<b>372,680</b>	<b>370,902</b>	<b>100%</b>	<b>890,825</b>	<b>889,048</b>	<b>100%</b>	<b>1,311,865</b>	<b>1,682,768</b>	<b>22%</b>
<b>Net Other Income</b>	<b>(444)</b>	<b>(93,170)</b>	<b>92,726</b>	<b>-100%</b>	<b>(359,995)</b>	<b>359,550</b>	<b>-100%</b>	<b>384,204</b>	<b>59,185</b>	<b>325,019</b>	<b>549%</b>	<b>(767,576)</b>	<b>1,151,780</b>	<b>-150%</b>	<b>(575,884)</b>	<b>(900,903)</b>	<b>-36%</b>
<b>Net Result</b>	<b>60,277</b>	<b>5,616</b>	<b>54,661</b>	<b>973%</b>	<b>(263,469)</b>	<b>323,745</b>	<b>-123%</b>	<b>710,483</b>	<b>451,673</b>	<b>258,809</b>	<b>57%</b>	<b>(434,044)</b>	<b>1,144,527</b>	<b>-264%</b>	<b>2,952,763</b>	<b>2,693,954</b>	<b>10%</b>



Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

Fund: Dredge Fund Department: Dredge Ops Location: All Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022		\$ Diff	% Diff	Oct 2021		% Diff	Jul 2022 - Oct 2022		% Diff	Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023				
	Actual	Budget			Actual	\$ Diff		Actual	Budget		\$ Diff	Last FY	\$ Diff	Projected	Budget	% Diff	
<b>Operating Income</b>																	
4287 Dredging Services	0	0	0	-	0	0	-	74,082	0	74,082	-	0	74,082	-	74,082	0	-
4290 Other	0	22,759	(22,759)	-100%	21,536	(21,536)	-100%	52,965	91,034	(38,069)	-42%	82,015	(29,049)	-35%	235,033	273,102	-14%
<b>Total Operating Income</b>	<b>0</b>	<b>22,759</b>	<b>(22,759)</b>	<b>-100%</b>	<b>21,536</b>	<b>(21,536)</b>	<b>-100%</b>	<b>127,047</b>	<b>91,034</b>	<b>36,013</b>	<b>40%</b>	<b>82,015</b>	<b>45,033</b>	<b>55%</b>	<b>309,115</b>	<b>273,102</b>	<b>13%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	18,035	1,715	(16,320)	-952%	0	(18,035)	-	27,070	7,721	(19,349)	-251%	55	(27,016)	-49325%	41,652	22,303	-87%
5015 Overtime	8,289	0	(8,289)	-	0	(8,289)	-	8,384	0	(8,384)	-	0	(8,384)	-	8,384	0	-
<b>Total Compensation</b>	<b>26,324</b>	<b>1,715</b>	<b>(24,609)</b>	<b>-1435%</b>	<b>0</b>	<b>(26,324)</b>	<b>-</b>	<b>35,454</b>	<b>7,721</b>	<b>(27,733)</b>	<b>-359%</b>	<b>55</b>	<b>(35,400)</b>	<b>-64633%</b>	<b>50,036</b>	<b>22,303</b>	<b>-124%</b>
5100 Federal Payroll taxes	1,975	229	(1,746)	-763%	0	(1,975)	-	2,664	1,030	(1,634)	-159%	4	(2,660)	-69090%	4,609	2,976	-55%
5105 State Payroll taxes	11	0	(11)	-	0	(11)	-	14	0	(14)	-	0	(14)	-71350%	14	0	-
5110 Unemployment Insurance	691	50	(641)	-1289%	0	(691)	-	952	224	(728)	-325%	1	(951)	-67419%	1,375	647	-113%
5115 Workers compensation	0	133	133	100%	0	0	-	0	600	600	100%	0	0	-	1,133	1,732	35%
<b>Total Payroll Taxes</b>	<b>2,677</b>	<b>412</b>	<b>(2,265)</b>	<b>-550%</b>	<b>0</b>	<b>(2,677)</b>	<b>-</b>	<b>3,630</b>	<b>1,854</b>	<b>(1,776)</b>	<b>-96%</b>	<b>5</b>	<b>(3,625)</b>	<b>-68652%</b>	<b>7,131</b>	<b>5,355</b>	<b>-33%</b>
5200 Medical insurance	0	706	706	100%	0	0	-	1,188	3,177	1,989	63%	14	(1,174)	-8417%	7,187	9,176	22%
5205 Dental insurance	0	58	58	100%	0	0	-	81	261	180	69%	0	(81)	-	574	755	24%
5215 Term life insurance	0	4	4	100%	0	0	-	12	18	7	36%	0	(12)	-8257%	46	53	12%
5220 Long Term Disability insurance	0	10	10	100%	0	0	-	21	47	26	55%	0	(21)	-6556%	110	136	19%
5225 PERS Employer Contributions	3,977	390	(3,587)	-919%	0	(3,977)	-	5,283	1,757	(3,526)	-201%	12	(5,272)	-45721%	8,602	5,076	-69%
5230 PERS Employee Contributions	1,134	103	(1,031)	-1002%	0	(1,134)	-	1,506	463	(1,043)	-225%	3	(1,503)	-45670%	2,381	1,338	-78%
<b>Total Insured Benefits</b>	<b>5,111</b>	<b>1,271</b>	<b>(3,840)</b>	<b>-302%</b>	<b>0</b>	<b>(5,111)</b>	<b>-</b>	<b>8,091</b>	<b>5,724</b>	<b>(2,367)</b>	<b>-41%</b>	<b>29</b>	<b>(8,062)</b>	<b>-27581%</b>	<b>18,900</b>	<b>16,533</b>	<b>-14%</b>
<b>Total Personnel Services</b>	<b>34,111</b>	<b>3,398</b>	<b>(30,713)</b>	<b>-904%</b>	<b>0</b>	<b>(34,111)</b>	<b>-</b>	<b>47,176</b>	<b>15,299</b>	<b>(31,877)</b>	<b>-208%</b>	<b>89</b>	<b>(47,086)</b>	<b>-52740%</b>	<b>76,067</b>	<b>44,191</b>	<b>-72%</b>
<b>Goods &amp; Services</b>																	
6105 Telephone - mobile	52	60	8	14%	0	(52)	-	208	240	32	13%	0	(208)	-	688	720	4%
<b>Total Utilities</b>	<b>52</b>	<b>60</b>	<b>8</b>	<b>14%</b>	<b>0</b>	<b>(52)</b>	<b>-</b>	<b>208</b>	<b>240</b>	<b>32</b>	<b>13%</b>	<b>0</b>	<b>(208)</b>	<b>-</b>	<b>688</b>	<b>720</b>	<b>4%</b>
6260 Consulting services	0	0	0	-	0	0	-	400	0	(400)	-	0	(400)	-	400	0	-
6290 Commercial insurance	4,787	5,266	479	9%	4,477	(310)	-7%	19,149	21,064	1,915	9%	17,909	(1,240)	-7%	61,276	63,191	3%
<b>Total Professional Services</b>	<b>4,787</b>	<b>5,266</b>	<b>479</b>	<b>9%</b>	<b>4,477</b>	<b>(310)</b>	<b>-7%</b>	<b>19,549</b>	<b>21,064</b>	<b>1,515</b>	<b>7%</b>	<b>17,909</b>	<b>(1,640)</b>	<b>-9%</b>	<b>61,676</b>	<b>63,191</b>	<b>2%</b>
6400 Small equipment & tools	1,795	0	(1,795)	-	0	(1,795)	-	18,374	0	(18,374)	-	214	(18,161)	-8498%	18,374	0	-
6425 Operational supplies	21,099	0	(21,099)	-	0	(21,099)	-	100,475	0	(100,475)	-	0	(100,475)	-	100,475	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	1,054	0	(1,054)	-	0	(1,054)	-	1,054	0	-
6450 Fuel - Gas	0	0	0	-	0	0	-	1,846	0	(1,846)	-	0	(1,846)	-	1,846	0	-
6455 Fuel - Diesel	1,947	0	(1,947)	-	0	(1,947)	-	2,014	0	(2,014)	-	0	(2,014)	-	2,014	0	-
<b>Total Operational Expense</b>	<b>24,842</b>	<b>0</b>	<b>(24,842)</b>	<b>-</b>	<b>0</b>	<b>(24,842)</b>	<b>-</b>	<b>123,763</b>	<b>0</b>	<b>(123,763)</b>	<b>-</b>	<b>214</b>	<b>(123,550)</b>	<b>-57815%</b>	<b>123,763</b>	<b>0</b>	<b>-</b>

Financial Report - Actual vs. Budget  
For Period Ending Oct 2022

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2022				Oct 2021			Jul 2022 - Oct 2022				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	28	1,250	1,222	98%	0	(28)	-	7,169	5,000	(2,169)	-43%	0	(7,169)	-	17,169	15,000	-14%
6505 Repairs & maintenance vehicles	5,423	4,167	(1,257)	-30%	21,536	16,113	75%	9,448	16,667	7,218	43%	81,681	72,233	88%	42,782	50,000	14%
<b>Total Repair and Maintenance</b>	<b>5,451</b>	<b>5,417</b>	<b>(35)</b>	<b>-1%</b>	<b>21,536</b>	<b>16,085</b>	<b>75%</b>	<b>16,617</b>	<b>21,667</b>	<b>5,050</b>	<b>23%</b>	<b>81,681</b>	<b>65,064</b>	<b>80%</b>	<b>59,950</b>	<b>65,000</b>	<b>8%</b>
<b>Total Goods &amp; Services</b>	<b>35,132</b>	<b>10,743</b>	<b>(24,389)</b>	<b>-227%</b>	<b>26,013</b>	<b>(9,118)</b>	<b>-35%</b>	<b>160,137</b>	<b>42,970</b>	<b>(117,167)</b>	<b>-273%</b>	<b>99,804</b>	<b>(60,333)</b>	<b>-60%</b>	<b>246,078</b>	<b>128,911</b>	<b>-91%</b>
<b>Total Expenses</b>	<b>69,243</b>	<b>14,141</b>	<b>(55,102)</b>	<b>-390%</b>	<b>26,013</b>	<b>(43,230)</b>	<b>-166%</b>	<b>207,313</b>	<b>58,269</b>	<b>(149,043)</b>	<b>-256%</b>	<b>99,893</b>	<b>(107,420)</b>	<b>-108%</b>	<b>322,145</b>	<b>173,102</b>	<b>-86%</b>
<b>Operating Results</b>	<b>(69,243)</b>	<b>8,618</b>	<b>(77,861)</b>	<b>-904%</b>	<b>(4,477)</b>	<b>(64,766)</b>	<b>1447%</b>	<b>(80,265)</b>	<b>32,765</b>	<b>(113,030)</b>	<b>-345%</b>	<b>(17,878)</b>	<b>(62,387)</b>	<b>349%</b>	<b>(13,030)</b>	<b>100,000</b>	<b>-113%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4505 Interest - Bank	792	0	792	-	570	223	39%	2,528	0	2,528	-	1,058	1,470	139%	2,528	0	-
<b>Total Other Income</b>	<b>792</b>	<b>0</b>	<b>792</b>	<b>-</b>	<b>570</b>	<b>223</b>	<b>39%</b>	<b>2,528</b>	<b>0</b>	<b>2,528</b>	<b>-</b>	<b>1,058</b>	<b>1,470</b>	<b>139%</b>	<b>2,528</b>	<b>0</b>	<b>-</b>
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	100,000	100,000	0%
<b>Total Debt Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>100,000</b>	<b>100,000</b>	<b>0%</b>
<b>Total Other Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>100,000</b>	<b>100,000</b>	<b>0%</b>
<b>Net Other Income</b>	<b>792</b>	<b>0</b>	<b>792</b>	<b>-</b>	<b>570</b>	<b>223</b>	<b>39%</b>	<b>2,528</b>	<b>0</b>	<b>2,528</b>	<b>-</b>	<b>1,058</b>	<b>1,470</b>	<b>139%</b>	<b>(97,472)</b>	<b>(100,000)</b>	<b>-3%</b>
<b>Net Result</b>	<b>(68,451)</b>	<b>8,618</b>	<b>(77,068)</b>	<b>-894%</b>	<b>(3,908)</b>	<b>(64,543)</b>	<b>1652%</b>	<b>(77,737)</b>	<b>32,765</b>	<b>(110,501)</b>	<b>-337%</b>	<b>(16,820)</b>	<b>(60,916)</b>	<b>362%</b>	<b>(110,501)</b>	<b>0</b>	<b>-</b>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Margaret Barber, Director of External Affairs and Business Development

DATE: December 14, 2022

SUBJECT: Commercial/External Affairs/Marketing Management Report

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**Commercial:**

Staff continue to work with inquiries interested in establishing operations at Terminal One in Coos Bay. Staff participated in meetings and site tours with prospective customers across business lines looking to either establish a footprint on Port property or expand existing operations. Staff also conducted meetings with existing lease and rail customers.

Staff met with three inquiries interested in siting facilities at Terminal One, one inquiry with interest in other Port property, and responded to a Request For Information from Business Oregon.

**Port Property:**

Monthly Commercial lease revenue for the month of November 2022 was up 4% over November 2021. This increase is due in part to the new lease revenues being generated from the Hub building leases, new CPIU increases, as well as an increase in the properties rented out in the Charleston Marina Complex over the last year.

Vacant Port owned properties include the Fishermen's Wharf, Basin Tackle, and the two small office spaces adjacent to the Charleston Post Office, and individual offices in the shared space of the Hub Building. The Power Squadron has also provided notice that they will be vacating their space as of December 22, 2022. The space at 147 S. Broadway was leased to the U.S. Army for use as a recruiting office. Staff also provided a showing of the vacant offices collocated with Crystal Shoji Planning and the Bay Area Chamber of Commerce located at 145 Central Avenue.

**Marketing, Media, and Outreach:**

Staff presented at the Bay Area Chamber of Commerce Wednesday Business Connection meeting regarding upcoming projects. Staff provided support to the CEO for his presentation at the Economic Outlook Forum on December 9.

Staff have been working with members of the NorthPoint Development team to prepare communications materials and distribution strategies in anticipation of the grant announcement.

Staff participated in an interview with a reporter from Progressive Railroading for an upcoming article that will be focused on Ports.

The Port was featured in the following news outlets:

- Tillamook County Pioneer: [News Update from State Representative David Gomberg: A Final Note on Elections and Some Comments on Infrastructure.](#)
- The News Review: [Skarlatos party watches and waits](#)

The Port's Instagram account followership gained 25 followers over the last month and reached 789 accounts. The top post from the month was: "The Coos Bay Harbor currently sees approximately 60 vessel calls annually. Each vessel call represents approximately \$700,000 in economic activity for the region!" This post received a total of 50 likes and reached a total of 414 accounts.

The Port's LinkedIn page gained 19 new followers, received over 5,800 post impressions, appeared in 252 searches, and had 41 unique visitors. The top post of the past month was "Port CEO John Burns will be presenting at this years Economic Outlook Forum on December 9th! Come learn about the exciting things we are working on for the South Coast!". This post received 70 reactions and 1,555 impressions.

#### **Legislative/Advocacy Work:**

Staff participated in a meeting with fellow Ports and OPPA in a meeting regarding Anti-Trust immunity legislation that will be introduced this session. The week of December 5<sup>th</sup> is legislative days in preparation for the upcoming legislative session. Staff are beginning to review pre-filed bills of relevant subject matter to Port interests.

#### **Industry Articles/Information Items:**

- The World: [Ocean Commercial Dungeness Crab Season Delayed](#)
- Hellenic Shipping News: [Zero ships waiting off Southern California, 59 off other ports](#)
- Yahoo!finance: [The Rail-Strike Clock Is Ticking. Biden Wants Congress to Step In.](#)
- Forest2Market: [UPDATE: Wood Chip Prices Continue to Soar in the Pacific Northwest](#)
- FreightWaves: [Unions, shippers, railroads express mixed reactions to averted strike](#)
- FreightWaves: [Container shipping rates still sinking, no sign yet of market floor](#)



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: December 14, 2022

SUBJECT: Port Operations/Asset Management Report

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**Channel Modification Project:**

The Port channel team continues to work on the new economics analysis and ship simulations. Phase I of the ship simulations is complete, and Phase II is scheduled for January 9 in Coos Bay. Phase II and Phase III simulations will use local pilots to navigate the design vessels through the simulators.

**Rail Bridge Rehabilitation Project:**

Work continues with engineering and design, permitting, contracting and construction for all phases of the project. Updates for each phase are provided below:

Vaughn Viaduct: The Port is waiting for MARAD's final approval for the proposed scope changes. This must be done formally within the Grant Agreement. Once approved, the Port intends to award the contract to the lowest bidder.

Wildcat Creek Bridges: Partney Construction has completed approximately 75% of the scheduled work for this project.

Steel Swing Bridges: Work at the Cushman bridge is scheduled to begin in late December, or early January. The contractor is waiting on steel delivery to begin repairs. The Port also requested that the contractor complete lacing bar work on the North Bend swing bridge, ahead of the proposed schedule. This work will provide additional stability to the bridge, and the work was recently completed under an emergency contract.

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

The project engineers ran the line at the beginning of December and are developing the final scope of work and plans and specification for the Invitation to Bid (ITB). Port staff is developing the ITB and contracts for this project and expect to solicit the project in late January.

**Safety and Security:**

The Port received a \$5,000 SDIS Safety Grant in early December. This application requested funding to install a gate at the northern entrance to the marina. Once installed, the gate will be closed after hours, and all traffic will be funneled through the southern entrance. Restricting access after hours will help security staff curb vandalism and theft at the Marina Complex.

**Terminal One:**

Painting of the Terminal office and general cleanup of property grounds and buildings continues.

**Dredging:**

The post dredging report for the unified dredging project was submitted to the agencies. Three terminals participated in dredging, for a total of approximately 24,000 CY. The unified permit is scheduled to expire in July of 2023. Staff will begin the application process to renew the permit within the next few weeks.



## MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Stephen Bawn, Charleston Marina Complex Manager

DATE: December 14, 2022

SUBJECT: Charleston Operations Management Report

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Of the 550 moorage slips, there were 141 annuals (25.64%), 33 semi-annuals (5.92%), 33 monthlies (5.93%) and 102 transient nights, for a total occupancy of 38% for the month. All categories are down over the previous month; this is expected as we are in winter season.

The RV Park had an average capacity of 32.9% in November. Out of 104 RV Park spaces, we had 4 new check-ins, with total sales of \$21,510.87. The RV Park occupancy is 6% lower this year than last. Staff believe this slowdown is due to the postponement of crabbing; RV guests began canceling reservations in November, made for the forthcoming crab season.

The Ice Plant had a volume of 28.19 tons of ice sold for a total sale of \$2,564.50 compared to November last year, at 26.84 tons sold for a revenue of \$2,442.50. There has been a continual decrease in the amount of ice appointments; Staff believe this is due to an overall slowdown in commercial fishing activities.

### **Maintenance Projects:**

Marina Office: The awning for the front of the building has been ordered. A confirmed installation is still pending. Staff has also started work on completing the front office window installation. This is budgeted work for FY 22/23. FY 23/24 Phase II will be roof replacement, new gutters, and exterior paint.

Shipyard Cleanup: Billeter Marine has confirmed they are going to be contracting with private individuals for vessel destruction in January. Port Staff has also started the process to prepare for more abandoned vessels from the insurance requirements.

Dredging Operations: Staff has officially finished with the physical dredging portion of the project. December 2 was the final day of dredging. Staff has now started the demobilization portion. This includes the following: Pulling dredge equipment out of the water, washing, making any necessary repairs then winterizing the equipment, Dredge pipe removal, removing anchors, buoys, and misc. equipment, and cutting pipe into 50' sections, then placing into storage.

Section 107 Feasibility Study: The Portland district continues to develop the feasibility study for this project. Staff are waiting for the final feasibility letter from the USACE.

Marina Piling Project: The Port has awarded the piling contract to Billeter Marine Services. Work on the pilings will commence on December 12. In conjunction with this, Billeter Marine will also be pulling up the dredge pipe anchors and returning them to shore for storage.

**Staffing:**

The two new Maintenance Apprentices are going through their initial training and introduction period.

**Insurance Compliance:**

Port staff has begun the process of sending insurance non-compliance notices. 72-hour notices have been delivered to four vessels in the Marina, and 21 vessels in the shipyard. Marina staff has already had to do an emergency haul-out on two of the non-compliant vessels as they were taking on water. These are now stored in the shipyard, and abandoned vessel notices have been sent. By December 9, the 21 vessels in the shipyard will have abandoned vessel notices sent if owners have not removed their boats, or if they have not presented proof of insurance.

In January, Port staff will know how many abandoned vessels will need to be removed and/or destroyed. Additionally, there are three vessels which the owners plan to have destroyed by private contractors.

Insurance Update December:

	Commercial	Recreational	Total
Has Insurance	81	143	224
No Insurance	20	15	35
Waiting on Survey	5	3	8
To Be Disposed	9		9
Pending Insurance	10	21	31

Out of the 35 with no insurance, there are 21 vessels currently in the Shipyard. Of those 21, 11 vessels are Commercial, and 10 vessels are Recreational.

**Miscellaneous:**

Through the month of November, the Marina Complex staff has continually dealt with vandalism and security issues. Staff is continuing to work on various ideas to address these issues in the RV Park, the Marina, and the other Charleston Complex area parking lots and restrooms.

The Port has received confirmation of a SDAO Matching Funds Grant. This has been earmarked for additional security measures at the Charleston Marina Complex.



# Action Items

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

**DATE:** December 14, 2022

**PROJECT TITLE:** United States Government Lease Agreement

**ACTION REQUESTED:** Commission Approval to enter into a two-year Lease Agreement with the United States Government for 147 S Broadway

**BACKGROUND:**

Port staff were contacted by the United States Army Corp of Engineers regarding vacant space located at 147 S Broadway, Coos Bay, in the Hub Building. The U.S. Army previously had a lease for a recruiting office housing multiple branches of armed services at a location in North Bend which they vacated. The United States Government began occupying 147 S. Broadway as of November 30, 2022. Payment will be made in arrears each month, similar to other agreements that the Port has for property leased by the United States Government. The length of the term of this lease agreement will be two years, terminating on October 31, 2024, with the option for renewal.

**RECOMMENDED MOTION:**

Approval of Oregon International Port of Coos Bay to execute a new two-year lease agreement with the United States Government.

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

**DATE:** December 14, 2022

**PROJECT TITLE:** Jane Stebbins Lease Agreement

**ACTION REQUESTED:** Commission Approval to enter into a six-month Lease Agreement with Jane Stebbins at 145 Central Avenue

**BACKGROUND:**

Port staff were contacted by Jane Stebbins regarding vacant office space located at 145 Central Avenue in Coos Bay in the Hub Building. Ms. Stebbins requested a six-month lease period for two of the vacant offices at 145 Central Avenue, while her new office space is being built out. Ms. Stebbins plans to begin occupying the space as of January 1, 2023.

**RECOMMENDED MOTION:**

Approval of Oregon International Port of Coos Bay to execute a new six-month lease agreement with Jane Stebbins.

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

**DATE:** December 14, 2022

**PROJECT TITLE:** 2022Res15: Ratification of Declaration of Emergency – North Bend Swing Span Bridge Hanger Repairs

**ACTION REQUESTED:** Adopt Resolution 2022Res15 ratifying the Declaration of Emergency for emergency hanger repairs to the North Bend Swing Span Bridge

**BACKGROUND:**

On October 18, 2022, Port staff was notified of a U4-L4 hanger of Span 11 that lost connection on the North Bend Swing Span bridge which effected the useability of the bridge.

Upon closer inspection by Port staff, Stantec, and Partney Construction, Span 11 U4-L4 hanger was found to be detached, and Span 6 U3-L4 and Span 2 U3-L4 were failing. Repairs needed to be made to the hangers to keep the bridge in operable condition.

Rail service is interrupted until permanent repairs are accomplished. Without timely repairs, CBRL customers will be without service for an excessive amount of time.

On October 18, 2022, Port staff determined it is in the public’s best interest to sole source Scott Partney Construction to affect the repairs to the hangers, pursuant to ORS 279B.075, based on the following:

- a. Repairs needed to be expedited in an effort to mitigate the time-of-service interruption.
- b. Scott Partney Construction has extensive construction knowledge of the North Bend Swing Span and bridge repairs in general and has the ability and work force to repair the hangers in the timeframe necessary to limit the rail down time to our customers.

Chief Executive Officer John Burns declared an emergency and authorized the Port to enter into a contract with Scott Partney Construction to affect the repairs to resolve this emergency condition.

Scott Partney Construction began repairs October 25, 2022, and opened the bridge to train traffic by November 30, 2022. The contracted price for repairs is \$651,447.00.

**RECOMMENDED MOTION:**

Adopt Resolution 2022Res15 ratifying the Declaration of Emergency for emergency hanger repairs to the North Bend Swing Span Bridge.

**RESOLUTION 2022Res15**

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

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

**RATIFYING THE EMERGENCY DECLARATION FOR EMERGENCY REPAIRS TO THE  
NORTH BEND SWING SPAN BRIDGE AT COOS BAY RAIL LINE MILEPOST 763.55**

**WHEREAS**, the Board of Commissioners of the Oregon International Port of Coos Bay (hereinafter “Port”), pursuant to ORS 279A.060 is the Local Contract Review Board (hereinafter LCRB) for the Oregon International Port of Coos Bay; and

**WHEREAS**, the LCRB on April 21, 2011 adopted revised Permanent Public Contracting Rules and Rules of Procedure for Public Contracting for the Oregon International Port of Coos Bay which repeals all prior public contracting rules and procedures; and

**WHEREAS**, the Chief Executive Officer of the Port has authority under ORS 279C.320, ORS 279B.080, and Section 4.6.5 of the Port’s local public contracting rules to declare the existence of an emergency and authorize entry into an emergency procurement for public improvement contracts; and

**WHEREAS**, in making the findings required by ORS 279B.080, OAR 137-049-0150 and Section 4.6.5 of the Port’s local public contracting rules the Chief Executive Officer of the Port may consider the circumstances creating the Emergency and the anticipated harm from failure to enter into Emergency Repair Contracts and such other factors as may be deemed appropriate; and

**WHEREAS**, the Board of Commissioners of the Oregon International Port of Coos Bay, acting in its capacity as its own LCRB, has determined that emergency circumstances did exist which required the Port to promptly solicit and execute a contract for emergency repairs to the North Bend Swing Span Bridge at Coos Bay Rail Line milepost 763.55.

**NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

1. The recitals above are true and accurate and are incorporated herein by this reference.
2. The findings contained in the Emergency Declaration by Port Chief Executive Officer, John Burns, identified as Exhibit “A” to this resolution, attached hereto and incorporated herein by this reference, document the nature of the emergency and describe the methods used by Port for the selection of Scott Partney Construction for emergency hanger repairs to the North Bend Swing Span Bridge at Coos Bay Rail Line milepost 763.55 are hereby adopted and ratified by the LCRB for the Oregon International Port of Coos Bay.
3. Based upon the contents of Exhibit “A”, the LCRB hereby ratifies the declaration of an emergency by the Chief Executive Officer of the Port and further authorizes and ratifies the decision of the Chief Executive Officer, to solicit and enter into a contract with Scott Partney Construction for emergency hanger repairs to the North Bend Swing Span Bridge at Coos Bay Rail Line milepost 763.55. The Port LCRB also ratifies the decision of the CEO to exempt the contract for the repairs from the competitive bidding requirements of ORS Chapter 279C. The LCRB finds that the documents supporting this emergency declaration fully meet and satisfy the requirements of ORS 279C.320 (1), ORS 279B.080 and OAR 137-049-0150, as well as the requirements of LCRB Rule 4.6.5.

**APPROVED AND ADOPTED** by the Board of Commissioners of the Oregon International Port of Coos Bay this 20th day of December 2022.

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Eric Farm, President

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Brianna Hanson, Vice President

**DECLARATION OF EMERGENCY CIRCUMSTANCES  
REGARDING EMERGENCY REPAIRS TO THE COOS BAY RAIL LINE  
AT THE NORTH BEND SWING SPAN BRIDGE AT MILEPOST 763.55  
BY THE OREGON INTERNATIONAL PORT OF COOS BAY**


**RECITALS**

1. The Oregon International Port of Coos Bay (Port) is an Oregon State Port organized and operated pursuant to ORS 777.915 to 777.953.
2. The Port of Coos Bay owns the Coos Bay Rail Line, which is a railroad with rail lines from Eugene, Oregon to Coquille, Oregon. Coos Bay Rail Line, Inc. ("CBRL") has provided rail service on the rail line for the Port since November 1, 2018.
3. On October 18, 2022, Port staff was notified of a U4-L4 hanger of Span 11 that lost connection on the North Bend Swing Span bridge which effected the useability of the bridge.
4. Upon closer inspection by Port staff, Stantec, and Partney Construction, Span 11 U4-L4 hanger was found to be detached and Span 6 U3-L4 and Span 2 U3-L4 were about to fail. Repairs must be made to the hangers to keep the bridge in operable condition.
5. Until permanent repairs are accomplished, rail service will be interrupted. Without timely repairs, CBRL customers will be without service for an excessive amount of time.
6. On October 18, 2022, Port staff determined it is in the public's best interest to sole source Scott Partney Construction to affect the repairs to the hangers, pursuant to ORS 279B.075, based on the following:
  - a. Repairs must be expedited in an effort to mitigate the time-of-service interruption.
  - b. Scott Partney Construction has extensive construction knowledge of the North Bend Swing Span and bridge repairs in general and has the ability and work force to repair the hangers in the timeframe necessary to limit the rail down time to our customers.

Therefore, pursuant to Local Contract Rule 4.6.3:

1. I find the above recitals are true and accurate and are incorporated herein by this reference.
2. I declare an emergency existed that required the Port to immediately repair the damage to the railroad to eliminate the threat of future economic loss to the Port, CBRL, and CBRL customers.

I hereby ratify the award of contract to Scott Partney Construction to affect the repairs to resolve this emergency condition. This declaration shall be placed before the Port Commission for ratification by Resolution at its next regularly scheduled meeting.

  
By: John Burns  
Chief Executive Officer

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

**DATE:** December 14, 2022

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

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

**BACKGROUND:**

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

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

Mickelson & Company is able to assign the Port's 151-track miles solely for the purpose of the Section 45G credit for \$2,100 per track mile or \$317,100. The fee for this Agreement of Assignment is not to exceed 6.5% or \$20,838, which provides the Port with revenue of \$291,732. The funds will be deposited into the Port's General Fund and are used to offset overhead, and other expenses related to the Port's ownership of the rail line.

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

**RECOMMENDED MOTION:**

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

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

**DATE:** December 14, 2022

**PROJECT TITLE:** 2022Res16: Port of Coos Bay Rate Schedule

**ACTION REQUESTED:** Approve Resolution 2022Res16 Revising the Port of Coos Bay Rate Schedule

**BACKGROUND:**

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

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

Port Staff compared similar RV Parks in the region and found the Port’s daily, weekly and monthly rates continue to be below the market average. Port Staff recommends a rate adjustment of 10% per category based on market analysis, capital improvement projects, and overall maintenance needs.

The proposed changes are set forth in the table below. The daily and weekly rates also incur a 1.5% Coos County Lodging Tax and 9.5% Charleston Area Lodging Tax, which are not included in these listed rates.

<b>Rate Type</b>	<b>2022 Rates</b>	<b>Recommended for 2023</b>
Standard Hook Up - Daily	\$42.00	\$46.20
Standard Hook Up - Weekly	\$232.05	\$255.26
Standard Hook Up - Monthly	\$619.50	\$681.45
Deluxe Hook Up - Daily	\$44.10	\$48.51
Deluxe Hook Up - Weekly	\$246.75	\$271.43
Deluxe Hook Up - Monthly	\$655.20	\$720.72
Pull Through Hook Up - Daily	\$47.25	\$51.98
Pull Through Hook Up - Weekly	\$260.40	\$286.44
Pull Through Hook Up - Monthly	\$689.85	\$758.84
Yurts - Daily	\$59.85	\$65.84
Yurts - Weekly	\$281.40	\$309.54



The following are additional proposed changes:

- A \$50.00 “Lost Key” fee for yurts has been added to recoup the labor and supplies needed to rekey the yurts when keys are lost or not returned upon check out.
- The Recreational Room at the RV Park will also incur a rental fee of \$50.00 to exclusively reserve the room for 5 hours and any portion thereof. This will cover the cost of staff time to clean and prepare the room, utilities, and amenities.
- Currently customers may store their RVs in the Park during the winter season, plugged in and unoccupied. Going forward, an area will be reserved in the RV Park for winter RV storage, but the RV may not be plugged in and must remain unoccupied. Due to the fact that electricity will not be utilized, the rate will decrease from \$115.00 to \$95.00 per month. Daily storage will be discontinued.

The proposed red lined 2022/23 Port of Coos Bay Rate Schedule is attached as Exhibit A to the following resolution.

Pursuant to Port Policy, the Rate Schedule must be modified by resolution of the Port Commission. Upon Commission approval of the resolution, the revised Port of Coos Bay 2022/23 Rate Schedule will be republished with an effective date of January 1, 2023.

**RECOMMENDED MOTION:**

Approve Resolution 2022Res16 revising the 2022/23 Port of Coos Bay Rate Schedule effective January 1, 2023.

**RESOLUTION 2022Res16**

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

**RESOLUTION AUTHORIZING CHARLESTON MARINA RV PARK RATE CHANGES  
TO THE 2022/23 PORT OF COOS BAY RATE SCHEDULE**

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

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

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

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

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

**THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Oregon International Port of Coos Bay that, as authorized by Ordinance No. 143, hereby adopts the Port of Coos Bay Rate Schedule effective January 1, 2023 identified as Exhibit A, attached hereto and incorporated herein by this reference.

**APPROVED and ADOPTED** by the Board of Commissioners of the Oregon International Port of Coos Bay this 20th day of December 2022.

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Eric Farm, President

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Brianna Hanson, Vice President



## 2022/23 Port of Coos Bay Rate Schedule

**PROPOSED - Effective ~~October 18, 2022~~ January 1, 2023**

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

### Charleston Marina Services

#### Moorage - Boats 15' and Under

Day.....	\$8.05
Week .....	\$43.29
Month.....	\$123.70

#### Moorage - Vessels Greater Than 15'

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

Daily, Per Foot .....	\$0.619
Monthly, Per Foot .....	\$0.316
Semi-Annual, Per Foot.....	\$0.199
Annual, Per Foot.....	\$0.188

#### Launch Ramp

Daily Fee .....	\$5.00
Annual Permit.....	\$67.00

#### Ice - Regular Business Hours

Per Ton .....	\$91.00
Minimum Ice Order .....	\$61.00
No Show Fee, Cancellation with less than six hours' notice .....	\$75.00

#### Ice - After Hours & Holidays

Per Ton .....	\$91.00
Per Ton Surcharge .....	\$15.00
Minimum Ice Order .....	\$61.00
Minimum Surcharge.....	\$61.00
No Show Fee, Cancellation with less than six hours' notice .....	\$75.00

#### Public Buying Dock Hoist

Per Hour .....	\$25.00
Cable Non-Return Fee.....	\$500.00

#### Showers

3 Minutes Per Token .....	\$1.00
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## Charleston Marina Shipyard Services

### Short Term Work Area – Utility Services

Minimum Per Month .....	\$58.20
1-30 Days, Per Foot, Per Day.....	\$0.17
31-90 Days, Per Foot, Per Day.....	\$0.29
91-180 Days, Per Foot, Per Day.....	\$0.43
Over 180 Days, Per Foot, Per Day .....	\$0.57

### Long Term Work Area – No Utility Services

Minimum Per Month .....	\$147.00
1-6 Months, Per Foot, Per Calendar Month (starting July 1, 2022) .....	\$4.90
7-12 Months, Per Foot, Per Calendar Month.....	\$6.13
13-18 Months, Per Foot, Per Calendar Month.....	\$7.66
19-24 Months, Per Foot, Per Calendar Month.....	\$9.57
Over 24 Months, Per Foot, Per Calendar Month .....	\$11.96

### Environmental Service Charge

Added to all Charleston Shipyard Invoices.....	15%
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### Concrete Work Dock

Per Foot, Up To 4 Hours .....	\$0.82
Per Foot, Per Full Day .....	\$1.36

### Floating Work Dock

Per Foot, Up To 4 Hours .....	\$0.43
Per Foot, Per Full Day .....	\$0.70

### Boat Travel Lift - Includes 1 Hour Boat Wash

Two Moves .....	\$639.87
Single Move.....	\$456.57
After Hours Move Surcharge.....	\$296.88
Boat Wash Each Additional Hour .....	\$74.22

### Forklift Service

Per Hour .....	\$94.47
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### Dustless Sanders

Per Day .....	\$14.19
Per Week.....	\$68.59

## Charleston Marina Storage Units

### Storage Unit Rates

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

5' x 10', Per Month.....	\$64.10
10' x 15', Per Month .....	\$133.83
10' x 20', Per Month .....	\$156.32
10' x 25', Per Month .....	\$176.55
10' x 30', Per Month .....	\$194.55
10' x 35', Per Month .....	\$209.17

## Charleston Marina Dry Storage

### Boat Trailers

Per Month ..... \$26.99

### Boat & Trailer

Per Foot, Per Month..... \$2.62

Minimum ..... \$78.60

### Crab Pots & Fishing Gear

Per Item ..... \$15.74

Per Square Foot Per Month..... \$0.21

Prepaid Deposit For Each ID Tag ..... \$6.18

## Charleston Marina RV Park

### Additional Fees Added to RV Park Rates

Charleston Area Lodging Tax..... 9.5%

Coos County Lodging Tax ..... 1.5%

~~Visitor Fee~~ ..... ~~2%~~

Extra Vehicles, Per Day, Per Vehicle..... \$2.00

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

Daily..... ~~\$42.00~~ \$46.20

Weekly ..... ~~\$232.05~~ \$255.26

Monthly (6 month stay limit within a 12 month period) ..... ~~\$619.50~~ \$681.45

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

Daily..... ~~\$44.10~~ \$48.51

Weekly ..... ~~\$246.75~~ \$271.43

Monthly (6 month stay limit within a 12 month period) ..... ~~\$655.20~~ \$720.72

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

Daily..... ~~\$47.25~~ \$51.98

Weekly ..... ~~\$260.40~~ \$286.44

Monthly (6 month stay limit within a 12 month period) ..... ~~\$689.85~~ \$758.84

### Yurts

Daily..... ~~\$59.85~~ \$65.84

Weekly ..... ~~\$281.40~~ \$309.54

~~Lost Key~~ ..... ~~\$50.00~~

### RV Storage

Units ~~may~~ must be ~~left~~ unplugged ~~in~~ when unoccupied, winter season only, subject to availability.

~~Daily~~ ..... ~~\$4.00~~

Monthly ..... ~~\$115.00~~ \$95.00

### RV Dump

Per Use ..... \$7.00

### Propane

Per Gallon ..... varies on delivered price

### Recreational Room Reservations

5 Hour Use..... \$50.00

## Charleston Marina Administrative Services

### Animal Violations

Per Ordinance 143, 11A.2.B.6 .....\$25.00

### Business Licenses

Charter Operations, Per Month .....\$100.00

General Services, Per Month.....\$100.00

Food Vendors, Self-Contained, Per Year .....\$100.00

Fuel Delivery, Per Year .....\$100.00

Fuel Delivery, Per Gallon.....\$0.05

### Impound Fee

Storage Units .....\$50.00

Vessels.....\$100.00

### Ordinance Violation

Civil Penalty, Each Day, Not to Exceed.....\$500.00

## General Administrative Services

### Tenant / Lessee Credit Check

Individual, Per Report.....\$25.00

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

### Labor

Port Staff Labor, Per Hour .....\$75.00

Attorney / Legal Counsel..... Current Hourly Rate Charged to Port

### Public Records

Black and White Copies, Per Page.....\$0.25

Color Copies, Per Page .....\$0.75

Fax, per page .....\$1.00

Scan to PDF, Per Page.....\$0.25

Digital Files Copied to Digital Media, per CD / Flash Drive .....\$5.00

Mailed copies, up to 2 pages (plus additional postage fee over 2 pages) .....\$5.00

Mailed Digital File Copied to Digital Media.....\$10.00

### Non-Commercial Firewood Gathering Permit

30 day permit, Valid November Through April.....\$5.00

## Insurance Requirements

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

### Moored Vessels

General Liability, Must Include Wreck Removal and Pollution Liability .....\$500,000

### Charter/Guide Vessels

General Liability, Must Include Wreck Removal and Pollution Liability .....\$1,000,000

### Travel Lift Services and Short Term Storage of Vessels (in Shipyard)

General Liability, Must Include Wreck Removal and Pollution Liability .....\$500,000

### Long Term Storage of Vessels (in Shipyard)

General Liability, Must Include Pollution Liability.....\$250,000

## Railroad Property Access and Occupancy

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

### Administrative Fees

Application for New Agreement, Non-Refundable .....\$1,200.00

Application for Adoption/Assignment of Existing Agreement, Non-Refundable .....\$1,500.00

Expedited Processing .....\$1,000.00

Engineering Review Fee .....\$1,750.00

### Access Fees

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

Right of Entry.....\$1,000.00

Right of Entry Extension, Per Additional 90 Days .....\$500.00

Temporary Grade Crossing, Not to Exceed One Year, Minimum \$500.00.....Negotiated

Temporary Track Lease .....\$25.00 per track foot, plus \$0.15 per sq. ft.

### Grade Crossing Occupancy Fees

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

Recreational, Minimum 16 Feet.....\$45.00

Farm/Residential, Minimum 16 Feet .....\$58.00

Industrial/Commercial, Minimum 24 Feet.....\$65.00

### Track Lease Occupancy Fees

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

Lessee Maintained Track, Minimum 100 Feet .....\$25.00

Railroad Maintained Track, Minimum 100 Feet .....\$30.00

Land for Leased Track Use, Lessee or Railroad Maintained, Per Square Foot.....\$0.30

Hazardous, Minimum 100 Feet .....\$60.00

Land for Leased Track Use, Hazardous, Per Square Foot.....\$0.45

Switch Maintenance Fee, Applies if Less Than Negotiated Carloads Annually.....\$2,500.00

## Railroad Property Access and Occupancy, continued

### Wireline Crossing Occupancy Fees

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

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

### Pipeline Crossing Occupancy Fees

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

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

### Wireline and Pipeline Longitudinal Crossing

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

Longitudinal Crossing, Per Foot.....	\$1.50
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### Outdoor Advertising Occupancy Fees

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

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

### Land Lease Occupancy Fees

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

Land Lease .....	\$0.80
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### Miscellaneous

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

### Crossing Removal Fee

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



# **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 / 2018 - 2022**

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

	2018		2019		2020		2021		2022	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	580	1,914.0	611	2,016.3	409	1,349.7	346	1,141.8	445	1,468.5
Feb	618	2,039.4	465	1,534.5	400	1,320.0	390	1,287.0	502	1,656.6
Mar	627	2,069.1	547	1,805.1	432	1,425.6	566	1,867.8	694	2,290.2
Apr	574	1,894.2	521	1,719.3	350	1,155.0	621	2,049.3	668	2,204.4
May	623	2,055.9	438	1,445.4	394	1,300.2	599	1,976.7	707	2,333.1
Jun	594	1,960.2	318	1,049.4	534	1,762.2	625	2,062.5	595	1,963.5
Jul	602	1,986.6	346	1,141.8	485	1,600.5	503	1,659.9	530	1,749.0
Aug	602	1,986.6	329	1,085.7	467	1,541.1	485	1,600.5	597	1,970.1
Sep	472	1,557.6	299	986.7	378	1,247.4	556	1,834.8	524	1,729.2
Oct	469	1,547.7	425	1,402.5	431	1,422.3	521	1,719.3	488	1,610.4
Nov	268	884.4	348	1,148.4	349	1,151.7	548	1,808.4	485	1,600.5
Dec	399	1,316.7	303	999.9	499	1,646.7	453	1,494.9		
<b>Total</b>	<b>6,428</b>	<b>21,212.4</b>	<b>4,950</b>	<b>16,335.0</b>	<b>5,128</b>	<b>16,922.4</b>	<b>6,213</b>	<b>20,502.9</b>	<b>6,235</b>	<b>20,575.5</b>

Coos Bay Rail Line-CBRL operates at the U.S. shortline railroad industry standard of 286,000 lbs/143 short tons (weight of car 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 2022 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:	6,235	rail carloads =	623,500	short tons =	20,575.5	highway truck loads

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

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

**Coos Bay Rail Line, Inc. (CBRL) is 325 days injury free as of December 1, 2022!**