



M E M O R A N D U M

TO: Interested Parties  
FROM: Kyle Stevens, President  
DATE: December 12, 2024  
SUBJECT: Port of Coos Bay Commission Meeting Notice

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The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Thursday, December 19, 2024**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Thursday, December 19, 2024. Written comment will be accepted until 8:30 a.m. on Thursday, December 19, 2024, by sending an email to [portcoos@portofcoosbay.com](mailto:portcoos@portofcoosbay.com) with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Thursday, December 19, 2024**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

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

KS/js

**OREGON INTERNATIONAL PORT OF COOS BAY  
REGULAR COMMISSION MEETING  
11:00 a.m., Thursday, December 19, 2024**  
Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420  
Watch Live on YouTube: [www.youtube.com/portcoos](http://www.youtube.com/portcoos)

**T E N T A T I V E   A G E N D A**

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- 3. PUBLIC COMMENT**
- 4. PORT PROJECT UPDATE**
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- 11. NEXT MEETING DATE – Thursday, January 16, 2025, 11:00 a.m.**
- 12. RECESS TO EXECUTIVE SESSION**
- 13. ADJOURN**

# Consent Items

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**11:00 a.m., Thursday, November 21, 2024**

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

**ATTENDANCE**

**Commission:**

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

**Staff:**

Lanelle Comstock, Chief Executive Officer; Mike Dunning, Chief Port Operations Officer; Matt Friesen, Director of External Affairs; Ray Dwire, Charleston Marina Manager; and Krystal Karcher, Administrative Services Manager.

**Media & Guests:**

Ross Williamson, Local Government Law Group; Melissa Cribbins, PCIP Executive Director; Elaine Howard, Elaine Howard Consulting, LLC; David Milliron, City of North Bend; Jeff Bridgens, City of North Bend; Martha Gregor; Dena McDonald; Cory Smith; Mike Graybill; Audrey Malone; Arleen Malone; Mark Daily; Becky Bryant, Business Oregon; Jamie Fereday; Abby Knipp; Mike Vaughan; Chirstine Moffitt; RaeLea Cousens; Lou Leberti; Knute Nemeth; Rex Leach; Ty Cutting; Laura Erceg, Southern Oregon Coast Pride; Jonathon Bates, United Brotherhood of Carpenters; Zaria Hamilton, South Coast Health Equity Coalition; Jess Howell, South Coast Health Equity Coalition; Patricia Ashley; Joel Fox; Ashley Audycki, Rouge Climate; Cammie Pavesic; CJ Blaney; and Jan Hodder.

**1. CALL MEETING TO ORDER**

President Stevens called the meeting to order at 11:04 a.m.

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

**3. PUBLIC COMMENT**

**A. Mike Graybill** read from his written testimony, which is attached to the end of these minutes. Mr. Graybill also provided additional documents, which are attached to the end of these minutes.

**B. Mark Daily** asked Melissa Cribbins if the dock at the terminal project building is large enough for LNG ships. President Stevens stated staff will look into this and the information will be provided. Mr. Daily stated that the City of Coos Bay seems to be collecting old tugboats, perhaps as part of history, although they appear to be older than the 1970's and likely have lead paint. Mr. Daily stated these are an attractive nuisance and suggested commenting to the City Council of Coos Bay.

Mr. Daily stated at a recent Democratic Party meeting, there was a report from someone claiming the Port has been doing business with a contractor who is a known white supremacist. This report indicated that there was probably going to be much more business given to this person with the development of the large terminal project. Mr. Daily expressed his opposition to this and stated that it is expected this issue will be addressed.

**C. Jamie Fereday** stated that he has supplied the Commission with two documents, (which are attached to the end of these minutes). One is a rebuttal that was written just over a year ago; the other is a letter to the Commission with information about the estuary. Mr. Fereday stated that as a retired science teacher from the Millicoma School next to the estuary, he has learned about the estuary and the coastal management programs. The State of Oregon has planning goals for estuarine resources, including Goal 16, “to recognize and protect the unique environmental, economic and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long term environmental, economic and social values, diversity, and benefits of Oregon’s estuaries”.

In the Coos County Estuarine Resilience Action Plan from 2023, regarding climate change, sea level rise and flooding potential, there should be “strong deliberate efforts in coastal resilience planning and management”. Mr. Fereday urged the Commission to begin a new era where estuarine values other than shipping take on more importance.

**D. Jan Hodder** read from her written testimony, which is attached to the end of these minutes.

**E. Christine Moffitt** stated she also had the opportunity to meet with the community engagement contractors. Extensive comments were provided to them; the theme of which will be highlighted here, along with the written testimony being submitted, (which is attached to the end of these minutes).

Ms. Moffitt expressed concern that oral comments given have often not been fully articulated in the meeting minutes. One area of concern is the lack of transparency and no mechanism for taxpayers to have input directly to the Commissioners. Ms. Moffitt stated that since Commissioners are appointed by the governor, if there is a recall initiated it must be done statewide. There is little opportunity for regular input, other than the Charleston Advisory Committee. There needs to be a Citizens Advisory Committee group. Ms. Moffitt also stated the strategic plan is very out of date. The 2015 Strategic Plan has Commissioners who are no longer part of the organization, as well as the Chief Executive Officer, and the mention of the Oregon Gateway Project is listed for the North Spit as dependent upon the Jordan Cove Energy Project. Recent testimony has encouraged the Commission to develop a strong strategic plan involving members of the community. The Port history of developing and launching projects with no public input and a lack of information and understanding is routine. The League of Women Voters’ documents provide the historical system of that, notably the recent Jordan Cove Energy Project that started in 2007 as an import facility before changing to an export facility. The lessons learned from that project were that the Coastal Zone Management made it impossible to do that development. Then over time HB 3382 changed that, giving the opportunity to ask for an exception. Ms. Moffitt stated she would appreciate the Commission engaging directly with the people who are concerned about the development projects.

**F. Knute Nemeth** stated he had a conversation recently with someone representing ship owners for forty years working from Canada to Panama. Discussions regarding the Port of Coos Bay were that the larger ports work because they have the infrastructure and accessibility to the markets already established. The companies shipping their products look at the financial costs. Mr. Nemeth stated that the discussion stated Coos Bay does not have a chance. There was a study done 25 or 30 years ago, at

a cost of \$50,000 came back that a large project was not feasible. Mr. Nemeth stated his concern that public money and energy would be spent that could be better spent elsewhere in the community. To create a white elephant with no customers that will significantly alter the estuary system. Mr. Nemeth recommended the Port take a deep financial look as to why these companies are shipping through the ports of Long Beach, Los Angeles, Alameda, Oakland, Seattle and Tacoma. The Port of Portland is already operating and not getting business. There should be signed contracts from shippers before moving forward. The idea of “build it and they will come” does not work when public money is invested.

**G. Lou Leberti** stated he is Charleston property owner and member of the Charleston Advisory Committee. He stated that Charleston is important and asked that the Shipyard, Ice Plant, and Charleston not be forgotten.

**H. Rex Leach** stated he has three topics of concern. The first is a public hoist for live buyers for Dungeness crab in the Charleston harbor. There were issues last year using the hoist at the Ice Plant. Nothing has changed and the solution the Port came up with was not a fix. Dredging is needed to access the old Point Adams dock, which has a hoist and would help solve the public hoist problem. Dredging would also help with access to the fuel dock. Access for large boats is restricted to a high tide due to the need for dredging. The second concern is the need to repair the Shipyard docks to ensure access to all of the available waterfront. Currently there is a large section that is inaccessible, and gear changeovers get congested.

Mr. Leach stated the last item of concern is regarding the sale of Giddings Boatworks, stating he supports the sale to Whit Industries. The fleet needs the continuing services offered. Mr. Leach stated he knows Whit and his work ethic. Politics have become involved and should not be. The fleet needs Whit Industries and the Shipyard services provided.

**I. Ty Cutting** stated he is a fifth generation fisherman out of Charleston, currently managing three boats. Mr. Cutting stated coming around the corner at the transient dock on a low tide, the need for dredging is getting bad. With winter coming, this area needs attention. Mr. Cutting asked that if this area is not dredged prior to the start of crab season, to not let vessels park in the transient area as this is a safety concern. Five years ago, a boat hit that same sand bank and rolled over. Mr. Cutting stated the docks are in need of repair and improved maintenance. Mr. Cutting stated also that he has done business with Whit Industries for ten years and he has been great for the community.

**J. Joel Fox** stated the Port is a local government and as such, the public has an interest and a right to expect transparency in the vetting and letting of contracts, choosing vendors and customers, and the contracting process as a whole. Mr. Fox stated he has seen contracts that have been let by public agencies that turned out to fail for various reasons. This should be public information. Mr. Fox urged the Board to be very careful about choosing who to do business with and who customers are, and not to chase bad business. This is an important aspect of being a transparent public agency. The public has a right to know about contracts, events, and where the money is going.

**K. Mike Vaughan** stated he has a proposal to place a mural on the fuel tank at Highway 101 and Newmark Ave. There are five tanks there and the tank in particular is 500,000 gallon. Mr. Vaughan stated his intention is to raise the image of the port as a working industry and without towboats there would be no ships coming and going. They are an integral part of the economic success here in Coos Bay. The mural may include a profile of the Cooston hills. Mr. Vaughan stated he is available to answer questions or meet with anyone interested in more information after the meeting.

L. Karie Silva provided written testimony, which is attached to the end of these minutes. Commissioner Edwards read the testimony into the record.

#### 4. PORT PROJECT UPDATE

##### A. Pacific Coast Intermodal Port (PCIP)

Melissa Cribbins stated the project team continues to engage with the Federal Strikeforce, which convenes federal, state and local agencies to coordinate the NEPA and permitting efforts. This is a monthly virtual meeting where status of the project cycles are reviewed, including the community engagement, funding and financing, and permitting. This gives the agencies an update as well as an opportunity to work through issues that need to be addressed. Ms. Cribbins stated Port staff have been working on the permitting applications. As several of the public commenters noted, the community engagement work has been initiated by JLA to conduct pre-NEPA discussions. Their role is to draft a community engagement plan and they will be submitting it to the Commission at the meeting next month. This effort is the first stage of community engagement and it is meant to gather concerns and thoughts from stakeholders.

Ms. Cribbins stated there has been documented interest received from major Asian ocean carriers and the commercial side of the project is currently in discussion about the container volumes of shipments. Discussions also continue with Union Pacific about the Eugene railyard.

There has been \$54 million received in federal planning grants for the planning and permitting of the railyard and the container terminal. This sounds like a lot of money, and should be enough to get the job done with the match that is coming from the private partner. In perspective, the Coos County budget is \$110 million per year, so this amount is less than that. Ms. Cribbins stated that the Port is grateful for the support and will work to ensure the work is done correctly and the planning and permitting work are done to the highest level.

Ms. Cribbins stated the PCIP will be a state of the art, electrified by clean energy, 100% rail served intermodal terminal with two berths. The benefits of the facility are that it is a faster route for shippers and the emissions are reduced by having a shorter ocean voyage. The Port of Coos Bay is the only deep-draft port with the opportunity to construct a major rail-served freight transportation hub. Historical precedence shows that the Port handled 350 ship calls per year prior to the 1980's. The last deepening of the channel was in 1998 to an entrance depth of -47' and a channel depth of -37'. ORS 777.065 points to the Port of Coos Bay, along with other ports, as important to the State's goal of economic development.

There are three parts to the project: the new container terminal, channel modification, and the rail improvements. There are a number of federal, state, and local entities engaged in the permitting process. The channel modification continues to be a complex process. The new container terminal will be a two berth facility with the berths dredged to -50' depth. The terminal will be designed with a stand-alone, pile supported offshore wharf to minimize the environmental impact and the terminal design will follow green operating principles. Rail yard considerations for the terminal are currently at 10% design. Planned rail improvements include replacing track and ties, improving and replacing or strengthening bridges and culverts, increasing clearance within tunnels, while minimizing the interruptions in service to existing customers as much as possible.

The next steps in project development include starting NEPA work. The financial model is under

development for the RRIF credit analysis regarding loan discussions. Efforts continue to solidify industry and stakeholder relationships.

**5. CONSENT ITEMS**

- A. Approval of October 15, 2024 Regular Commission Meeting Minutes
- B. Approval of October Invoices
- C. Approval of October Contracts Awarded

Upon a motion by Commissioner Roblan (second by Commissioner ViksneHill), the Board of Commissioners voted to approve the October 15, 2024 Regular Commission Meeting Minutes, October Invoices and October Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

**6. MANAGEMENT REPORTS**

All Management Reports were included within the Meeting Packet.

Commissioner Edwards asked for an update on the dredging possibilities in Charleston. Mike Dunning stated the Port continues to work with the Army Corps. It looks like Manson Construction will be mobilizing in the next few weeks to take care of the Army Corps' portion. Port staff have looked at alternatives if the Port portion is not dredged. A possibility is keeping boats off the B dock transient section for the winter season. Commissioner Edwards asked if negotiations are continuing. Mr. Dunning confirmed. Commissioner Edwards stated the cost for this dredging project is considerably more than previously. Mr. Dunning stated it is three times the cost and Port staff continue to negotiate.

**7. ACTION ITEMS/REPORTS**

**A. 2024Res12: Increasing Maximum Indebtedness in the North Bend Urban Renewal Plan**

Representatives from the City of North Bend and Elaine Howard Consulting were present at the meeting to present information regarding the proposed action item.

David Milliron introduced Elaine Howard to go over the process of the substantial Urban Renewal Amendment and the role of the Port in that process. Typically, the Port would not have a role in another entity's Urban Renewal Plan but with the City of North Bend looking to increase their maximum indebtedness over the amount statutorily allowed on their own, they need the Port to concur with the increase. That increase must be approved by taxing districts representing 75% of the tax increment proceeds from the permanent rate levy, in writing via a resolution. The City of North Bend needs their City Council to approve, along with the North Bend School District and the Port.

The financial impact of an urban renewal plan is on the overlapping taxing districts. The impact for the Port of Coos Bay for the fiscal year ending 2024 through fiscal year ending 2055 is approximately \$1.6 million. Annual details are in the table below.

FYE	PORT	FYE	PORT	FYE	PORT
2024	(36,831)	2035	(50,321)	2047	(52,259)



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

These impacts are only within the Urban Renewal Area and the increase in assessed value in the area that are over the value of the frozen base. In FYE 2024 that amount was approximately \$36,000 and it will increase 3% annually. This will not cause current tax revenues received to be decreased; it would mean that taxes received from the increased value within the urban renewal area go to the URA district.

With the substantial amendment to the plan there is revenue sharing, which is a new impact to the URA. The URA is required to start sharing their incremental increases once their annual revenue hits 10% of their initial maximum indebtedness. This is projected to occur in FYE 2034. Annual details are in the table below.

FYE	PORT	FYE	PORT	FYE	PORT
2024	0	2035	4,414	2047	2,629
2025	0	2036	6,106	2046	10,345
2026	0	2037	7,848	2048	12,195
2027	0	2038	9,642	2049	14,100
2028	0	2039	11,491	2050	16,079
2029	0	2040	13,395	2051	18,121
2030	0	2041	15,356	2052	20,223
2031	0	2042	17,375	2053	22,389
2032	0	2043	19,456	2054	24,620
2033	0	2044	21,598	2055	26,918
2034	2,772	2045	23,805	TOTAL:	320,876

These revenue amounts are based on a percentage established by statute. These amounts continue to grow each year through FYE 2047, when a development will come off of the tax roll and impact the overall amount of money to the Urban Renewal Agency.

An urban renew plan amendment is adopted with public impact, agency review, presentation to the County, planning commission review and a city council hearing and vote. The hearing and vote by the City Council is scheduled for December 10, 2024.

Estimated project allocations are about \$31 million in FYE 2024 costs, or about \$41 million in year of expenditure cost estimate. The largest allocation planned is to a housing project. Other allocations include continuing the current work of the agency with streetscape projects, grants, street and utility upgrades, as well as parks and recreation projects.

The housing project the City has been working on would focus on workforce housing. First priority would go to people in specific groups such as education, healthcare, public safety and logistics workers. The City purchased the old County Annex in 2021. The structure would need to be demolished to make way for a minimum of 72 new housing units. The City has secured a \$4 million grant of federal funding.

Mr. Milliron expressed gratitude to legislators working with the City on this housing development project. The City bought the Annex with the intention of developing housing. Mr. Milliron reiterated this is not a new tax for people, it is an extension of the Urban Renewal Agency. If the increase in maximum indebtedness is not approved by the 75% of taxing districts, the Agency could still increase it by about 20% but this only get the district about \$4 million additionally. If the Agency were to dissolve, there would be no increase or decrease to anyone's tax bills.

Mr. Milliron stated a survey in 2022 showed that 182 new housing placements were needed for the education, healthcare, public safety and logistics workers within Coos County. This project was awarded the grant funding and is the only known project for workforce housing in the country for this CIP grant.

Commissioner Roblan asked whether the Annex building would be removed or rehabbed. Mr. Milliron stated the building would be completely demolished. The City has been working with the State's Historic Preservation office. Although not a historic building, it does contribute to the overall look of the district. The current plan includes day care services with frontage on Union Avenue. The City is considering extending the property to the entire block, including City Hall, to be demolished and then rebuilt. The City Hall does not need its' current large footprint and is costing the taxpayers more in maintenance than it should. The City Hall offices could be incorporated into the new building.

Commissioner Roblan asked how compression affects the taxing districts. Ms. Howard stated compression happens on a property-by-property basis, and can be difficult to define. Urban renewal does change compression somewhat, and in some municipalities it will help to improve it.

Mr. Milliron stated the City of North Bend Urban Renewal Agency has been good stewards of the grant money they have received. Of the more than \$20 million received in the last four years, only \$16.5 million of that was specific to the City. The URA has helped other government entities. Each of the projects that the URA has undertaken where there is commercial activity has been placed back on the tax rolls. The County Annex has not been on the tax rolls for many years, so this will be a positive change.

Commissioner Hamner asked whether the land under the building would be taxed separately from the improvements to the property. Mr. Milliron stated the commercial activity would be taxable.

Mr. Daily asked for clarity whether this change would affect other municipality outside of the North Bend district. Mr. Milliron stated this change would only affect the taxing authority within the district, which is located within the city limits of North Bend.

Upon a motion by Commissioner ViksneHill (second by Commissioner Roblan), the Board of Commissioners motioned to adopt resolution 2024Res12 concurring to increase the maximum indebtedness in the North Bend Urban Renewal Plan from \$11,800,723 to \$45,500,000. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

**B. 2024Res15: Adopt Port Policy 6.10: Title VI Non-Discrimination Policy**

In response to the concerns raised about one of the Port’s vendors and in anticipation of receiving federal funding, the Port is recommending the adoption of Resolution 2024Res15, approving Port policy manual section 6.10: Title VI Non-Discrimination Policy.

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

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

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

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

In addition to the adoption of this policy, all vendor contracts will be amended to include the Title VI policy requirements. The contractor will be required to adhere to this policy. A complaint procedure and form will be developed and placed on the Port’s website to allow anyone to file a complaint. A designated employee will be responsible for coordinating the investigations into each complaint.

Upon a motion by Commissioner Roblan (second by Commissioner ViksneHill), the Board of Commissioners motioned to adopt resolution 2024Res15 approving Port Policy Manual Section 6.10: Title VI Non-Discrimination Policy. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

**C. 2024Res13: Amendment to Port Policy 3.1: Public Meetings**

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

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

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

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

Upon a motion by Commissioner Edwards (second by Commissioner Roblan), the Board of Commissioners motioned to adopt resolution 2024Res13 approving the amendments to Port Policy Manual Section 3.1: Public Meetings. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

#### **D. 2024Res14: Change in Registered Agent**

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

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

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners motioned to approve Resolution 2024Res14 naming Lanelle Comstock as the registered agent on record for the Oregon International Port of Coos Bay with the Oregon Secretary of State Archives Division. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

#### **E. Kingwood Avenue & Alley Way Street Vacation**

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

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

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

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

Upon a motion by Commissioner Hamner (second by Commissioner Edwards), the Board of Commissioners motioned to approve the request for consent from the City of Coos Bay to vacate 132.75 feet of Kingwood Ave and the alley way between Lot 400 and 1100. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, Hamner, and Roblan. Nays: None).

**8. OTHER**

**9. COMMISSION COMMENTS**

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

**11. ADJOURN**

President Stevens adjourned the meeting at 12:42 p.m. and entered into Executive Session, as authorized under ORS 192.660(2), to:

- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (f) consider information or records that are exempt by law from public inspection;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.

Public Testimony of Michael Graybill, Charleston Oregon

Port of Coos Bay Commission meeting 21 December 2024.

Thank you I'm Mike Graybill from Charleston

I have three comments and requests today.

**1 First**, thank you for providing me with an opportunity to speak with your public outreach contractors regarding the PCIP project. However, please understand that providing an opportunity to interact with a contractor is no substitute for having an opportunity to communicate directly with you; the people appointed to direct the day-to-day activities of the port district on behalf of the taxpayers of the district.

In the absence of this opportunity, the information exchanged in the course of the hour I spent discussing this project would have required me to chop those thoughts and suggestions into 20, three-minute statements at twenty port commission meetings. My meeting with your contractor really put a point on the historic absence of a substantive mechanism for the commission to receive input from constituents in the district.

To that end, I would like to share the written responses I provided to your contractors and ask that they be entered into the minutes of this meeting. I also ask that you consider providing an opportunity for people in this district to substantively interact directly with you regarding this project.

**2. Secondly**, I want to follow up on my appearance at the October 2024 meeting. At that meeting I requested information related to the criteria the commission intended to use to determine whether or not to go forward with the PCIP project. I can report that I have not received a response to that request. I have presented you with a written transcript of that request and also ask that it be entered into the minutes of this meeting.

**3. Finally**, I want to follow up on my appearance before the commission at the December 2023 commission meeting. At that meeting, I requested information as to the status and plan for the \$55 million state bond funds appropriated by the legislature to provide non-federal cost share for the federal MEGA grant. I never received a response to this inquiry. I have attached a copy of my testimony that I request be added to the minutes of this meeting.

I have provided three documents related to that information request.

The first document is the Commissions 5 May 2023 testimony requesting legislative authorization of \$40 million of lottery bond funds which, and I quote *"will serve as matching funds to support federal investment for this project..."* This testimony also reported that, and I quote *"the project is at 90% engineering and design"*

The second document is an excerpt from Oregon House Bill 5030 passed during the 2023 session in response to the commission's 5 May request. HB 5030 appropriated \$40 million in two, \$20 million tranches spread over two state biennia for the purpose, and I quote *"to pay the nonfederal cost share, or the nonprivate cost share, of expenses of the project"*.

A full year has passed since I requested information regarding the status of these appropriations. The Federal grant application for which the state matching funds were appropriated did not receive funding. I presume this to mean that at least the \$20 million 2023 cost share tranche was no longer required. Since I have not received a response to my first inquiry, I submit it again and ask that it be included in the minutes of this meeting.

Subsequent to the denial of the mega grant, the commission recently announced receipt of a \$25 planning grant through the federal INFRA grant program.

My request today is for clarification of the status and purposes of the funds appropriated for the planning and permitting linked to the proposed expansion of the federal navigation channel. It is my understanding that the commission potentially has \$65 million on hand to complete the planning and engineering work on the channel project. This total does not include the \$29 million of federal funds recently granted to support planning and engineering work for the Coos Bay rail line. That's a lot of planning money! For comparison, I offer that the entire annual budget for Coos County is \$29.6 million. If an initial \$20 million appropriation was sufficient to complete a reported 90% of engineering and design, I ask; What work will the \$65 million allocated for planning and engineering purposes be used to accomplish? I also ask that this testimony be entered into the minutes of this meeting.

Thank you for providing me with this opportunity to appear before you.

## Responses to the PCIP Community outreach Interview Questions

16 November 2024

Submitted by Michael Graybill for consideration by the members of the Port of Coos Bay Management Commission at their 21 November 2024 meeting.

### **1. Do you have any thoughts, concerns or ideas about this project and its potential impact on your community?**

Project will have deleterious safety and quality of life impact on communities along rail route that are outside the Port District boundaries including but not limited to City of Reedsport.

The publicly available portion of the business plan has glaring deficiencies. The extreme business risk of the PCIP coupled with a massive (2/3<sup>rd</sup>) reliance on public subsidies points to a high likelihood that this big-ticket project will fail to deliver hoped for outcomes. The likely failure of this project in the wake of a massive infusion of public resources holds very real potential to damage the credibility of this community for decades to come. Failure or bungled execution of this project will jeopardize prospects for political support for future projects that actually deliver community benefit. The PCIP is yet the latest of grandiose, overreaching, and out of touch plans advanced by the port authority. This project sets the stage for this community to become a regional laughingstock.

The phenomenal level of public financial support being directed at the navigation channel expansion and the rail line is siphoning port staff's and community leader's capacity away from other development projects that have greater potential to attract funding that stays in the community and delivers tangible community benefits.

Who introduced the concept of this project in the first place and who articulated its scope and scale? The PCIP suddenly emerged in the wake of the failure of the Jordan Cove Energy Project and the model used to promote it is exactly the same model that resulted in the ultimate failure of the JCEP.

Who established the design parameters of the PCIP? The annual container throughput estimates provided by the port and project proponents have ranged from 1.2 million TEU/year to 2 million TEU's. That's a difference of 800,000 containers per year! Similarly, job estimates used in public testimony have ranged from 1,500 to over 8,000. These arm waving estimates hardly instill confidence that the project proponents have a plan in place that is worthy of more than a billion dollars of public funding.

The majority of the hundreds of millions of dollars of public funding received by the port to set the rail and navigation channel elements of this project in motion has brought a questionable and intangible level benefit to the taxpayers of the port district or to the broader community. Instead, the majority of funding garnered for this project has been exported to out of area business ventures and consulting contractors.



The port has more staff capacity than many of the other institutions in our community. Few other organizations in this community have resources to employ lobbyists and personnel engaged in government affairs. This has provided the port with outstanding, priority access to elected officials. Unfortunately, the port's had won and well-deserved priority access to the legislative and appropriations processes has usurped much of the limited capacity of our elected representatives to respond to other pressing community needs. Appeals by port leaders for state and federal resources in support of this project have drawn attention and resources away from other deserving community development projects. The privileged access to elected officials by port leadership has resulted in leaders having a shorthand sense that the top priorities of the port are the top priorities of the community. Today when elected officials speak of the needs of the community, they list port project first. That is not necessarily a good thing.

This project will fragment, privatize, and industrialize one of the few remaining segments of natural shoreline left in the estuary. The portion of the estuary to be most greatly impacted by the PCIP is an area of great cultural significance to present day residents and visitors as well as a traditional cultures that have used this site for centuries and the biota that have made this region of the estuary the focus of the people that interact with it.

This project proposes to make a huge investment in developing hard infrastructure designed to be a major/central driver of the local and regional economy. I am concerned that the design of this project will locate this costly critical infrastructure on a site that is widely recognized as being at the greatest risk of impacts from earthquakes and inundation by distant and locally generated tsunamis. It is a fool's errand to knowingly develop an economically important, high density employment cent in an area that is at greatest risk of damage and disruption by a known natural hazard. Building the PCIP as planned sets the stage for massive yet avoidable social and economic disruptions.

## **2. Are there opportunities you feel this project might present for you or your community?**

The big money for dredging and rail construction work is unlikely to land in or benefit this community. Instead, those funds will go to operators outside of this community. That will limit the opportunities for this community to a much smaller slice of the pie. This community may benefit from some of the temporary construction jobs. There will certainly be increased opportunities for prostitutes and smugglers and increased dependence on public services. The increased biosecurity and ecological hazard risks posed by this project are likely to increase opportunities for emergency responders and invasive species monitoring and control programs. Security guard services, the office of homeland security and the agricultural inspection service will probably add a few jobs. Business for tug operators and ship suppliers might pick up. Someone is likely propose standing up a vessel fuel bunkering service. Emergency responders such as the Coast Guard will likely get a bump up. The airport is likely to see a bump in business.

But these uncertain "opportunities" will come at the expense of the as yet to be considered negative impacts the project is sure to have on this community. There has not been a forum to discuss the downside consequences of this project. The people involved in advancing it are too busy selling its prospective virtues.

**3. What topics or priorities do you feel the Port should address, including through the Environmental Impact Statement?**

Who asked you to ask this question? Who said this project was going to be built? NEPA is a process run by federal agencies. What place does this question have in a public outreach process?

The port just got another \$25 million to continue to gather information about the feasibility and possible consequences of this project. I have repeatedly asked the port commission to disclose the criteria they intend to use to determine if this project concept is in the best interest of the taxpayers in the district that they have been appointed to represent. The port has not responded to this request.

The OIPCB is a local, special taxing district that, first and foremost should be directly accountable to the residents of the district. It does this via its operation of the Charleston Marina but so far the massive effort and funding spent on projects such as the PCIP provide, at best, intangible benefits to the residents of the taxing district.

**4. What would a successful community engagement process look like to you? Do you have any past experience with a particular public process that worked well?**

How about some genuine transparency?

How about engaging the taxing district membership *before* committing to proposals that obligate the district membership?

The Port Commission should set up an advisory committee to use as a sounding board for big projects before committing to them. This community has been bombarded with so many great sounding ideas it's hard to keep track of them all (Ship breaking, NUCOR steel scrap smelting, LNG processing, Oil rig fabrication, navigation channel expansion). These unsuccessful projects were conceptualized and marketed using the same formula being used to promote the PCIP. How long will it be until the recognition comes that this model does not appear to work very well?

Make a genuine effort to engage the members of the port district in the revision of the 10 year strategic plan that is required by statute and is overdue for revision.

Take a real leadership role in the long overdue revision of the estuary management plan. Use five or ten million dollars of the \$65 million available for planning the expansion of the navigation channel to help the county revise this plan.

I have worked for 40 years to improve the understanding and management of estuaries in this region. I have served on various advisory boards including the Charleston Marine Advisory Committee of the OICP. During that time, I have observed multiple initiatives undertaken by the OIPCB staff and Commission that have been launched with little if any input from the members of the port taxing district.

For the past 12 years I have attempted to meaningfully engage members of the Port Taxing District Commission and the staff by attending meetings, reading reports and studies prepared by consultants on behalf of the of the district commissioners and by commenting on the public permitting processes related to multiple proposals being championed by the port. Unfortunately,

my own efforts and others in this community to engage have been largely rebuffed and ignored. An essential rule in community engagement is that if you ask for advice, you should be prepared to be responsive to the advice you receive. The port has yet to develop a process to meaningfully seek or respond to public input.

I worked my entire professional career as an executive manager of an Oregon public agency. I served at the pleasure of a governor appointed Commission appointed to carry out the statutory obligations of the agency. The OIPCB is also an Oregon public agency; also governed by a commission appointed by the governor. I am astounded by the profound lack of transparency associated with the activities of the port. Requests I have made to access information such as technical studies and reports have been stonewalled even though they these studies and reports were prepared on behalf of the port commission using public funding for submission to other state and federal funding and permitting agencies. The routine and frequent practice conducting business in executive session appears to be a rather unique aspect of the port's business practices. The port conducts more business in executive session than any public agency that I have encountered in my career. This mode of operation only fosters suspicion and distrust.

**5. What groups or individuals do you suggest we talk to in the near-term to inform our recommendations for the upcoming community engagement process?**

Nice idea, but incredibly bad timing. The classic process used by the port over and over again is to commit to a project first then go out to the community to find who they can draft or cajole into supporting it. This is NOT community engagement it is opinion shaping marketing via propaganda. The two-page handout used as part of this process is a classic case in point. It fails to provide an objective, factual characterization of the project. Instead, it is a deceitful promotion piece. The entire section about this project cutting emissions is not just a biased optimistic distortion of the facts; it is a lie.

The PCIP proposal is just the latest in a long string of overreach projects advanced by the port that have typically been conceptualized by staff working with some out-of-town development interest in the absence of an open community dialogue. Once an optimistic outline for the proposal showcasing a list of "benefits" is developed it is quietly and strategically marketed to key players such as elected officials to secure their support and to permitting agencies to warm them to the project concept. Initial commitments to the project are made in executive session by the commission such as leases or sale of land that set the project in motion. Some projects are even assigned code names. Then the staff develops a simple, "white paper" including talking points showcasing only positive elements of the project. This simplistic, sanitized characterization is then used as the basis of a campaign to garner additional support. The initial focus of the "outreach" is typically focused on promoting project benefits to business-oriented organizations such as the Chamber of Commerce and economic development interests. Backers of recent big port development projects have set up and financed shell organizations posing as local grassroots organizations such as "boost SW Oregon". The current ill-timed marketing campaign is being characterized as a community outreach process but the failure to characterize the project in objective terms means that it could also readily be characterized as an extension of the boosterism/marketing campaign presented to business organizations.

**6. Are there any barriers to participation for you or your community, such as transportation, time constraints, childcare, or language? Do you have any suggestions for overcoming these barriers?**

The people who will be victimized by the further industrialization of this estuary and the denial of access to the public resources and services it provides don't have time to engage in the elaborate, protracted, time consuming, complex technocratic decision-making process.

Real input designed to guide decision-making by the port commission should come *before* any commitments have been made to a project.

The port commission is a public body sanctioned by the state government of Oregon. Oregon has been vested with public trust responsibilities guided by the public trust doctrine. Somehow it appears that in the quest for economic development, the port commission has seemed to have lost track of their obligations as managers of the public trust. The waterways belong to all people. Sadly, the sincere efforts of the port commission to foster economic development serves to divert their attention from the awesome responsibility the public has vested in them to protect the interests of all people from being compromised by the interest of a few.

It might be a good idea to change the way port commissioners are selected. Typically, special tax district commission leaders are selected by a vote of the members of the district. It might be worth taking a look at changing the law by discontinuing the practice of having the governor fill positions by an appointment process.

**Do you have any final thoughts or concerns you'd like to share?**

The port has already garnered over \$100 million to study the feasibility of expanding the lower 8 miles of the federal navigation channel and has spent over \$100 million of public funding to put band aids on the rail line between Coos Bay and Eugene. Most recently the port has been awarded federal funds totaling \$25 million to support yet more planning and permitting for the navigation channel expansion and \$29 million for railway work. To put these expenditures of public funding secured by the port in perspective the entire 2024-2025 budget for Coos County is \$29.6 million.

For further context, the PCIP project is the most recent rationale used by the port to substantiate expansion of this portion of the navigation channel. The "dredge it and they will come" efforts presently attributed to the PCIP follows on the heels of previous "grand slam" project concepts used by the port as a rationale to double size of the existing navigation channel in the lower bay.

1. The Oregon Gateway project" concept emerged in 2007 to develop a general-purpose cargo terminal on the north spit of the estuary. The Oregon legislature granted the port bonding authority in an amount of up to \$65 million for payment of the expenses of the Coos Bay channel expansion project. When that project concept failed to materialize,
2. The port courted global container shipping giant Maersk with the idea that Maersk would build a container terminal on the North Spit. That project concept also failed to materialize...
3. Between 2004 and 2021 the port led efforts to support dredging and filling the estuary to accommodate liquefied natural gas (LNG) terminal at Jordan Cove. The Jordan Cove Energy project (JCEP) was initially advanced by Canadian company Veresen as an import facility in



2004, but later transitioned it to an export proposal. In 2017 Canadian Company Pembina acquired the project and routed tens of millions of dollars through the port in support of studies linked to channel modifications. The project faced significant opposition from local communities and tribes before being ultimately cancelled in late 2021 due to legal challenges, unfavorable market conditions and community resistance.

4. In the wake of the failed JCEP, the PCIP proposal immediately became the primary focus of the port's effort to expand the federal navigation channel. In June 2023, lawmakers from both chambers of the Oregon legislature approved \$40 million for the Pacific Coast Intermodal Port (PCIP) Project. The appropriation represents the unexpended portion of the \$65 million lottery bond authorization approved by the Oregon legislature in 2007. In addition to the state funds and the funds previously provided by Veresen and Pembina, the port recently received a \$25 million federal grant to support additional planning and permitting expenses linked to the navigation channel component of the PCIP.

In the past two decades, the OICP has tapped virtually every significant state and federal special appropriation that has been directed to this community by Oregon's elected officials. Some in this community are tired of the port championing projects that expend massive public resources to chase project after project that fail to materialize and amount to nothing more than costly ventures chasing delusional mirages.

That is not to say that all the port's development efforts are for naught. The port does engage in rational brick-by-brick community development projects that actually provide tangible benefits to the taxpayers in the port district such as the shipyard, marina and RV park. Unfortunately, the scale of these beneficial projects has been small by comparison forcing these beneficial projects to live in the shadows of a continuous series of "shoot for the grandstands" ventures that have divided and sapped the capacity of this community for decades. The port's "grand slam" projects are based on a manifest destiny model forged in the 19<sup>th</sup> century which has changed little since the port's formation in the 1870's. The model is based on recruiting prospective, large out of community industrial interests then helping launch these business ventures using large infusions of public funding. Time and again the subsidized enterprises operate for a short time then evaporate.

This model has taken people and the institutions in this community through multiple destabilizing boom and bust cycles. First there was coal, then there was timber, copper ore, chromium and garnet. The typical lifespan of many of these port subsidized boom and bust industrial ventures is measured in years; a few have persisted for decades. Still others have been planned and promoted for decades never to ultimately materialize at all. Each planned but never realized venture has served to draw attention and capacity away from tangible alternatives having genuine community benefits.

In reality, the only port based economic activities that have persisted for time spans measured in centuries are seafood production and coastal ecosystem dependent activities like ship building and travel and tourism and a greatly reduced but sustainable level of forest product production. Unfortunately, the deep draft industrial projects pursued by the port leaders in the past 40 years have absorbed a tremendous amount of the limited intellectual and political capital available in this community. The approach used by the port to advance these projects is divisive and regularly splits the community into opposing camps largely because the process adopted by the port means

the only opportunity people have to weigh in on the project is during the permitting process after commitments have been made to the project proponents.

But perhaps more importantly than the flawed process used to garner public support for big industrial uses of the estuary, is the damage that the legacy of boom-and-bust earthworks has done to the sustainable economic activities that are dependent on a healthy ecosystem. The industrial development ventures that have come and gone through the past 150 years have left a legacy of dredged spoils and brownfields in their wake. In contrast to the years to decades lifespans that port development business ventures typically have, the hardened shorelines and earthworks associated with past industrial uses of the estuary and the deleterious impacts resulting from them will persist for centuries in the absence of active intervention to remove them. The accumulated legacy of fills and shoreline modifications left behind after big port dependent industrial ventures closed their doors and sent pink slips to the good people in this community have shrunk the productive capacity of the estuary to support unique coastal economic activities such as oyster mariculture and salmon fisheries. Without active intervention the historic productive capacity of this estuary sacrificed by these long forgotten ventures will persist for centuries to come.

Since the port of Coos Bay was first established, it has been unwavering in its efforts to lobby for state and federal resources to deepen and widen the navigation channel. The playbook has been the same for over a hundred years and the channel has been expanded over a dozen times. It saddens me to realize that the port is now proposing to double the cross-sectional area of all the previous 150 years of channel expansion projects.

The most recent navigation channel expansion project was undertaken in 1996. The port advocated deepening the channel from 35' to a depth of 40' depth while also increasing the width channel. Back then the US Army Corps of Engineers found specifications promoted by the port to be too costly because going deeper than 35' required costly blasting and removal of the bedrock at the bottom of the estuary. Apparently, none of the present-day port commissioners consider the additional cost of dredging bedrock from the bottom of the estuary a limiting factor. Even though the channel depth expansion from 35' to 37' was built on the hopes and promises that the expenditure of public funds would result in increased use of the port by a growing number of even larger vessels, the reality was that even though the channel was expanded, fewer ships call on the port than before. Now the port is advocating for a channel depth of 45' which will involve even greater quantities of bedrock removal than when the port advocated for a 40' depth in the 1990's. While it is physically possible to rip the bottom of the estuary to the depth and width specifications presently promoted by the port, the ecological and fiscal costs associated with doing so to accommodate a single out of town high risk business proposition borders on absurdity.

The PCIP is the grandest single "swing for the grandstands" project in the history of this port district. Implementing this proposal will cut the town of Reedsport in half and building a greenfield terminal on the north spit will deny public access to a portion of the estuary shoreline that has been available to everyone since humans first encountered this unique and productive ecosystem. Dredging the channel and hardening yet another segment of the remaining natural shoreline will submerge a portion of the estuary used by seals as a pupping area and an area frequented by killer whales that come into the bay to feed on the seals. It will permanently damage a substantial portion of the vestigial eelgrass beds that have persisted in the wake of the prior century and a half

of dredging and filling that took place to support now long forgotten business ventures that not only no longer contribute to the economy but continue to compromise ongoing economic activities that were supported by those habitats before they were destroyed. It will transform and eliminate the vestigial portion of the estuary that continues to support recreational activities such as OHV riding, clamming, crabbing and salmon fishing.

There are numerous opportunities for the port to move away from the 19<sup>th</sup> century “manifest destiny” model that is based on the false premise that the depth of the estuary is the limiting factor blocking the path to economic prosperity for this community. The port has an opportunity to become a leading institution in this state by shifting its focus away from the “build it and they will come” model of economic development that it has employed since it was established. There are opportunities to apply the statutory guidelines of the port in ways having far greater positive, longer lasting impacts on this community. I have repeatedly attempted to engage the port commission as a group and as individuals in a rational conversation about new roles for the port to address pressing issues such as climate change, sea level rise, and disaster preparedness. Unfortunately, my efforts to engage with port staff and commission members have largely been rebuffed.

**7. Would you like to stay informed about the project as it progresses? If so, how can we best keep you and others updated and involved? Would you like to be added to our mailing list for email updates?**

It is sad to experience the demise of our local media outlets. We now are reliant on other sources of information.

In the absence of other means to provide information to the community the City of Coos Bay has adopted the practice of producing a series of “Friday updates” on social media. While this is not a complete substitute for the perspectives offered by an independent media source, it has been a helpful way to keep in touch with the activities and accomplishments of the city government. The Port might consider a similar outreach model.

But I find absolutely no value in being barraged with one sided PR campaigns spouting sanitized storytelling focused on job creation and community benefits. This is the time worn model used by the port. That model is broken and should be discontinued because it is ineffective and divisive.

Working through intermediary contractors tasked with community engagement is a welcome development but is an inadequate substitute for forums that provide for a meaningful direct dialogue with the commissioners tasked with safeguarding the public trust and obligating the tax dollars I contribute to this special district.

Public testimony of Micheal Graybill

Presented to the members of the Oregon International Port of Coos Bay

October 2024 regular commission meeting

Good morning. My name is Mike Graybill. Thank you for providing me with an opportunity to speak with you.

I would like to welcome and congratulate the newly appointed members of the commission. Congratulations commissioners Hamner and Roblan.

I am here today to request a written response to a question related to the proposal to develop a container terminal on the shoreline of the North Spit. My question is as follows.

**What criteria will the commission use to determine weather or not to pursue development of the PCIP and at what stage in the exploration of this concept will the commission determine if the project is a viable option worthy of the public resources necessary to move it forward?**

The full scope of the PCIP has yet to be made available for public review. The information that is publicly available. Indicates that the proposal will involve an unprecedented commitment of public resources; and by that, I mean unprecedented financial resources and human and natural capital. Even with the incomplete publicly available project details it is evident that the PCIP will have foreseeable and unforeseen risks to the local economy and ecology. But this project also involves a practice that has an impact on the global climate system upon which we all depend.

So here we are, or more importantly here you are, appointed to represent the taxpayers of a special district on the southern Oregon coast; faced with a decision of unprecedented scope and consequence. There is no doubt that the PCIP concept is tempting, and it has undeniable political appeal. But sometimes ideas like this take on a life of their own.

The idea of developing the estuary to serve a container terminal resurfaced immediately after the idea of developing it for an LNG export facility ended. I say resurfaced because I hope you are all aware that in 2006 and 2007 this commission worked to recruit Danish shipping giant Maersk to establish a container terminal in the Coos Estuary. After two years of study, Maersk chose to go elsewhere.

It is my hope that as my representative on this commission that you ask the staff to provide you and the members of this community with a detailed history of the origins and development of the PCIP concept. That way you will be able to explain whose idea this was in the first place as you move forward to make a decision on behalf of the taxpayers you have been appointed to represent.

When the container terminal development concept resurfaced port staff were directed to flesh out a plan to show how this might be possible. That plan now exists as the PCIP project and more and more staff and financial resources ae being directed to fleshing out the idea.



It is your task to take a hard look at the staff's plan and determine

- 1. Is the plan in fact feasible?**
- 2. Is going forward with the idea in the best interests of the taxpayers of the special district that you have been appointed to represent?**

The staff and others supportive of the idea are understandably focused on the positive aspect of the idea. But the possible benefits of this idea will only be realized if the full scope and scale of the project concept are realized. Unfortunately, there are plenty of examples of good sounding ideas where large investments of public resources have been made that never delivered the hoped for outcomes.

It is for these reasons that I ask you to identify the criteria that you will use to determine whether or not to go forward with this plan and when in the development of the project concept you will apply these criteria.

Thank you for allowing me to appear before you.

Public Testimony of Michael Graybill  
Given at the regular meeting of  
The Oregon International Port of Coos Bay Commission  
19 December 2023

Resubmitted at the 21 November 2024 regular meeting

In May of 2023 Port staff requested a \$40,000,000 lottery bond allocation from the Oregon legislature to support the Coos Bay Federal navigation channel modification project. This request was to clear a path to expend the unexpended port of a \$60 million bond obligation in support of the navigation project authorized by the legislature 2007.

The Port's 2023 request was explicitly tied to the need to modify the navigation channel to accommodate the proposed Pacific Connector intermodal container terminal on the North Spit. The port's request letter (attached) also explicitly states "We respectfully request a final \$40 million investment, which will serve as matching funds to support Federal investment for this project".

In response to the Port's request, in June 2023, the Oregon Legislature passed HB 5030.

(<https://olis.oregonlegislature.gov/liz/2023R1/Downloads/MeasureDocument/HB5030>)

Sections 44-46 of HB 5030 directs the Oregon Business Department to deposit \$20 million of state lottery bond proceeds from the 2023-2025 biennial budget and \$20 million of lottery bond proceeds from the 2025-2027 biennial budget in the Coos Bay Channel Fund, "For distribution to the Oregon International Port of Coos Bay to deepen and widen the Coos Bay Federal Navigation Channel". Further HB 5030 carries approximately \$15 million of unexpended funds allocated in 2007 forward into the 2023-2025 biennium for the purpose of continuing environmental studies tied to the navigation channel expansion.

The state bond funds were appropriated to the Port to serve as a nonfederal match commitment for a federal mega grant tied to the proposed container terminal. With the recent news that the port's proposal was not selected to receive federal funds, there no longer appears to be a need to use the \$55 million appropriation as match for the federal grant submitted in support of the container terminal project.

SECTION 43 of HB 5030 states

*"(1) Prior to requesting the issuance of lottery bonds pursuant to this 2023 Act, the Oregon Department of Administrative Services shall review each authorized use of lottery bond proceeds and determine whether the recipient is ready to expend the proceeds for the authorized use.*

*(2) If the department determines that a recipient is not ready to expend the proceeds for an authorized use, the State Treasurer may not issue lottery bonds under this 2023 Act for the authorized use."*

**My question to the port commission is:**

**In the absence of a demonstrated need to use the \$55 million of state fund appropriations as a nonfederal cost share match for the federal mega grant program, How does the port intend to use the state funds appropriated for this purpose?**

**My request to the Port Commission is:**

Back in March the port indicated that more than 90% of the environmental, engineering and design studies related to the navigation channel expansion project funded by the 2007 \$20 million lottery fund appropriation have been completed. These include but are not limited to geotechnical studies, ship simulations, eelgrass inventories and hydrodynamic side slope equilibration studies. I formally request that studies commissioned by the port related to the federal navigation channel expansion be released for public review.

Port Commission  
Oregon International Port of Coos Bay  
125 Central Ave.  
Coos Bay, OR 97420

Dear Commissioners,

November 19, 2024

Please consider focusing on the attributes of our estuary other than shipping. I believe, as do many in the area, that taking a more holistic, science-based approach to what values this estuary provides will add to more sustainable jobs, livability, and resilience to our community. It did so for millennia before this area was settled by Europeans.

The Coos estuary's richness of resources sustained indigenous humans for thousands of years. In less than a hundred years, the land use and landscape has changed dramatically from the mid 1800s. At the time of European settlement to a few decades ago, we thought old-growth timber and salmon stocks were inexhaustible. That didn't work out. Through lessons learned, or not, we are seeing the exhaustion of a list of functional elements of the estuary and its subsystems. The following attributes are known ecological services, most of which have been largely overlooked or been recognized in the last several decades from studies.

- Fish/shellfish habitat – rearing sites and nurseries\*
- Sediment trapping/nutrient storage
- Carbon sequestration (blue carbon)
- Filtering capacity
- Flood protection
- Migrating wildlife feeding stops

*\*It would be in later decades, and as the result of scientific research conducted by Oregon Institute of Marine Biology (permanently established 1966) and South Slough National Research Reserve (permanently established 1974) and others, that variable ocean conditions and migration patterns; as well as estuary water quality and loss of habitats were also contributors to the health and abundance of all Coos Bay and Pacific coast fisheries, including salmon.*

At least 85% of our tidal areas in the Coos Estuary are gone, through diking, draining, and filling. This reflects what has happened all along the west coast (Brophy, et.al. 2019).

Most of the commercially important estuarine species spend some portion of their life cycle in the estuary, especially tidal marshes and eelgrass beds. Adding back these nurseries would add to our food base and help a more stable fishing community and recreation base.

Former tidal marshes, diked away from the estuary, turned into pastures is adding to greenhouse gases by releasing methane and carbon dioxide. Restoring these marshes reverses this process, capturing large quantities of carbon, as much as or more than forested lands.

The channelization of the Coos and Millicoma plus sea level rise in our climate changing world has exacerbated the delivery of sediment to the bay. Opening up former tidelands where appropriate is a wise move and a recent study shows that more restoration could actually reduce the sediment load



into the shipping channels and reduce dredging needs (Sutherland, 2020, *Improved Understanding of Sediment Dynamics for the Coos Estuary*) Recently, this article points out the vulnerability to storm surge for deep-dredged ports (<https://theconversation.com/coastal-cities-have-a-hidden-vulnerability-to-storm-surge-and-tidal-flooding-entirely-caused-by-humans-231374> )

This is another case in this point of reversal of coastal development that actually served to support grazing as well as fish, “Stear Marshes was once arable farmland and it continues to be farmed with livestock by local graziers who are able to market saltmarsh lamb and beef for a premium because its flavour is valued by food lovers.” <https://www.wwt.org.uk/wetland-centres/stear-marshes/about>

**We need to be restoring those parcels of land connected to the estuary that can be returned to performing the above list other than just transportation and shipping.**

Reversing the damage done to estuaries with restoration benefits all and money from the government to encourage or require this as part of a port’s mission is money well spent.

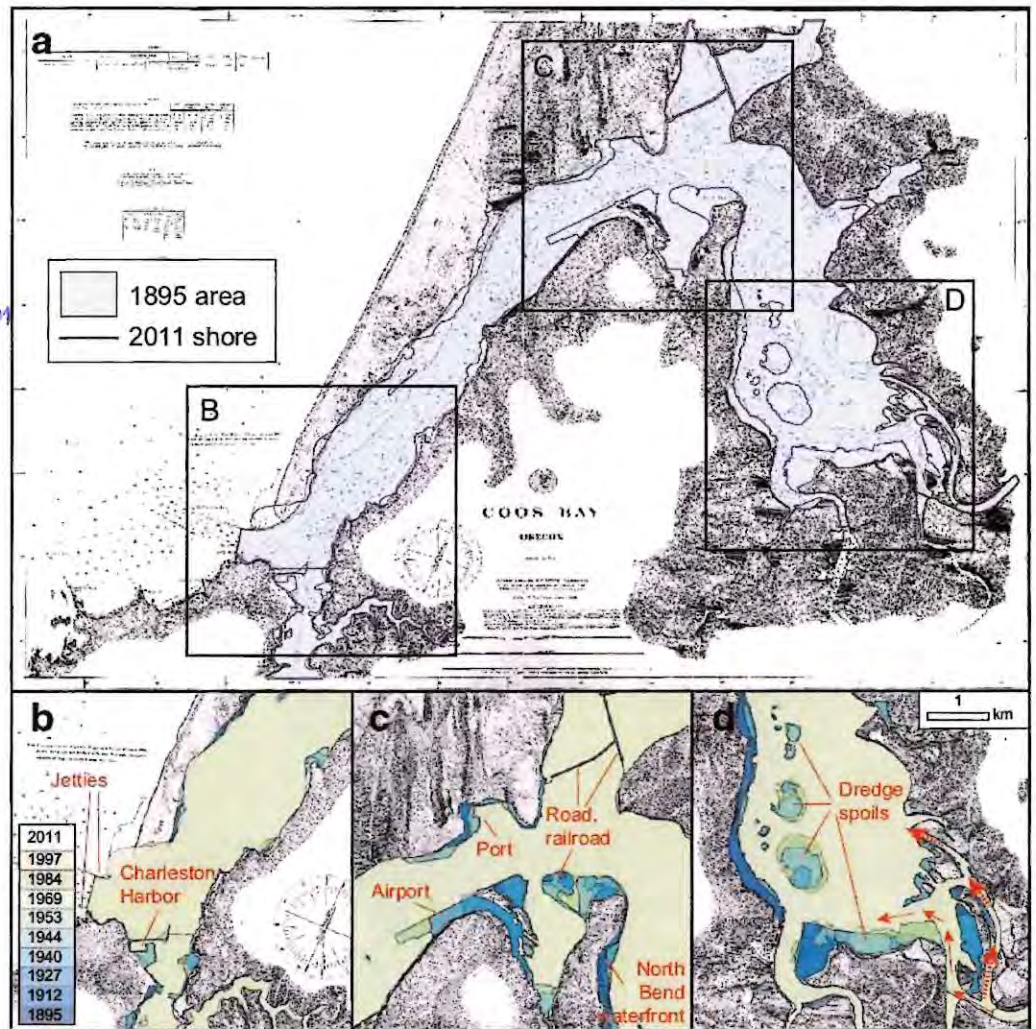
*Jamie Fereday*

Jamie Fereday

Coos Bay, OR 97420

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## FALSE HOPES FOR A COOS BAY CONTAINER PORT: A REBUTTAL

By Steve Miller, Jamie Fereday, and Beverly Segner:

A threat looms over the Coos Bay estuary. This threat could damage fisheries, put public safety at risk, distort the local economy, and reduce the estuary's capacity for storing carbon and thus helping to mitigate climate change.

The threat is the scheme to build the so-called "Pacific Coast Intermodal Port (PCIP)," a container port to be located on Coos Bay's North Spit, which would require massive dredging of the estuary and other destructive alterations of the bay's habitats.

The passage of House Bill 3382 popularly known as the Port Exemption Bill during the past session of the legislature was crafted to clear a path for this threat. The bill provides a work around mechanism for local governments to exempt the port from provisions of the estuary management plan designed to protect important habitat by allowing deep dredging of natural productive habitats in the estuary for giant container ship.

There are some important things wrong with the narrative being promoted by the PCIP scheme's backers. First, the container port, if built, would almost certainly not produce the claimed benefits, to either the environment or the community. Second, dredging and construction of the port would have catastrophic consequences for the estuary, destroying irreplaceable resources. And third, an outsized industrial facility like the PCIP isn't the kind of sustainable development Coos County needs in order to prosper.

Let's begin with what would be lost. To accommodate modern container ships, including the required freeboard at low tide, the bay bottom would have to be dredged for 8.2 miles to a depth of at least 45 feet. (In reality, if the container port is to have any chance to attract ever-larger container vessels, the dredging will almost certainly have to be deeper.) This would essentially stripmine the entire lower estuary, plowing through the bay's largest eelgrass meadow, which supports salmon, rockfish, Dungeness crab, and herring, species on which the local fishing industry depends. It would destroy clam and other shellfish habitat, and saltmarsh. Dredging to this degree would completely alter the bay's hydrology, pushing tides and storm surges further inland, and removing natural infrastructure that acts as a key buffer against sea level rise and flooding. Dredging the channel would greatly reduce the capacity of the estuary to bury ("sequester") carbon, and instead release carbon stored in the bay-bottom sediment, undermining the estuary's role in abating climate change.

Port proponents like to say that the environmental impact will be "mitigated." This is simply false. There is no way to replace this critical, lower-estuary, bay-bottom habitat. Destruction of the estuary's ecology would be a dead loss.

What are the ostensible benefits of this enormous project? Proponents claim that there is high demand for such a port, that it will be an "eco-port" saving fossil fuel emissions, and that "thousands of jobs" (with wildly different estimates, from 2,500 to 8,000) will be created. There is an extremely high probability that this pipe dream will never be realized.

The pandemic-era backlogs at ports have subsided, which calls into question the demand for a new port, let alone one remotely located. Intermodal container handling volumes have steeply

declined. Post-pandemic industry forecasts have increasingly converged on volume stagnation, higher costs, and lower profits. In the first half of 2023, North American container volumes experienced a steep, 12% year-on-year decline and terminal utilization now stands at 72%. Few if any container operators will be interested in adding new capacity.

As to the "eco-port" claim, it is greenwashing at its worst, particularly considering the environmental toll of building the port on sensitive estuarine habitat. Specific plans for this "eco-port" have yet to be released to the public, yet the port is prepared to dredge anyhow. We are expected to take on faith that the port will be "environmentally friendly." Other West Coast ports are making major publicly supported green energy

investments and efficiency improvements that will also greatly expand U.S. capacity beyond the present level. Nothing about the port's claimed "green" status, even if these promises are fulfilled, appears to be unique.

The top 10 American container terminals have two or more Class 1 rail lines available at the docks of their container terminals ready to transport containers to market. The Coos Bay container port would involve a slow, roughly 110-mile run to Eugene to connect with Union Pacific Class 1 service. The existing rail line would require a massively expensive upgrade in order to handle container traffic. In short, Coos Bay is not at all well-situated for a successful container port.

What is the dire economic emergency that port backers cite as the reason for reaming out the estuary and harming existing local industries such as fishing, tourism, and recreation? It is a concoction of nostalgia and exaggeration.

The Port of Coos Bay boomed generations ago through the export of raw, old-growth logs. The claims for the PCIP are really a reactionary yearning for those boom times. They won't come again—there are no more vast, old-growth forests to cut down and ship out.

And yet, while Coos Bay/North Bend, like any other community, could use economic development and improvement, conditions aren't nearly as dire as the port supporters contend. They regularly make the statement that the local unemployment rate is 7.8%, a figure from the depths of the pandemic; the current rate is really an adjusted 4.4%, a bit higher than the state's overall figure, but still a historic low. There are at present about 1,200 unemployed people in Coos County, which begs the question, who would take those "thousands of jobs"?

Coos Bay/North Bend does have a pressing development need. It isn't a huge, noisy port that guts the estuary and spills thousands of construction workers onto its streets. What the community really needs is affordable housing. This is a highly desirable place to live. The community could grow organically with people who really wanted to live there: teachers, nurses, craftspeople, remote workers, retirees. Such residents could contribute to a thriving community relating sustainably to its natural surroundings. Thousands of construction and port workers thrust upon the area and sending housing costs through the roof is the last thing needed.

The Coos Bay area needs thoughtful, sustainable economic development that works in concert with its treasured natural resources: improvement of facilities for the fishing port at Charleston; job-generating habitat restoration work; promotion of recreational and eco-tourism opportunities; community infrastructure upgrades that would build climate resilience; and more.

The Coos Bay/North Bend community can thrive while preserving and enhancing its estuarine resources. The PCIP, if ever built, would damage the community and reduce its resilience and livability. We are confident that if the questions surrounding the PCIP proposal are honestly answered, it will be obvious that there are far better futures for the Coos Bay estuary and its neighboring communities.

Steve Miller

Jamie Fereday

Beverly Segner

*Steve Miller, Jamie Fereday, and Beverly Segner are Coos Bay residents active in the community. Steve Miller, a long-time business owner in the Coos Bay community, is an active member of the League of Women Voters of Coos County. Jamie Fereday, currently a member of the Oregon Ocean Policy Advisory Council, is a retired middle school science teacher who used the Coos Bay estuary as part of his curriculum. Beverly Segner is a licensed clinical social worker, a professor emeritus of Human Services at Southwestern Oregon Community College, and active in many community organizations. All are residents of Coos Bay.*



Submitted to the Port of Coos Bay's Commission meeting November 21, 2024 by Jan Hodder  
[jhodder@uoregon.edu](mailto:jhodder@uoregon.edu)

This morning I was interviewed by the JAL group. In preparation for that meeting I reviewed the new PCIP web site. Frankly, I was shocked to see how poorly it is representing this project.

It asks the question – **“Why build a new gateway to inland U.S.A?”** and has three answers:

1. **The first - Asia-US shipping volumes are increasing.**

The one piece of information provided for this answer is the 2022 United Nations Review of Maritime Transport. This reports on what happened during the pandemic, when we know that the shipping industry was impacted in unprecedented ways due to multiple factors. There is a more recent 2024 United Nations Review of Maritime Transport that should be the source of information. It is crucial that you use information that is current, not dated, to help you understand this very volatile industry.

2. The second answer is, **“Routes to inland destinations are congested”.**

The one piece of information provided for this answer is a ten month old article from *The Economist* that you cannot read unless you have an account with that publication, or you are willing to register for a free read. The title, *“The dwindling of the Panama Canal boosts rival trade routes”* may sound supportive of the PCIP, but if you actually read the article, it is all about how Central and Southern America are considering cross continent rail routes; the increase in nearshoring that is making Mexico a more attractive route for Chinese shippers; and how an ice-free northwest passage will alter shipping routes.

3. The third answer is that, **“Agricultural products need to reach their market”**

I could not agree more, but the article you use to support this statement is from a Farm Progress web site posted in APRIL 2023. The article focuses on the lack of a labor contract for the International Longshore Workers Union, and the resulting strike at the Ports of Los Angeles and Long Beach, that disrupted supply chains. This was in 2023 and is longer an issue. You might remember that Hanjin shipping pulled out of the Port of Portland in 2015 due to a similar labor dispute. In fact both the California ports are thriving. In July of this year the Port of Long Beach broke ground on a on-dock rail support facility, a \$1.5 billion project that will double the existing rail yard's footprint, double the daily train departures to 17, and will bring the port closer to its zero-emissions target. Likewise the Port of Los Angeles just completed construction of a major rail expansion project.

If I had given the assignment to answer the question of, why build a new gateway to inland U.S.A? to my undergraduate students, and they had only included these three sources of information, they would not have been pleased with their grade.

As many of you know I have been following the container shipping industry ever since you announced the potential for a terminal in Coos Bay, and some of you have been recipients of a digest that I send out that summarizes several sites that cover this industry. It is imperative that you, the port commissioners, use current information about this very volatile industry as you are making decisions about our future. You represent the tax payers of this district who also need accurate information about what you are planning. Your PCIP web site is currently not the place to get that information.



## **Summary of Comments Provided to JLA Contractors meeting with Coos County League of Women Voter November 21, 2024:**

Comments by Christine Moffitt, PhD

The LWV Coos County has conducted studies of the Port of Coos Bay since the early 1960s in approximately 20-year intervals. We completed our most recent study and adopted a revised Position and Goals in May of 2023. Those of us on the study team have continued to attend Commission Meetings and follow the Port operations. Our Port Study documents are available on our LWV web <https://my.lwv.org/oregon/coos-county/international-port-coos-bay-study> and our summary Position Statement adopted is bulleted here in this handout attached. Given our studies and continued interactions, we articulate the following concerns regarding the proposed PCIP project.

### **Lack of transparency and no mechanism for taxpayer input**

In our study, we highlight the decision in 1987 that changed the Port from a district under locally elected commissions to one that is governed statewide with the 5 Commissioners appointed by the Governor. At the time of that landmark decision, the Port leadership promoted new industrial developments on the North Spit, taking advantage of the Port of Coos Bay being the grantee for Foreign Trade Zone No. 132, one of only two designated FTZs in the State of Oregon; the other is No. 45 in Portland. These items, and the fact that local control over the Port leadership was moved to the state governor resulted in significant reductions of opportunities for local taxpayer input about projects and created conflicts between residents and Port project ideas.

### **Little opportunity for regular input except by the Charleston Advisory Committee**

Our input to Port leadership and staff is mostly limited to the opportunities for public comment at the beginning of monthly Port Commission meetings. At these events, little dialog is available, and often questions posed are not answered. The only community advisory board that exists is the Charleston Advisory Committee that meets regularly and has minutes recorded and posted from its meetings.

### **Out of date Strategic Plan**

The 2015 Strategic Business Plan is out of date. The commissioners listed on that plan are no longer with the institution. The Chief Executive officer is no longer with the Port. The Oregon Gateway project is listed for the North Spit as a multipurpose, multimodal Cargo Terminal dependent on the construction and laydown for the Jordan Cove project.

Recent testimony at Port Commission meetings by citizens has urged the Port to develop a carefully crafted strategic planning initiative with trained staff consultants. We have not seen any progress.



**Port history of developing and launching projects with no public input, not enough information or understanding before launching, and then driven by staff through networks to elected and former elected officials.**

Recently notable conflicts between Port's development ideas and the community are shown by the Jordan Cove energy project that began in 2007 as import concept and then morphed to an export facility that was pursued for more than a decade. Many in the community and region were concerned about this development and the development's partner was faced with significant headwinds in obtaining necessary permits for the project given the existing estuary management plan designation and land use permitting process. With this lesson in mind, the Port was able to garner support outside of the community for a road through these regulations with HB 3382 that provided an opportunity for the Port to request an exception to existing zone designations. We have evidence that our Port commissioners learned about HB3842 after it was already a piece of submitted legislation, observed when we offered public comment opportunities at Port Commission meetings during this process.

**The history of providing sanitized and inaccurate promotional information to the public after the project is well underway.**

Economic development is more than jobs. Community and regional developments require a clear understanding of the community, its assets, and constraints. A boom-and-bust model with large scale industry does not provide sustainable diverse sector opportunities. An example of lost economic development throughout the development of this Container Project, is that almost all of the funds expended for planning, surveys and plans (\$100's millions to date) have gone to out of the area contractors, including the consultants conducting these surveys today.

**2023 International Port of Coos Bay Study Updates Position Statement  
Coos County LWV Study 2023**

*In the conduct of business, the Oregon International Port of Coos Bay Commission and staff should:*

- 1. Be a leader in cooperation among governmental jurisdictions.**
- 2. Accurately assess and plan for future needs.**
- 3. Rigorously examine the financial solvency of Port users seeking public funding.**
- 4. Put overall public interests ahead of special interests and be transparent in all aspects of decision making.**
- 5. Be deliberate in the development of an adequate budget and in the practice of sound business.**
- 6. Employ adequately trained staff to accomplish all mandated responsibilities.**
- 7. Develop an adequate process through which commissioners and staff receive and are responsive to input and assistance from the public such as via Port advisory committees. Make maximum use of technical knowledge, planning and implementation expertise.**
- 8. Use the mandated powers to their maximum in order to bring economic and environmental benefit to the district. Encourage and support uses of Port assets that increase the total disposable income to the community without compromising existing elements of the local economy.**
- 9. In planning and decision-making processes, use current scientific research and best practices.**
- 10. Incorporate climate change, seismic risks, and other natural hazard risk analysis adaptation and mitigation into all planning.**

Good morning commissioners,

I appreciate the time to make a public comment.

My name is Karie Silva, co-owner of the fishing vessel Jeanette Marrie for 31 years, operating out of Charleston.

I wanted to share the enthusiasm I and the fleet have about the prospective new owner of Giddings Shipyard. Whit is poised to be a valuable asset to the industry, bringing his expertise in business management and making crucial improvements to the shipyard to accommodate the rising demand for vessels from up and down the coast, resulting from the shutdowns of other shipyards. He will make sure that the fleet has a suitable and functional shipyard to address all their maintenance needs and perhaps the extension of a vessel or to build a new vessel.

During a tour, I had the opportunity to hear his future plans for enhancing and expanding the shipyard, when Congresswoman Val Hoyle sent her aide, Olivia Wilhite, to observe and provide feedback. Whit was very enthusiastic and spent time to inform Miss Wilhite about his plans. He took the opportunity to create sketches of the rails and other essential repairs for the shipyard for Miss Wilhite to understand his vision.

He aims to create an updated, thriving, and productive shipyard. Giddings Shipyard plays a crucial role for both local and out-of-state fleets. They voyage to the Charleston shipyard for the maintenance and repairs of their vessels. If a successful transition from Ray Cox to Whit does not occur. In my view, both the industry and the port are the ones that stand to lose.

Next, Regarding a location for gear switching.

I wish to highlight the importance of establishing a specific area for gear switching within the fleet. A site where they can utilize a crane to remove their gear from their vessels and subsequently load the equipment for the next fishery back onto their vessels. The location is currently tied up because Jerry Hample is unwilling to move his vessels, preventing the crab fleet from preparing their vessels in time for the season. A bottleneck has emerged, creating a sense of urgency within the fleet to get back to the shipyard and ensure readiness for the upcoming Dungeness crab season It begins on December 1st, provided everything aligns perfectly.

Once a designated gear switching dock is established, providing a scheduling number could help the fleet minimize hassles and bottlenecks, ensuring their gear is switched in time for the upcoming fishery.

I appreciate your time.

Karie



M E M O R A N D U M

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

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A/P checks issued per NetSuite financial system	395,281.44
Payroll disbursement per Umpqua Bank statement	140,179.46
Misc electronic disbursements per Umpqua Bank statement	1,101,880.51
<b>Total Disbursements</b>	<b><u>\$ 1,637,341.41</u></b>



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Megan Richardson, Director of Finance and Accounting  
DATE: December 12, 2024  
SUBJECT: November 2024 Contracts Awarded

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The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the month of 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>
Forslund Crane Services	2024-2025 Garibaldi Dredge Transportation & Crane Services	\$74,720.00
Forslund Crane Services	2024-2025 Garibaldi Dredge Transportation & Crane Services	\$685.11
<b>Total Contracts Awarded for November</b>		<b>\$75,405.11</b>

# **Management Reports**



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Lanelle Comstock, Chief Executive Officer  
DATE: December 12, 2024  
SUBJECT: Administrative Services Management Report

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**Upcoming Scheduled Meetings and Events:**

- BACC Economic Outlook Forum: Friday, December 13, 6:45 am
- December Regular Commission Meeting: Thursday, December 19, 11:00 am
- Christmas Eve (Offices Closed): Tuesday, December 24
- Christmas Day (Offices Closed): Wednesday, December 25
- New Years Day (Offices Closed): Wednesday, January 1
- Charleston Advisory Committee Meeting: Wednesday, January 15, 12:00 pm
- January Regular Commission Meeting: Thursday, January 16, 11:00 am

**ADMINISTRATION**

**Administrative Assistant:** Please help me welcome Jennifer Sierra as the Port’s new Administrative Assistant. Jennifer just relocated from Colorado where she most recently worked in a public defender’s office. Jennifer started December 9 and has already jumped right into daily operations. Welcome, Jennifer!

**Housing:** Matt Friesen and I have both been involved in multiple housing discussions with the City of Coos Bay, housing development organizations, and developers to discuss the Port’s involvement in the local housing initiative and how the Port may be able to contribute its resources and land to aid in the development of more workforce housing in our community. We can expect a lot more movement and Commission involvement and decision making in the near future with how the Port moves forward with the residential land owned by the Port.

**Forecasting:** At the request of the Port’s auditors and Board of Commissioners, and as a best practice, Director of Finance Megan Richardson and I have been meeting to review our financials year to date compared to budgeted revenues and expenses. We are forecasting expected revenues (and more specifically identifying the shortfall of expected revenues) and forecasting expenses and determining which budgeted expenses we will need to forgo. Once this forecasting is complete, a deeper discussion with the Commission will pursue.

**Hwy 126 & ODOT:** Railroad General Manager Brian Early and I met with ODOT in November to discuss and review their projects along the railroad corridor along Hwy 126 in both Veneta and Cushman. The Port and Rail will work in collaboration with ODOT on these projects to improve traffic and movement along the highway while ensuring safety along the railroad right of way.



**Post Catastrophe Resiliency:** In November Port Staff met with the Office of Resiliency and Emergency Management to talk about the Port's involvement in providing support post-catastrophe (i.e. a Cascadia event). We feel it is the Port's responsibility to provide the infrastructure and resources necessary to support the coastal communities post-catastrophe. We expect further discussions about this in the near future.

**South Coast Development Council:** After a long separation from participating with SCDC (South Coast Development Council) the Port has recently renewed its SCDC membership. We are excited to work more closely with SCDC and to rebuild the relationship. Together, we will continue to revitalize the southern Oregon Coast.

**Non Discrimination:** In addition to the most recent Title VI policy adoption, Port Staff is drafting a Title VI (non-discrimination) Plan which includes a Public Notice of Non-Discrimination Rights, and a Title VI and ADA Discrimination and Complaint Procedure and Form. The first complete draft is planned to be completed by Friday, December 12. This information will be posted on the Port's website. The website will also include an online portal to submit formal complaints of discrimination by Port employees or contractors, which will initiate an investigation process.

**SDAO 2025 Annual Conference:** The Special Districts Association of Oregon's 2025 Annual Conference will be held in person, February 6-9, 2025, at the Riverhouse on the Deschutes in Bend, Oregon. The conference provides many educational sessions for Board Members and staff, opportunities to learn and discuss current legislative issues affecting other Ports, and great networking with other Oregon Port employees, Board Members, and vendors. Sessions that may be intriguing to Board members include:

- Public Meetings Law Training
- Effective Legislative Engagement for Special Districts
- Public Meetings – Can we meet in executive session, the post on Facebook?
- Board Member 101
- Best Practices for a Healthy Board / Relationship with Board
- State Public Contracting Laws
- Creating the Future of Your District – the Power of Strategic Planning
- Exploring Funding Resources for Special Districts – Part One: State & Federal Agencies
- Exploring Funding Resources for Special Districts – Part Two: Private & Public Markets
- Assessing your District's Financial Health and Identifying Key Indicators
- The US Constitution at Your Special District: Policies you Need to Know Now
- Port Caucus Meeting
- Legislative Summary

[The Conference Brochure and registration links can be found here.](#) Please let me know if you are interested in attending and/or need assistance with registering.



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Megan Richardson, Director of Finance  
DATE: December 12, 2024  
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 totaled \$295K, which was approximately \$116K less than budgeted. All departments, except Port Ops, reported revenues that fell short of the budget. Admin revenue continues to fall short of budget due to vacancies within the Hub building. Rail Ops car movements fell short of the budgeted amount due to lower customer demand than anticipated. The month of October had a total of 498 car movements compared to a budget projection of 640 cars. Charleston fell short of revenue projections across all business lines except Shipyard Services and Ice Sales. The greatest increase this period is from Ice Sales, which surpassed the projected sales by about \$26K.

**Operating Expense:**

Operating expenses totaled \$470K, which was \$31K under budget for the period. All departments underspent their budgets this month except Rail Ops. Rail Ops overspending this period is due to the continued repairs to the North Bend Swing Span.

**Operating Result:**

The Port ended October 2024 with a net loss of \$175K against a planned net loss of \$89K, which exceeds the plan by \$85K. All departments performed better than planned except for Rail Ops and Charleston. The unfavorable operating result is due to lower revenues, which did not cover expenses.

**Other Income & Expense:**

Other revenues totaled \$511K, which is greater than planned. This increase in actual other revenue is due to the locomotives that were sold this month. Other Expenses are overspent by \$22K. This overspending is due to the timing of Capital Outlay expenditures for the Charleston Marina Building 30 Roof replacement. The Marina roof repairs exceeded the budgeted amount, and reallocation of capital projects will need to be determined to stay within budget for the fiscal year.

**Net Result & Year to Date:**

October had a net gain of \$250K compared to a budgeted net loss of \$113K resulting in a \$363K positive variance. This gain is due to the sale of surplus locomotives, which will help to offset the losses already experienced this year. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

**Other Comments:**

November Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
5,706,503.99	2,701,055.69	3,005,448.30	947.94	492,644.12	2,511,856.24

The total cash balances in all bank accounts for the November month end were \$5,706,503.99 which is an increase from October of \$1.5 million. This increase in cash is because a majority of the property tax revenues are received in November. Restricted funds are detailed in the table above. Total interest earnings totaled \$14,473.60 with \$3,521.41 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate decreased to 4.99% pa. This is a decrease in the pool interest rate of 0.28% from the start of the fiscal year.

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



	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
Administration	12,217	15,618	(3,400)	(22%)	12,199	18	0%	48,661	62,470	(13,809)	(22%)	41,051	7,610	19%	173,600	187,409	(7%)
External Affairs	0	0	0	-	(4,950)	4,950	(100%)	0	0	0	-	40,100	(40,100)	(100%)	0	0	-
Port Operations	24,435	21,131	3,304	16%	17,858	6,577	37%	90,287	87,442	2,845	3%	93,841	(3,554)	(4%)	277,697	274,852	1%
Railroad Operations	98,929	106,874	(7,945)	(7%)	76,462	22,467	29%	334,892	427,497	(92,605)	(22%)	299,498	35,394	12%	2,083,829	2,176,434	(4%)
<b>Charleston Operations</b>																	
Building & Dock Leases	19,073	29,474	(10,401)	(35%)	24,028	(4,955)	(21%)	76,077	117,898	(41,820)	(35%)	99,087	(23,009)	(23%)	311,873	353,693	(12%)
Marina	120,558	127,877	(7,320)	(6%)	117,611	2,947	3%	456,019	446,426	9,593	2%	428,345	27,674	6%	1,233,913	1,224,320	1%
Shipyard	30,952	19,099	11,853	62%	28,857	2,096	7%	117,221	69,649	47,572	68%	92,158	25,063	27%	279,364	231,792	21%
RV Park	21,093	28,083	(6,991)	(25%)	28,479	(7,387)	(26%)	201,744	221,519	(19,775)	(9%)	224,268	(22,525)	(10%)	352,212	371,987	(5%)
Ice Plant	32,200	6,577	25,623	390%	7,701	24,499	318%	238,424	94,805	143,619	151%	111,011	127,413	115%	343,619	200,000	72%
Travel Lift	5,198	8,962	(3,764)	(42%)	7,339	(2,141)	(29%)	26,316	16,604	9,712	58%	13,271	13,045	98%	63,062	53,350	18%
Other	(69,633)	47,286	(116,919)	(247%)	(27,715)	(41,919)	151%	(25,642)	136,099	(161,741)	(119%)	(16,577)	(9,065)	55%	226,339	388,080	(42%)
<b>Total Charleston Operations</b>	159,440	267,359	(107,919)	(40%)	186,300	(26,860)	(14%)	1,090,159	1,102,999	(12,840)	(1%)	951,562	138,597	15%	2,810,382	2,823,222	(0%)
<b>Total Operating Income</b>	<b>295,022</b>	<b>410,982</b>	<b>(115,961)</b>	<b>(28%)</b>	<b>287,870</b>	<b>7,152</b>	<b>2%</b>	<b>1,563,998</b>	<b>1,680,407</b>	<b>(116,409)</b>	<b>(7%)</b>	<b>1,426,052</b>	<b>137,947</b>	<b>10%</b>	<b>5,345,507</b>	<b>5,461,916</b>	<b>(2%)</b>
<b>Operating Expenses</b>																	
Administration	120,138	140,661	20,523	15%	173,303	53,165	31%	707,742	562,518	(145,224)	(26%)	630,549	(77,194)	(12%)	1,865,251	1,720,027	(8%)
External Affairs	27,472	30,129	2,657	9%	27,877	405	1%	117,561	120,516	2,955	2%	130,852	13,291	(10%)	369,294	372,249	(1%)
Port Operations	40,951	38,760	(2,191)	(6%)	69,943	28,992	41%	139,083	153,886	14,803	10%	298,477	159,393	(53%)	487,806	502,609	(3%)
Railroad Operations	142,247	62,779	(79,469)	(127%)	213,026	70,778	33%	398,111	251,115	(146,996)	(59%)	432,278	34,167	(8%)	907,712	760,716	19%
Charleston Operations	138,917	227,937	89,020	39%	277,128	138,210	50%	708,578	922,398	213,819	23%	745,041	36,463	(5%)	2,660,101	2,873,920	(7%)
<b>Total Expenses</b>	<b>469,726</b>	<b>500,266</b>	<b>30,540</b>	<b>6%</b>	<b>761,277</b>	<b>291,551</b>	<b>38%</b>	<b>2,071,076</b>	<b>2,010,433</b>	<b>(60,643)</b>	<b>(3%)</b>	<b>2,237,196</b>	<b>166,120</b>	<b>7%</b>	<b>6,290,164</b>	<b>6,229,521</b>	<b>(1%)</b>
<b>Operating Results</b>																	
Administration	(107,921)	(125,043)	17,122	(14%)	(161,104)	53,183	(33%)	(659,081)	(500,048)	(159,033)	32%	(589,498)	(69,583)	12%	(1,691,651)	(1,532,619)	10%
External Affairs	(27,472)	(30,129)	2,657	(9%)	(32,827)	5,355	(16%)	(117,561)	(120,516)	2,955	(2%)	(90,752)	(26,809)	30%	(369,294)	(372,249)	(1%)
Port Operations	(16,516)	(17,629)	1,112	(6%)	(52,085)	35,569	(68%)	(48,796)	(66,444)	17,648	(27%)	(204,636)	155,840	(76%)	(210,109)	(227,757)	(8%)
Railroad Operations	(43,318)	44,095	(87,414)	(198%)	(136,563)	93,245	(68%)	(63,219)	176,381	(239,601)	(136%)	(132,780)	69,560	(52%)	1,176,117	1,415,718	(17%)
Charleston Operations	20,523	39,422	(18,899)	(48%)	(90,827)	111,350	(123%)	381,580	180,601	200,979	111%	206,521	175,059	85%	150,281	(50,698)	(396%)
<b>Totals Operating Results</b>	<b>(174,704)</b>	<b>(89,283)</b>	<b>(85,421)</b>	<b>96%</b>	<b>(473,407)</b>	<b>298,703</b>	<b>(63%)</b>	<b>(507,078)</b>	<b>(330,026)</b>	<b>(177,052)</b>	<b>54%</b>	<b>(811,144)</b>	<b>304,067</b>	<b>(37%)</b>	<b>(944,657)</b>	<b>(767,605)</b>	<b>23%</b>
Tax Collected	16,730	30,832	(14,102)	(46%)	20,044	(3,314)	(17%)	68,928	71,687	(2,758)	(4%)	60,936	7,992	13%	2,422,095	2,424,854	(0%)
Financial Income	7,417	8,234	(817)	(10%)	8,646	(1,229)	(14%)	29,539	37,983	(8,444)	(22%)	42,032	(12,493)	(30%)	105,043	113,487	(7%)
Grant Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	60,000	60,000	0%
Other Income	487,615	1,075	486,540	45262%	133	487,482	366307%	491,579	4,300	487,279	11333%	9,446	482,133	5104%	500,178	12,899	3778%
<b>Total Other Income</b>	<b>511,762</b>	<b>40,141</b>	<b>471,621</b>	<b>1175%</b>	<b>28,823</b>	<b>482,939</b>	<b>1676%</b>	<b>590,046</b>	<b>113,970</b>	<b>476,076</b>	<b>418%</b>	<b>112,414</b>	<b>477,632</b>	<b>425%</b>	<b>3,087,316</b>	<b>2,611,240</b>	<b>18%</b>
Financial Expenses & Taxes	26,095	26,250	155	(1%)	119,607	93,512	(78%)	49,289	38,500	(10,789)	28%	132,416	83,127	(63%)	82,789	72,000	(15%)
Debt Service	14,139	3,392	(10,747)	317%	1,910	(12,229)	640%	73,192	72,322	(869)	1%	76,411	3,220	(4%)	1,354,005	1,353,135	(0%)
Capital Outlays	47,244	34,875	(12,369)	35%	34,676	(12,569)	36%	167,811	139,500	(28,311)	20%	290,458	122,648	(42%)	446,811	418,500	(7%)
<b>Total Other Expenses</b>	<b>87,479</b>	<b>64,517</b>	<b>(22,962)</b>	<b>36%</b>	<b>156,193</b>	<b>68,714</b>	<b>(44%)</b>	<b>290,291</b>	<b>250,322</b>	<b>(39,969)</b>	<b>16%</b>	<b>499,285</b>	<b>208,994</b>	<b>(42%)</b>	<b>1,883,604</b>	<b>1,843,635</b>	<b>2%</b>
<b>Net Result</b>	<b>249,579</b>	<b>(113,659)</b>	<b>363,238</b>	<b>320%</b>	<b>(600,777)</b>	<b>850,356</b>	<b>(142%)</b>	<b>(207,323)</b>	<b>(466,378)</b>	<b>259,055</b>	<b>56%</b>	<b>(1,198,016)</b>	<b>990,693</b>	<b>83%</b>	<b>259,055</b>	<b>0</b>	<b>-</b>

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For Period Ending Oct 2024

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	10,967	14,322	(3,354)	-23%	10,949	18	0%	43,661	57,286	(13,625)	-24%	36,051	7,610	21%	158,234	171,859	-8%
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	5,000	5,000	0	0%	5,000	0	0%	15,000	15,000	0%
4290 Other	0	46	(46)	-100%	0	0	-	0	184	(184)	-100%	0	0	-	366	550	-33%
<b>Total Operating Income</b>	<b>12,217</b>	<b>15,618</b>	<b>(3,400)</b>	<b>-22%</b>	<b>12,199</b>	<b>18</b>	<b>0%</b>	<b>48,661</b>	<b>62,470</b>	<b>(13,809)</b>	<b>-22%</b>	<b>41,051</b>	<b>7,610</b>	<b>19%</b>	<b>173,600</b>	<b>187,409</b>	<b>-7%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	42,307	58,325	16,018	27%	69,025	26,719	39%	302,196	233,299	(68,897)	-30%	292,488	(9,707)	-3%	827,346	758,449	-9%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	0	-
<b>Total Compensation</b>	<b>42,307</b>	<b>58,325</b>	<b>16,018</b>	<b>27%</b>	<b>69,025</b>	<b>26,719</b>	<b>39%</b>	<b>302,196</b>	<b>233,299</b>	<b>(68,897)</b>	<b>-30%</b>	<b>292,536</b>	<b>(9,660)</b>	<b>-3%</b>	<b>827,346</b>	<b>758,449</b>	<b>-9%</b>
5100 Federal Payroll taxes	3,163	3,959	796	20%	3,934	771	20%	14,768	15,836	1,068	7%	18,705	3,937	21%	50,413	51,481	2%
5105 State Payroll taxes	165	0	(165)	-	191	26	13%	674	0	(674)	-	835	161	19%	674	0	-
5110 Unemployment Insurance	357	916	559	61%	717	361	50%	2,137	3,662	1,525	42%	3,359	1,222	36%	10,381	11,906	13%
5115 Workers compensation	88	230	142	62%	(344)	(433)	126%	364	921	557	60%	(78)	(442)	568%	2,437	2,995	19%
<b>Total Payroll Taxes</b>	<b>3,773</b>	<b>5,105</b>	<b>1,332</b>	<b>26%</b>	<b>4,498</b>	<b>725</b>	<b>16%</b>	<b>17,943</b>	<b>20,419</b>	<b>2,476</b>	<b>12%</b>	<b>22,821</b>	<b>4,878</b>	<b>21%</b>	<b>63,906</b>	<b>66,382</b>	<b>4%</b>
5200 Medical insurance	3,363	8,184	4,821	59%	10,797	7,434	69%	24,347	32,737	8,390	26%	47,493	23,146	49%	89,820	98,210	9%
5205 Dental insurance	551	980	428	44%	895	343	38%	3,161	3,919	757	19%	3,827	666	17%	10,998	11,756	6%
5215 Term life insurance	50	88	38	43%	102	52	51%	267	350	83	24%	489	222	45%	967	1,050	8%
5220 Long Term Disability insurance	218	386	167	43%	364	145	40%	919	1,542	623	40%	1,629	710	44%	4,004	4,627	13%
5225 PERS Employer Contributions	8,954	12,213	3,259	27%	14,840	5,886	40%	35,879	48,852	12,973	27%	64,389	28,510	44%	145,842	158,815	8%
5230 PERS Employee Contributions	2,430	3,314	884	27%	3,956	1,527	39%	9,736	13,257	3,520	27%	16,614	6,878	41%	39,577	43,098	8%
5295 Allocations	0	(189)	(189)	100%	0	0	-	0	(756)	(756)	100%	0	0	-	(1,702)	(2,458)	31%
<b>Total Insured Benefits</b>	<b>15,566</b>	<b>24,975</b>	<b>9,408</b>	<b>38%</b>	<b>30,954</b>	<b>15,388</b>	<b>50%</b>	<b>74,309</b>	<b>99,900</b>	<b>25,590</b>	<b>26%</b>	<b>134,441</b>	<b>60,132</b>	<b>45%</b>	<b>289,506</b>	<b>315,097</b>	<b>8%</b>
<b>Total Personnel Services</b>	<b>61,646</b>	<b>88,404</b>	<b>26,758</b>	<b>30%</b>	<b>104,478</b>	<b>42,831</b>	<b>41%</b>	<b>394,448</b>	<b>353,618</b>	<b>(40,830)</b>	<b>-12%</b>	<b>449,798</b>	<b>55,350</b>	<b>12%</b>	<b>1,180,758</b>	<b>1,139,928</b>	<b>-4%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	679	679	100%	0	0	-	325	2,717	2,392	88%	10,771	10,446	97%	5,758	8,150	29%
6010 Educational reimbursement	0	0	0	-	0	0	-	0	0	0	-	1,104	1,104	100%	0	0	-
<b>Total Staff Training</b>	<b>0</b>	<b>679</b>	<b>679</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>325</b>	<b>2,717</b>	<b>2,392</b>	<b>88%</b>	<b>11,875</b>	<b>11,550</b>	<b>97%</b>	<b>5,758</b>	<b>8,150</b>	<b>29%</b>
6020 Travel - airfare	0	167	167	100%	0	0	-	0	667	667	100%	0	0	-	1,333	2,000	33%
6025 Travel - lodging & transportation	0	208	208	100%	250	250	100%	163	833	670	80%	250	87	35%	1,830	2,500	27%
6030 Travel - Per Diem & mileage reimbursement	36	250	214	86%	19	(17)	-87%	269	1,000	731	73%	518	249	48%	2,269	3,000	24%
6035 Meals & Entertainment	0	167	167	100%	469	469	100%	0	667	667	100%	1,171	1,171	100%	1,333	2,000	33%
<b>Total Travel &amp; Entertainment</b>	<b>36</b>	<b>792</b>	<b>756</b>	<b>96%</b>	<b>738</b>	<b>703</b>	<b>95%</b>	<b>433</b>	<b>3,167</b>	<b>2,734</b>	<b>86%</b>	<b>1,940</b>	<b>1,508</b>	<b>78%</b>	<b>6,766</b>	<b>9,500</b>	<b>29%</b>

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Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	179	433	254	59%	525	345	66%	1,026	1,733	707	41%	4,139	3,113	75%	4,493	5,200	14%
6055 Kitchen supplies	159	92	(67)	-73%	216	57	26%	774	367	(408)	-111%	668	(106)	-16%	1,508	1,100	-37%
6060 IT supplies	0	583	583	100%	0	0	-	52	2,333	2,282	98%	270	218	81%	4,718	7,000	33%
6070 Postage & courier services	400	333	(67)	-20%	400	0	0%	1,200	1,333	133	10%	1,200	0	0%	3,867	4,000	3%
6085 Office equipment lease	0	154	154	100%	0	0	-	462	616	154	25%	462	0	0%	1,693	1,847	8%
6087 Office equipment repairs & maintenance	0	375	375	100%	659	659	100%	349	1,500	1,151	77%	1,156	807	70%	3,349	4,500	26%
6090 IT SW subscriptions & licenses	14,256	10,373	(3,883)	-37%	13,243	(1,014)	-8%	57,079	41,493	(15,586)	-38%	54,477	(2,602)	-5%	140,066	124,480	-13%
6095 Commission expenses	384	640	256	40%	0	(384)	-	645	2,560	1,915	75%	378	(267)	-71%	5,765	7,680	25%
<b>Total Office Expense</b>	<b>15,378</b>	<b>12,984</b>	<b>(2,394)</b>	<b>-18%</b>	<b>15,042</b>	<b>(336)</b>	<b>-2%</b>	<b>61,587</b>	<b>51,935</b>	<b>(9,651)</b>	<b>-19%</b>	<b>62,750</b>	<b>1,163</b>	<b>2%</b>	<b>165,458</b>	<b>155,807</b>	<b>-6%</b>
6100 Telephone - landline	418	417	(2)	0%	452	34	8%	1,845	1,667	(178)	-11%	1,752	(93)	-5%	5,178	5,000	-4%
6105 Telephone - mobile	388	555	167	30%	890	502	56%	2,082	2,220	138	6%	3,267	1,185	36%	6,522	6,660	2%
6110 Internet services	292	650	357	55%	633	340	54%	1,645	2,599	954	37%	2,489	844	34%	6,843	7,796	12%
6130 Electricity	804	812	8	1%	710	(94)	-13%	3,176	3,714	538	14%	3,247	72	2%	15,022	15,560	3%
6135 Water/Sewer	238	250	12	5%	225	(13)	-6%	880	857	(23)	-3%	773	(108)	-14%	3,023	3,000	-1%
6140 Garbage/Sanitation Collection	0	310	310	100%	287	287	100%	649	1,240	591	48%	1,146	497	43%	3,129	3,720	16%
<b>Total Utilities</b>	<b>2,141</b>	<b>2,993</b>	<b>853</b>	<b>28%</b>	<b>3,196</b>	<b>1,055</b>	<b>33%</b>	<b>10,277</b>	<b>12,297</b>	<b>2,020</b>	<b>16%</b>	<b>12,673</b>	<b>2,396</b>	<b>19%</b>	<b>39,716</b>	<b>41,736</b>	<b>5%</b>
6205 Janitorial services	882	1,017	135	13%	840	(42)	-5%	3,528	4,067	539	13%	3,360	(168)	-5%	11,661	12,200	4%
6215 Payroll services	619	727	108	15%	646	27	4%	2,046	2,461	414	17%	2,186	140	6%	8,586	9,000	5%
6245 Legal advertising	0	167	167	100%	0	0	-	78	667	589	88%	0	(78)	-	1,411	2,000	29%
6250 Legal services	13,894	8,333	(5,561)	-67%	13,209	(685)	-5%	30,032	33,333	3,301	10%	29,159	(873)	-3%	96,699	100,000	3%
6255 Auditing	18,900	10,714	(8,186)	-76%	27,000	8,100	30%	24,255	42,857	18,602	43%	34,800	10,545	30%	56,398	75,000	25%
6260 Consulting services	0	6,327	6,327	100%	0	0	-	161,076	25,307	(135,769)	-536%	(2)	(161,077)	10738493%	211,689	75,920	-179%
6290 Commercial insurance	2,769	2,769	0	0%	2,431	(338)	-14%	11,074	11,074	0	0%	10,696	(378)	-4%	33,528	33,528	0%
<b>Total Professional Services</b>	<b>37,064</b>	<b>30,053</b>	<b>(7,010)</b>	<b>-23%</b>	<b>44,126</b>	<b>7,062</b>	<b>16%</b>	<b>232,089</b>	<b>119,765</b>	<b>(112,324)</b>	<b>-94%</b>	<b>80,199</b>	<b>(151,890)</b>	<b>-189%</b>	<b>419,972</b>	<b>307,648</b>	<b>-37%</b>
6315 Advertising	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
6351 Awards & Recognitions	3,713	663	(3,050)	-460%	3,713	0	0%	3,713	2,650	(1,063)	-40%	3,823	110	3%	9,013	7,950	-13%
<b>Total Marketing Expense</b>	<b>3,713</b>	<b>704</b>	<b>(3,008)</b>	<b>-427%</b>	<b>3,713</b>	<b>0</b>	<b>0%</b>	<b>3,713</b>	<b>2,817</b>	<b>(896)</b>	<b>-32%</b>	<b>3,823</b>	<b>110</b>	<b>3%</b>	<b>9,346</b>	<b>8,450</b>	<b>-11%</b>
6400 Small equipment & tools	0	42	42	100%	0	0	-	63	167	104	62%	853	791	93%	396	500	21%
6405 Safety/hazardous materials	0	22	22	100%	0	0	-	0	87	87	100%	676	676	100%	173	260	33%
6420 Janitorial supplies	131	125	(6)	-5%	381	251	66%	260	500	240	48%	634	374	59%	1,260	1,500	16%
6425 Operational supplies	6	42	36	86%	0	(6)	-	341	167	(175)	-105%	93	(248)	-267%	675	500	-35%
<b>Total Operational Expense</b>	<b>137</b>	<b>230</b>	<b>93</b>	<b>41%</b>	<b>381</b>	<b>245</b>	<b>64%</b>	<b>665</b>	<b>920</b>	<b>255</b>	<b>28%</b>	<b>2,257</b>	<b>1,592</b>	<b>71%</b>	<b>2,505</b>	<b>2,760</b>	<b>9%</b>

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Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	0	0	0	-	48	48	100%	0	0	-
6505 Repairs & maintenance vehicles	0	0	0	-	136	136	100%	17	0	(17)	-	354	336	95%	17	0	-
6510 Repairs & maintenance buildings	0	1,462	1,462	100%	1,372	1,372	100%	4,037	5,847	1,809	31%	4,653	615	13%	15,731	17,540	10%
6580 Permits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	200	200	0%
<b>Total Repair and Maintenance</b>	<b>25</b>	<b>1,487</b>	<b>1,462</b>	<b>98%</b>	<b>1,630</b>	<b>1,605</b>	<b>98%</b>	<b>4,207</b>	<b>5,947</b>	<b>1,740</b>	<b>29%</b>	<b>5,234</b>	<b>1,028</b>	<b>20%</b>	<b>16,300</b>	<b>18,040</b>	<b>10%</b>
6599 Budget Contingency	0	2,334	2,334	100%	0	0	-	0	9,336	9,336	100%	0	0	-	18,673	28,009	33%
<b>Total Goods &amp; Services</b>	<b>58,492</b>	<b>52,257</b>	<b>(6,235)</b>	<b>-12%</b>	<b>68,826</b>	<b>10,334</b>	<b>15%</b>	<b>313,294</b>	<b>208,901</b>	<b>(104,393)</b>	<b>-50%</b>	<b>180,751</b>	<b>(132,543)</b>	<b>-73%</b>	<b>684,493</b>	<b>580,100</b>	<b>-18%</b>
<b>Total Expenses</b>	<b>120,138</b>	<b>140,661</b>	<b>20,523</b>	<b>15%</b>	<b>173,303</b>	<b>53,165</b>	<b>31%</b>	<b>707,742</b>	<b>562,518</b>	<b>(145,224)</b>	<b>-26%</b>	<b>630,549</b>	<b>(77,194)</b>	<b>-12%</b>	<b>1,865,251</b>	<b>1,720,027</b>	<b>-8%</b>
<b>Operating Results</b>	<b>(107,921)</b>	<b>(125,043)</b>	<b>17,122</b>	<b>-14%</b>	<b>(161,104)</b>	<b>53,183</b>	<b>-33%</b>	<b>(659,081)</b>	<b>(500,048)</b>	<b>(159,033)</b>	<b>32%</b>	<b>(589,498)</b>	<b>(69,583)</b>	<b>12%</b>	<b>(1,691,651)</b>	<b>(1,532,618.54)</b>	<b>10%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	10,861	13,727	(2,867)	-21%	13,355	(2,494)	-19%	43,942	42,002	1,941	5%	41,104	2,839	7%	2,050,795	2,048,854	0%
4410 Property Taxes - Prior Years	5,870	6,105	(235)	-4%	6,317	(448)	-7%	24,389	18,685	5,704	31%	19,334	5,055	26%	55,704	50,000	11%
4470 Property Taxes - Sublet Facilities	0	11,000	(11,000)	-100%	0	0	-	0	11,000	(11,000)	-100%	0	0	-	0	11,000	-100%
4505 Interest - Bank	43	860	(817)	-95%	1,272	(1,229)	-97%	43	8,488	(8,444)	-99%	12,536	(12,493)	-100%	16,556	25,000	-34%
4506 Interest - Southport Note	1,335	1,335	0	0%	1,513	(178)	-12%	5,431	5,431	0	0%	6,141	(710)	-12%	15,565	15,565	0%
4515 Principal Repayment - Southport Note	6,039	6,039	0	0%	5,861	178	3%	24,065	24,065	0	0%	23,355	710	3%	72,922	72,922	0%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	50,000	50,000	0%
4805 Transfer - GF	73,132	0	73,132	-	0	73,132	-	73,132	0	73,132	-	0	73,132	-	73,132	0	-
4905 Other	47	0	47	-	133	(86)	-65%	796	0	796	-	233	563	241%	796	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	8,537	(8,537)	-100%	0	0	-
<b>Total Other Income</b>	<b>97,326</b>	<b>39,066</b>	<b>58,260</b>	<b>149%</b>	<b>28,451</b>	<b>68,875</b>	<b>242%</b>	<b>171,797</b>	<b>109,670</b>	<b>62,128</b>	<b>57%</b>	<b>111,240</b>	<b>60,557</b>	<b>54%</b>	<b>2,335,468</b>	<b>2,273,341</b>	<b>3%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6710 Reimbursable Expenses	0	0	0	-	103,302	103,302	100%	0	0	0	-	103,302	103,302	100%	0	0	-
6720 Property Tax - Sublet Facilities	9,970	11,000	1,031	9%	0	(9,970)	-	9,970	11,000	1,031	9%	0	(9,970)	-	9,970	11,000	9%
6740 Merchant fees	0	0	0	-	3,703	3,703	100%	0	0	0	-	14,571	14,571	100%	0	0	-
6745 Banking fees	284	333	50	15%	701	417	60%	974	1,333	359	27%	1,605	631	39%	3,641	4,000	9%
6755 Insurance Claims	0	0	0	-	1,002	1,002	100%	0	0	0	-	2,002	2,002	100%	0	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>10,253</b>	<b>11,333</b>	<b>1,080</b>	<b>10%</b>	<b>108,707</b>	<b>98,454</b>	<b>91%</b>	<b>10,944</b>	<b>12,333</b>	<b>1,390</b>	<b>11%</b>	<b>121,480</b>	<b>110,537</b>	<b>91%</b>	<b>13,610</b>	<b>15,000</b>	<b>9%</b>
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	120,000	120,000	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	66,529	66,529	0%
8010 CIP Buildings	0	3,208	3,208	100%	3,298	3,298	100%	0	12,833	12,833	100%	3,298	3,298	100%	25,667	38,500	33%
<b>Total Debt Services &amp; Capital Expenses</b>	<b>0</b>	<b>3,208</b>	<b>3,208</b>	<b>100%</b>	<b>3,298</b>	<b>3,298</b>	<b>100%</b>	<b>0</b>	<b>12,833</b>	<b>12,833</b>	<b>100%</b>	<b>3,298</b>	<b>3,298</b>	<b>100%</b>	<b>212,195</b>	<b>225,029</b>	<b>6%</b>
<b>Total Other Expenses</b>	<b>10,253</b>	<b>14,542</b>	<b>4,289</b>	<b>29%</b>	<b>112,005</b>	<b>101,752</b>	<b>91%</b>	<b>10,944</b>	<b>25,167</b>	<b>14,223</b>	<b>57%</b>	<b>124,778</b>	<b>113,835</b>	<b>91%</b>	<b>225,805</b>	<b>240,029</b>	<b>6%</b>
<b>Net Other Income</b>	<b>87,073</b>	<b>24,525</b>	<b>62,548</b>	<b>255%</b>	<b>(83,554)</b>	<b>170,626</b>	<b>-204%</b>	<b>160,854</b>	<b>84,503</b>	<b>76,351</b>	<b>90%</b>	<b>(13,538)</b>	<b>174,392</b>	<b>-1288%</b>	<b>2,109,663</b>	<b>2,033,312</b>	<b>4%</b>
<b>Net Result</b>	<b>(20,848)</b>	<b>(100,519)</b>	<b>79,671</b>	<b>-79%</b>	<b>(244,658)</b>	<b>223,810</b>	<b>-91%</b>	<b>(498,227)</b>	<b>(415,545)</b>	<b>(82,682)</b>	<b>20%</b>	<b>(603,036)</b>	<b>104,809</b>	<b>-17%</b>	<b>418,012</b>	<b>500,694</b>	<b>-17%</b>



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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	19,073	29,474	(10,401)	-35%	24,028	(4,955)	-21%	76,077	117,898	(41,820)	-35%	99,087	(23,009)	-23%	311,873	353,693	-12%
4100 Annual Moorage	43,092	58,623	(15,531)	-26%	40,837	2,255	6%	139,946	194,999	(55,053)	-28%	135,836	4,110	3%	510,622	565,675	-10%
4105 Semi-Annual Moorage	26,635	21,726	4,909	23%	21,444	5,191	24%	70,102	46,448	23,654	51%	45,845	24,257	53%	184,164	160,510	15%
4110 Monthly Moorage	11,720	16,582	(4,862)	-29%	11,651	69	1%	58,070	81,077	(23,007)	-28%	56,969	1,101	2%	196,993	220,000	-10%
4115 Transient Moorage	12,852	14,769	(1,916)	-13%	18,433	(5,581)	-30%	67,414	61,630	5,784	9%	76,922	(9,508)	-12%	126,784	121,000	5%
4118 Work Dock	6,183	6,466	(282)	-4%	8,086	(1,903)	-24%	21,435	13,335	8,100	61%	16,677	4,758	29%	59,717	51,617	16%
4120 Metered Utilities	123	0	123	-	0	123	-	425	0	425	-	0	425	-	425	0	-
4125 Launch Ramp	3,154	3,408	(253)	-7%	3,083	71	2%	26,770	22,105	4,664	21%	19,999	6,771	34%	52,910	48,246	10%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	67	(67)	-100%	0	0	-	133	200	-33%
4135 Storage Yard	4,139	6,204	(2,065)	-33%	5,485	(1,346)	-25%	16,216	26,432	(10,216)	-39%	23,368	(7,152)	-31%	45,856	56,072	-18%
4140 Storage Unit	19,665	19,433	232	1%	17,795	1,870	11%	78,840	79,605	(765)	-1%	72,894	5,946	8%	234,855	235,620	0%
4145 Long Term Boat Storage	11,729	12,067	(338)	-3%	11,343	386	3%	47,085	45,552	1,533	3%	42,817	4,268	10%	141,893	140,360	1%
4150 Short Term Boat Storage	6,911	2,765	4,146	150%	2,893	4,018	139%	23,780	11,764	12,016	102%	12,306	11,474	93%	60,655	48,639	25%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	90	333	(244)	-73%	245	(155)	-63%	756	1,000	-24%
4165 Space Rents	20,229	26,763	(6,534)	-24%	27,310	(7,082)	-26%	197,744	215,315	(17,571)	-8%	219,723	(21,978)	-10%	340,456	358,027	-5%
4173 Laundry	424	317	107	34%	257	167	65%	1,664	2,145	(481)	-22%	1,751	(87)	-5%	2,819	3,300	-15%
4175 Propane	340	995	(656)	-66%	833	(493)	-59%	2,026	4,025	(1,999)	-50%	3,367	(1,341)	-40%	8,561	10,560	-19%
4180 Merchandise	0	8	(8)	-100%	14	(14)	-100%	21	33	(13)	-38%	315	(294)	-93%	87	100	-13%
4190 Ice	32,200	6,577	25,623	390%	7,701	24,499	318%	238,424	94,805	143,619	151%	111,011	127,413	115%	343,619	200,000	72%
4200 Boat Lifts	5,198	8,962	(3,764)	-42%	7,339	(2,141)	-29%	26,675	16,604	10,071	61%	13,597	13,078	96%	63,421	53,350	19%
4230 Environmental Fee	4,705	4,267	438	10%	4,608	96	2%	18,200	12,333	5,868	48%	13,320	4,881	37%	48,661	42,793	14%
4235 Customer Discounts	(10)	0	(10)	-	0	(10)	-	(335)	0	(335)	-	(1,562)	1,226	-79%	(335)	0	-
4290 Other	9,052	27,853	(18,801)	-67%	7,159	1,893	26%	57,464	81,994	(24,531)	-30%	21,075	36,388	173%	229,929	254,460	-10%
4295 Bad Debt Expense	(77,975)	0	(77,975)	-	(34,000)	(43,975)	129%	(77,975)	(25,500)	(52,475)	206%	(34,000)	(43,975)	129%	(154,475)	(102,000)	51%
<b>Total Operating Income</b>	<b>159,440</b>	<b>267,359</b>	<b>(107,919)</b>	<b>-40%</b>	<b>186,300</b>	<b>(26,860)</b>	<b>-14%</b>	<b>1,090,159</b>	<b>1,102,999</b>	<b>(12,840)</b>	<b>-1%</b>	<b>951,562</b>	<b>138,597</b>	<b>15%</b>	<b>2,810,382</b>	<b>2,823,222</b>	<b>0%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	52,996	61,108	8,112	13%	39,620	(13,376)	-34%	219,682	244,433	24,752	10%	158,486	(61,196)	-39%	769,896	794,647	3%
5010 Other compensation	525	0	(525)	-	275	(250)	-91%	2,450	0	(2,450)	-	4,827	2,377	49%	2,450	0	-
5015 Overtime	4,343	1,466	(2,877)	-196%	214	(4,129)	-1926%	8,540	5,863	(2,677)	-46%	5,540	(3,000)	-54%	21,737	19,060	-14%
<b>Total Compensation</b>	<b>57,864</b>	<b>62,574</b>	<b>4,710</b>	<b>8%</b>	<b>40,110</b>	<b>(17,754)</b>	<b>-44%</b>	<b>230,672</b>	<b>250,296</b>	<b>19,625</b>	<b>8%</b>	<b>168,852</b>	<b>(61,819)</b>	<b>-37%</b>	<b>794,082</b>	<b>813,707</b>	<b>2%</b>
5100 Federal Payroll taxes	4,354	4,787	433	9%	3,019	(1,335)	-44%	17,317	19,148	1,831	10%	12,818	(4,499)	-35%	60,418	62,249	3%
5105 State Payroll taxes	228	0	(228)	-	158	(70)	-44%	905	0	(905)	-	670	(235)	-35%	905	0	-
5110 Unemployment Insurance	1,363	1,774	411	23%	902	(460)	-51%	6,094	7,095	1,001	14%	3,882	(2,212)	-57%	22,065	23,066	4%
5115 Workers compensation	1,676	4,162	2,487	60%	(8,730)	(10,405)	119%	6,698	16,649	9,951	60%	(4,282)	(10,980)	256%	44,174	54,126	18%
<b>Total Payroll Taxes</b>	<b>7,620</b>	<b>10,723</b>	<b>3,103</b>	<b>29%</b>	<b>(4,651)</b>	<b>(12,271)</b>	<b>264%</b>	<b>31,014</b>	<b>42,892</b>	<b>11,878</b>	<b>28%</b>	<b>13,088</b>	<b>(17,926)</b>	<b>-137%</b>	<b>127,563</b>	<b>139,441</b>	<b>9%</b>
5200 Medical insurance	20,207	19,726	(480)	-2%	9,696	(10,510)	-108%	76,587	78,905	2,318	3%	50,514	(26,073)	-52%	234,397	236,715	1%
5205 Dental insurance	1,386	1,554	168	11%	655	(731)	-112%	5,321	6,215	895	14%	3,330	(1,990)	-60%	17,751	18,646	5%
5215 Term life insurance	213	200	(13)	-6%	74	(139)	-188%	788	800	13	2%	486	(301)	-62%	2,388	2,400	1%
5220 Long Term Disability insurance	423	414	(9)	-2%	132	(290)	-219%	1,607	1,655	47	3%	962	(646)	-67%	4,916	4,964	1%
5225 PERS Employer Contributions	13,348	14,103	754	5%	4,758	(8,590)	-181%	52,487	56,410	3,923	7%	21,749	(30,737)	-141%	179,465	183,388	2%
5230 PERS Employee Contributions	3,550	3,754	205	5%	1,291	(2,258)	-175%	13,953	15,018	1,065	7%	5,873	(8,080)	-138%	47,758	48,822	2%
5295 Allocations	(35,265)	(8,832)	26,433	-299%	0	35,265	-	(40,700)	(35,328)	5,372	-15%	0	40,700	-	(120,222)	(114,851)	-5%
<b>Total Insured Benefits</b>	<b>3,860</b>	<b>30,919</b>	<b>27,059</b>	<b>88%</b>	<b>16,607</b>	<b>12,748</b>	<b>77%</b>	<b>110,042</b>	<b>123,675</b>	<b>13,633</b>	<b>11%</b>	<b>82,915</b>	<b>(27,127)</b>	<b>-33%</b>	<b>366,452</b>	<b>380,085</b>	<b>4%</b>



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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Total Personnel Services</b>	69,344	104,216	34,872	33%	52,067	(17,278)	-33%	371,728	416,863	45,135	11%	264,855	(106,873)	-40%	1,288,097	1,333,232	3%
<b>Goods &amp; Services</b>																	
6005 Seminars & training	65	108	43	40%	0	(65)	-	65	433	368	85%	0	(65)	-	932	1,300	28%
<b>Total Staff Training</b>	65	108	43	40%	0	(65)	-	65	433	368	85%	0	(65)	-	932	1,300	28%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
6030 Travel - Per Diem & mileage reimbursement	0	75	75	100%	0	0	-	0	300	300	100%	0	0	-	600	900	33%
6035 Meals & Entertainment	41	70	29	41%	150	109	73%	86	278	192	69%	150	64	43%	643	835	23%
<b>Total Travel &amp; Entertainment</b>	41	228	187	82%	150	109	73%	86	912	826	91%	150	64	43%	1,909	2,735	30%
6050 Office supplies	59	0	(59)	-	0	(59)	-	421	0	(421)	-	194	(227)	-117%	421	0	-
6055 Kitchen supplies	113	45	(68)	-153%	130	17	13%	525	178	(347)	-195%	822	296	36%	881	534	-65%
6060 IT supplies	0	0	0	-	0	0	-	661	0	(661)	-	0	(661)	-	661	0	-
6070 Postage & courier services	0	13	13	100%	66	66	100%	15	50	35	71%	132	117	89%	115	150	24%
6090 IT SW subscriptions & licenses	0	4,312	4,312	100%	0	0	-	0	17,248	17,248	100%	0	0	-	34,496	51,744	33%
<b>Total Office Expense</b>	171	4,419	4,248	96%	196	24	12%	1,621	17,676	16,055	91%	1,147	(474)	-41%	36,973	53,028	30%
6100 Telephone - landline	267	265	(2)	-1%	259	(8)	-3%	1,059	1,060	1	0%	1,009	(49)	-5%	3,179	3,180	0%
6105 Telephone - mobile	453	600	147	24%	505	52	10%	1,927	2,400	473	20%	2,056	129	6%	6,727	7,200	7%
6110 Internet services	2,034	2,010	(24)	-1%	1,949	(85)	-4%	8,230	8,040	(190)	-2%	7,715	(515)	-7%	24,310	24,120	-1%
6115 Cable TV	0	954	954	100%	931	931	100%	2,805	3,815	1,010	26%	3,706	901	24%	10,435	11,444	9%
6130 Electricity	23,115	18,964	(4,151)	-22%	17,365	(5,749)	-33%	88,120	78,968	(9,152)	-12%	72,076	(16,045)	-22%	292,192	283,040	-3%
6131 Propane - Operations	90	230	140	61%	161	70	44%	478	1,216	738	61%	849	371	44%	1,262	2,000	37%
6135 Water/Sewer	9,146	9,178	33	0%	10,778	1,633	15%	38,572	44,884	6,312	14%	52,795	14,223	27%	94,551	100,862	6%
6140 Garbage/Sanitation Collection	9,606	8,344	(1,262)	-15%	9,154	(452)	-5%	34,632	33,377	(1,255)	-4%	33,176	(1,456)	-4%	101,387	100,131	-1%
6145 Hazardous material disposal	285	653	368	56%	270	(15)	-6%	1,275	2,610	1,335	51%	1,330	55	4%	6,495	7,830	17%
6150 Derelict boat disposal	0	4,167	4,167	100%	0	0	-	0	16,667	16,667	100%	0	0	-	33,333	50,000	33%
6155 Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	360	360	100%	0	1,167	1,167	100%	360	360	100%	2,333	3,500	33%
<b>Total Utilities</b>	44,996	45,656	660	1%	41,732	(3,263)	-8%	177,098	194,203	17,105	9%	175,072	(2,026)	-1%	576,203	593,308	3%
6200 Temporary/Contract help	1,640	1,300	(340)	-26%	3,720	2,080	56%	4,920	5,200	280	5%	6,200	1,280	21%	15,320	15,600	2%
6205 Janitorial services	0	0	0	-	32	32	100%	33	0	(33)	-	216	183	85%	33	0	-
6210 Vending machine services	125	158	33	21%	125	0	0%	638	633	(5)	-1%	500	(138)	-28%	1,905	1,900	0%
6245 Legal advertising	144	250	106	42%	0	(144)	-	380	1,000	620	62%	0	(380)	-	2,380	3,000	21%
6260 Consulting services	800	348	(453)	-130%	374	(426)	-114%	1,604	1,390	(214)	-15%	1,501	(103)	-7%	4,384	4,170	-5%
6290 Commercial insurance	10,188	10,188	0	0%	9,132	(1,057)	-12%	40,752	40,752	0	0%	36,526	(4,226)	-12%	136,672	136,672	0%
<b>Total Professional Services</b>	12,897	12,244	(653)	-5%	13,383	485	4%	48,328	48,976	648	1%	45,183	(3,145)	-7%	160,694	161,342	0%
6400 Small equipment & tools	4,282	1,713	(2,569)	-150%	480	(3,802)	-792%	5,506	6,850	1,344	20%	9,075	3,569	39%	19,206	20,550	7%
6405 Safety/hazardous materials	93	83	(10)	-12%	0	(93)	-	842	333	(509)	-153%	252	(590)	-234%	1,509	1,000	-51%
6410 Signage	0	42	42	100%	0	0	-	129	167	38	23%	0	(129)	-	462	500	8%
6415 Clothing	0	544	544	100%	453	453	100%	0	2,175	2,175	100%	818	818	100%	4,350	6,525	33%
6420 Janitorial supplies	301	875	574	66%	69	(232)	-336%	3,015	3,500	485	14%	3,082	66	2%	10,015	10,500	5%
6425 Operational supplies	606	1,833	1,228	67%	2,472	1,866	75%	6,281	7,333	1,053	14%	22,386	16,105	72%	20,947	22,000	5%
6430 Equipment Rental	0	2,000	2,000	100%	0	0	-	0	8,000	8,000	100%	2,302	2,302	100%	16,000	24,000	33%
6450 Fuel - Gas	0	1,000	1,000	100%	1,782	1,782	100%	1,204	4,000	2,796	70%	3,841	2,636	69%	9,204	12,000	23%
6455 Fuel - Diesel	1,121	558	(563)	-101%	1,287	166	13%	1,619	2,233	615	28%	2,136	517	24%	6,085	6,700	9%
6481 Propane - Retail	200	735	535	73%	866	665	77%	1,206	2,010	804	40%	2,363	1,157	49%	4,196	5,000	16%
6485 Retail items	0	0	0	-	0	0	-	0	0	0	-	62	62	100%	0	0	-
<b>Total Operational Expense</b>	6,603	9,383	2,780	30%	7,408	806	11%	19,802	36,602	16,800	46%	46,315	26,513	57%	91,975	108,775	15%

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

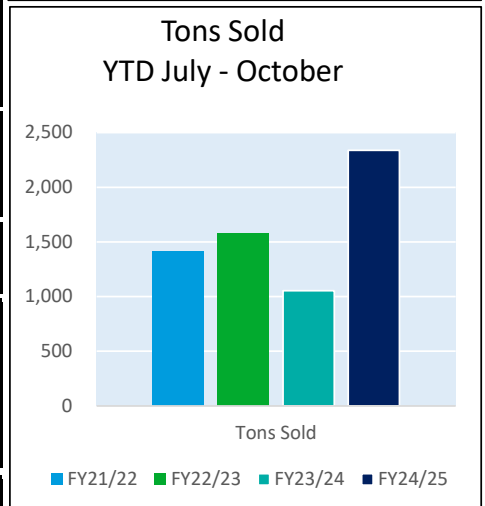
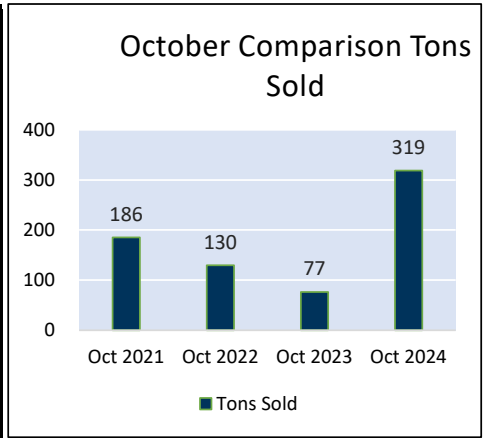
Location: All

Budget: Adopted



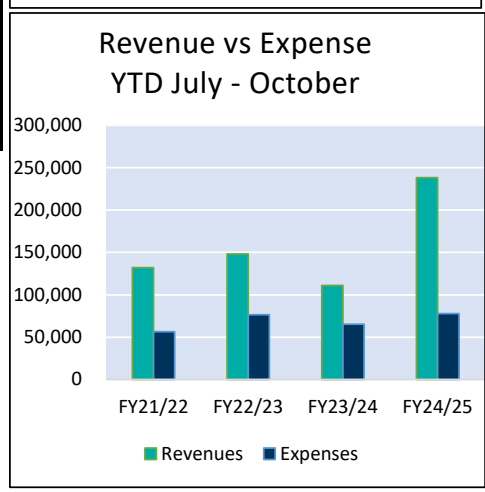
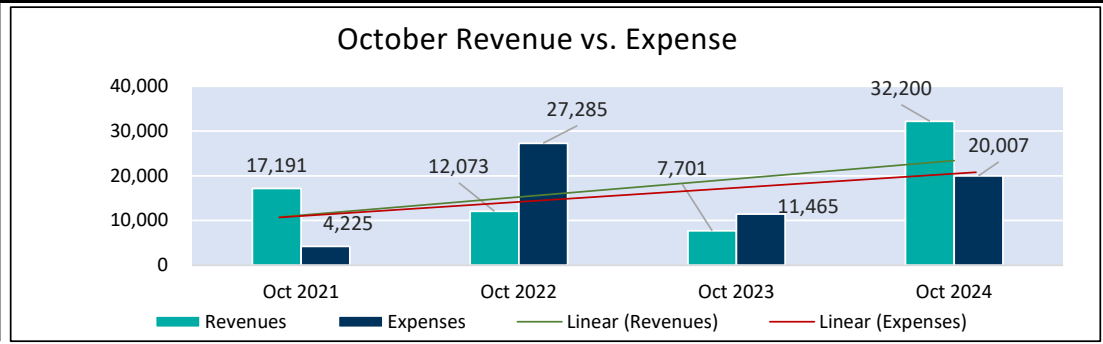
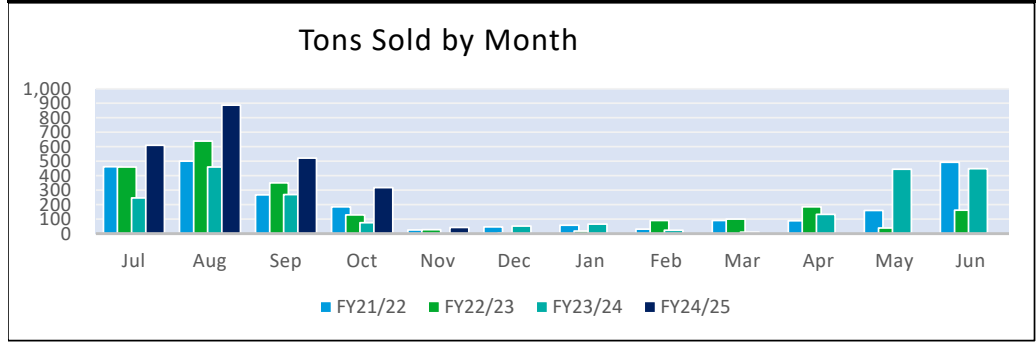
Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	3,968	4,917	949	19%	5,934	1,966	33%	8,651	19,667	11,016	56%	18,095	9,444	52%	47,984	59,000	19%
6505 Repairs & maintenance vehicles	576	1,458	883	61%	158	(418)	-265%	5,149	5,833	684	12%	1,997	(3,152)	-158%	16,816	17,500	4%
6510 Repairs & maintenance buildings	123	2,167	2,044	94%	3,471	3,349	96%	3,466	8,667	5,201	60%	15,279	11,813	77%	20,799	26,000	20%
6515 Repairs & maintenance land improvements	81	2,417	2,336	97%	257	176	69%	414	9,667	9,252	96%	1,157	742	64%	19,748	29,000	32%
6520 Repairs & maintenance docks	45	11,075	11,030	100%	2,374	2,329	98%	8,328	44,300	35,972	81%	21,796	13,468	62%	96,928	132,900	27%
6540 Marina dredging	0	25,833	25,833	100%	150,000	150,000	100%	60,000	103,333	43,333	42%	150,000	90,000	60%	266,667	310,000	14%
6575 Waterway Leases	0	3,167	3,167	100%	0	0	-	1,315	12,667	11,351	90%	1,277	(38)	-3%	26,649	38,000	30%
6580 Permits	0	650	650	100%	0	0	-	2,518	2,600	82	3%	2,717	199	7%	7,718	7,800	1%
<b>Total Repair and Maintenance</b>	<b>4,801</b>	<b>51,683</b>	<b>46,883</b>	<b>91%</b>	<b>162,193</b>	<b>157,393</b>	<b>97%</b>	<b>89,850</b>	<b>206,733</b>	<b>116,883</b>	<b>57%</b>	<b>212,318</b>	<b>122,468</b>	<b>58%</b>	<b>503,317</b>	<b>620,200</b>	<b>19%</b>
<b>Total Goods &amp; Services</b>	<b>69,573</b>	<b>123,721</b>	<b>54,148</b>	<b>44%</b>	<b>225,061</b>	<b>155,488</b>	<b>69%</b>	<b>336,851</b>	<b>505,535</b>	<b>168,684</b>	<b>33%</b>	<b>480,186</b>	<b>143,335</b>	<b>30%</b>	<b>1,372,004</b>	<b>1,540,688</b>	<b>11%</b>
<b>Total Expenses</b>	<b>138,917</b>	<b>227,937</b>	<b>89,020</b>	<b>39%</b>	<b>277,128</b>	<b>138,210</b>	<b>50%</b>	<b>708,578</b>	<b>922,398</b>	<b>213,819</b>	<b>23%</b>	<b>745,041</b>	<b>36,463</b>	<b>5%</b>	<b>2,660,101</b>	<b>2,873,920</b>	<b>7%</b>
<b>Operating Results</b>	<b>20,523</b>	<b>39,422</b>	<b>(18,899)</b>	<b>-48%</b>	<b>(90,827)</b>	<b>111,350</b>	<b>-123%</b>	<b>381,580</b>	<b>180,601</b>	<b>200,979</b>	<b>111%</b>	<b>206,521</b>	<b>175,059</b>	<b>85%</b>	<b>150,281</b>	<b>(50,698)</b>	<b>-396%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4450 Lodging Tax	0	0	0	-	372	(372)	-100%	597	0	597	-	498	99	20%	597	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
4805 Transfer - GF	10,077	0	10,077	-	0	10,077	-	10,229	0	10,229	-	0	10,229	-	10,229	0	-
4905 Other	1,259	1,075	184	17%	0	1,259	-	1,959	4,300	(2,341)	-54%	676	1,283	190%	10,558	12,899	-18%
<b>Total Other Income</b>	<b>11,336</b>	<b>1,075</b>	<b>10,261</b>	<b>955%</b>	<b>372</b>	<b>10,964</b>	<b>2945%</b>	<b>12,785</b>	<b>4,300</b>	<b>8,485</b>	<b>197%</b>	<b>1,174</b>	<b>11,611</b>	<b>989%</b>	<b>26,385</b>	<b>17,899</b>	<b>47%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	11,727.20	12,000.00	272.80	2%	10,900.39	(826.81)	-8%	11,727.20	12,000.00	272.80	2%	10,900	(827)	-8%	11,727.20	12,000.00	2%
6740 Merchant fees	4,115.03	2,916.67	(1,198.36)	-41%	-	(4,115.03)	-	15,463.05	11,666.68	(3,796.37)	-33%	0	(15,463)	-	38,796.37	35,000.00	-11%
6745 Banking fees	-	-	-	-	-	-	-	-	-	-	-	35	35	100%	-	-	-
6750 Fines & Penalties	-	-	-	-	-	-	-	12.50	-	(12.50)	-	0	(13)	-	12.50	-	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>15,842.23</b>	<b>14,916.67</b>	<b>(925.56)</b>	<b>-6%</b>	<b>10,900</b>	<b>(4,942)</b>	<b>-45%</b>	<b>27,203</b>	<b>23,666.68</b>	<b>(3,536)</b>	<b>-15%</b>	<b>10,935</b>	<b>(16,267)</b>	<b>-149%</b>	<b>50,536</b>	<b>47,000.00</b>	<b>-8%</b>
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	271,524	271,524	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	140,868	140,868	0%
7020 Vehicle Principal repayment	800	2,712	1,912	71%	784	(16)	-2%	4,508	8,178	3,670	45%	4,382	(125)	-3%	13,091	16,761	22%
7025 Vehicle Interest payment	4	236	232	98%	20	16	79%	189	649	460	71%	315	125	40%	1,174	1,634	28%
8010 CIP Buildings	47,244	21,667	(25,578)	-118%	15,108	(32,137)	-213%	160,917	86,667	(74,250)	-86%	33,410	(127,506)	-382%	334,250	260,000	-29%
8011 CIP Docks	0	10,000	10,000	100%	0	0	-	0	40,000	40,000	100%	0	0	-	80,000	120,000	33%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	6,894	0	(6,894)	-	14,750	7,856	53%	6,894	0	-
<b>Total Debt Services &amp; Capital Expense</b>	<b>48,048</b>	<b>34,614</b>	<b>(13,434)</b>	<b>-39%</b>	<b>15,912</b>	<b>(32,137)</b>	<b>-202%</b>	<b>172,508</b>	<b>135,494</b>	<b>(37,014)</b>	<b>-27%</b>	<b>52,857</b>	<b>(119,650)</b>	<b>-226%</b>	<b>847,801</b>	<b>810,787</b>	<b>-5%</b>
<b>Total Other Expenses</b>	<b>63,891</b>	<b>49,531</b>	<b>(14,360)</b>	<b>-29%</b>	<b>26,812</b>	<b>(37,079)</b>	<b>-138%</b>	<b>199,711</b>	<b>159,160</b>	<b>(40,550)</b>	<b>-25%</b>	<b>63,793</b>	<b>(135,918)</b>	<b>-213%</b>	<b>898,337</b>	<b>857,787</b>	<b>-5%</b>
<b>Net Other Income</b>	<b>(52,554)</b>	<b>(48,456)</b>	<b>(4,099)</b>	<b>8%</b>	<b>(26,440)</b>	<b>(26,115)</b>	<b>99%</b>	<b>(186,926)</b>	<b>(154,861)</b>	<b>(32,065)</b>	<b>21%</b>	<b>(62,619)</b>	<b>(124,307)</b>	<b>199%</b>	<b>(871,953)</b>	<b>(839,888)</b>	<b>4%</b>
<b>Net Result</b>	<b>(32,031)</b>	<b>(9,034)</b>	<b>(22,998)</b>	<b>255%</b>	<b>(117,267)</b>	<b>85,236</b>	<b>-73%</b>	<b>194,655</b>	<b>25,740</b>	<b>168,914</b>	<b>656%</b>	<b>143,902</b>	<b>50,753</b>	<b>35%</b>	<b>(721,672)</b>	<b>(890,586)</b>	<b>-19%</b>

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Oct 2024		Oct 2023	Oct 2022	Oct 2021	Jul 2024 - Oct 2024		Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Tons Sold</b>	319	66	77	130	186	2,338	1,042	1,054	1,284	121.77%	3,493	2,198	58.95%
<b>Revenues</b>													
Ice Sales	32,200	6,577	7,701	12,073	17,191	238,424	94,805	111,011	127,413	114.78%	343,619	200,000	71.81%
Insurance Reimbursement	-	-	-	-	46,473	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>32,200</b>	<b>6,577</b>	<b>7,701</b>	<b>12,073</b>	<b>17,191</b>	<b>238,424</b>	<b>94,805</b>	<b>111,011</b>	<b>127,413</b>	<b>114.78%</b>	<b>343,619</b>	<b>200,000</b>	<b>71.81%</b>
<b>Operating Expenses</b>													
Personnel Services	5,215	12,306	3,519	1,943	2,409	20,861	34,274	9,798	11,062	112.90%	89,179	102,593	-13.07%
Utilities	10,150	5,418	5,587	5,375	6,336	41,125	23,090	27,502	13,623	49.53%	96,035	78,000	23.12%
Repairs & Maintenance	2,047	1,042	25	17,477	255	4,441	4,167	2,222	2,218	99.83%	12,774	12,500	2.19%
Operational Supplies & Service	2,595	2,584	2,334	2,490	(4,776)	11,514	10,337	11,033	481	4.36%	39,278	38,101	3.09%
Capital Outlay	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>20,007</b>	<b>21,350</b>	<b>11,465</b>	<b>27,285</b>	<b>4,225</b>	<b>77,940</b>	<b>71,868</b>	<b>50,556</b>	<b>27,384</b>	<b>54.17%</b>	<b>237,266</b>	<b>231,194</b>	<b>2.63%</b>
<b>Operating Net Result</b>	<b>12,193</b>	<b>(14,773)</b>	<b>(3,764)</b>	<b>(15,212)</b>	<b>12,966</b>	<b>160,484</b>	<b>22,937</b>	<b>60,455</b>	<b>100,029</b>	<b>2</b>	<b>106,353</b>	<b>(31,194)</b>	<b>-441%</b>
<b>Other Expenses</b>													
Debt Services	-	-	-	-	-	-	-	-	-	-	260,000	260,000	0.00%
<b>Other Net Result</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(260,000)</b>	<b>(260,000)</b>	<b>0.00%</b>
<b>Total Net Result</b>	<b>12,193</b>	<b>(14,773)</b>	<b>(3,764)</b>	<b>(15,212)</b>	<b>12,966</b>	<b>160,484</b>	<b>22,937</b>	<b>60,455</b>	<b>100,029</b>	<b>165.46%</b>	<b>(153,647)</b>	<b>(291,194)</b>	<b>-47.24%</b>
<b>Gain (loss) Per Ton</b>	<b>38</b>	<b>(225)</b>	<b>(49)</b>	<b>(117)</b>	<b>70</b>	<b>69</b>	<b>22</b>	<b>57</b>	<b>11</b>	<b>20%</b>	<b>(44)</b>	<b>(132)</b>	



Fisheries	Current Period		Same Month Prior Years			Year to Date					Prior FYTD vs Current FYTD				
	Oct 2024		Oct 2023	Oct 2022	Oct 2021	FY24/25					Last FY	Ton Diff	% Diff		
Albacore Tuna (Oregon) MT	60.4		62.2	232.2	103.6							2,247.6	1,111.8	1,136	102.16%
Pink Shrimp (Oregon) MT	1,920.4		1,236.1	1,698.4	1,968.1							14,847.7	12,301.4	2,546	20.70%
Dungeness Crab (Coos Bay) MT	0.5		5.0	5.3	4.7							7.7	30.8	(23)	-75.00%

Monthly Cost Per Ton	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	Average
Operating Expense Per Ton	23	25	43	63	-	-	-	-	-	-	-	-	33
Debt Service Per Ton (allocated)	36	24	42	68	-	-	-	-	-	-	-	-	37
Total Expense Per Ton	58	49	84	131	-	-	-	-	-	-	-	-	70
Gain (Loss) per ton	80	77	59	38	-	-	-	-	-	-	-	-	69



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

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD		Jul 2024 - Jun 2025			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4290 Other	0	0	0	-	(4,950)	4,950	-100%	0	0	0	-	40,100	(40,100)	-100%	0	0	-
<b>Total Operating Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>(4,950)</b>	<b>4,950</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>40,100</b>	<b>(40,100)</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	7,727	7,725	(2)	0%	3,769	(3,958)	-105%	30,908	30,898	(9)	0%	27,814	(3,094)	-11%	100,459	100,450	0%
<b>Total Compensation</b>	<b>7,727</b>	<b>7,725</b>	<b>(2)</b>	<b>0%</b>	<b>3,769</b>	<b>(3,958)</b>	<b>-105%</b>	<b>30,908</b>	<b>30,898</b>	<b>(9)</b>	<b>0%</b>	<b>27,814</b>	<b>(3,094)</b>	<b>-11%</b>	<b>100,459</b>	<b>100,450</b>	<b>0%</b>
5100 Federal Payroll taxes	579	591	12	2%	288	(291)	-101%	2,322	2,364	42	2%	2,118	(204)	-10%	7,642	7,684	1%
5105 State Payroll taxes	30	0	(30)	-	15	(15)	-101%	121	0	(121)	-	111	(11)	-10%	121	0	-
5110 Unemployment Insurance	0	137	137	100%	102	102	100%	29	546	517	95%	105	75	72%	1,259	1,776	29%
5115 Workers compensation	19	36	17	46%	(211)	(230)	109%	77	145	68	47%	(129)	(206)	160%	403	471	14%
<b>Total Payroll Taxes</b>	<b>629</b>	<b>764</b>	<b>135</b>	<b>18%</b>	<b>194</b>	<b>(434)</b>	<b>-223%</b>	<b>2,549</b>	<b>3,055</b>	<b>505</b>	<b>17%</b>	<b>2,204</b>	<b>(345)</b>	<b>-16%</b>	<b>9,426</b>	<b>9,931</b>	<b>5%</b>
5200 Medical insurance	707	645	(61)	-10%	0	(707)	-	2,826	2,580	(246)	-10%	2,554	(272)	-11%	7,987	7,741	-3%
5205 Dental insurance	45	46	2	4%	0	(45)	-	178	185	7	4%	306	128	42%	549	556	1%
5215 Term life insurance	13	13	0	0%	0	(13)	-	50	50	0	0%	38	(13)	-33%	150	150	0%
5220 Long Term Disability insurance	51	51	0	0%	0	(51)	-	205	204	(1)	-1%	161	(45)	-28%	614	613	0%
5225 PERS Employer Contributions	1,708	1,708	(0)	0%	833	(875)	-105%	6,834	6,832	(2)	0%	5,868	(966)	-16%	22,211	22,209	0%
5230 PERS Employee Contributions	464	463	(0)	0%	226	(237)	-105%	1,854	1,854	(1)	0%	1,582	(273)	-17%	6,028	6,027	0%
<b>Total Insured Benefits</b>	<b>2,987</b>	<b>2,926</b>	<b>(60)</b>	<b>-2%</b>	<b>1,060</b>	<b>(1,927)</b>	<b>-182%</b>	<b>11,948</b>	<b>11,706</b>	<b>(242)</b>	<b>-2%</b>	<b>10,508</b>	<b>(1,440)</b>	<b>-14%</b>	<b>37,539</b>	<b>37,297</b>	<b>-1%</b>
<b>Total Personnel Services</b>	<b>11,342</b>	<b>11,415</b>	<b>73</b>	<b>1%</b>	<b>5,023</b>	<b>(6,319)</b>	<b>-126%</b>	<b>45,405</b>	<b>45,659</b>	<b>254</b>	<b>1%</b>	<b>40,526</b>	<b>(4,879)</b>	<b>-12%</b>	<b>147,424</b>	<b>147,678</b>	<b>0%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
6025 Travel - lodging & transportation	0	75	75	100%	0	0	-	0	300	300	100%	151	151	100%	600	900	33%
6030 Travel - Per Diem & mileage reimbursement	0	58	58	100%	0	0	-	0	233	233	100%	0	0	-	467	700	33%
6035 Meals & Entertainment	0	104	104	100%	0	0	-	0	417	417	100%	34	34	100%	833	1,250	33%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>279</b>	<b>279</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1,117</b>	<b>1,117</b>	<b>100%</b>	<b>185</b>	<b>185</b>	<b>100%</b>	<b>2,233</b>	<b>3,350</b>	<b>33%</b>
6075 Memberships & dues	2,396	2,459	63	3%	1,410	(986)	-70%	9,606	9,834	229	2%	5,573	(4,033)	-72%	29,274	29,502	1%
6077 Subscriptions	0	18	18	100%	0	0	-	75	73	(2)	-3%	0	(75)	-	221	219	-1%
<b>Total Office Expense</b>	<b>2,396</b>	<b>2,477</b>	<b>81</b>	<b>3%</b>	<b>1,410</b>	<b>(986)</b>	<b>-70%</b>	<b>9,681</b>	<b>9,907</b>	<b>227</b>	<b>2%</b>	<b>5,573</b>	<b>(4,108)</b>	<b>-74%</b>	<b>29,495</b>	<b>29,721</b>	<b>1%</b>
6260 Consulting services	0	433	433	100%	33	33	100%	0	1,733	1,733	100%	90	90	100%	3,467	5,200	33%
<b>Total Professional Services</b>	<b>0</b>	<b>433</b>	<b>433</b>	<b>100%</b>	<b>33</b>	<b>33</b>	<b>100%</b>	<b>0</b>	<b>1,733</b>	<b>1,733</b>	<b>100%</b>	<b>90</b>	<b>90</b>	<b>100%</b>	<b>3,467</b>	<b>5,200</b>	<b>33%</b>

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

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6310 Marketing supplies	0	50	50	100%	0	0	-	0	200	200	100%	0	0	-	400	600	33%
6315 Advertising	0	533	533	100%	500	500	100%	0	2,133	2,133	100%	500	500	100%	4,267	6,400	33%
6340 Legislative support	13,684	14,108	424	3%	20,911	7,227	35%	61,926	56,433	(5,493)	-10%	83,979	22,053	26%	174,793	169,300	-3%
6345 Community affairs	50	833	783	94%	0	(50)	-	550	3,333	2,783	83%	0	(550)	-	7,217	10,000	28%
<b>Total Marketing Expense</b>	<b>13,734</b>	<b>15,525</b>	<b>1,791</b>	<b>12%</b>	<b>21,411</b>	<b>7,677</b>	<b>36%</b>	<b>62,476</b>	<b>62,100</b>	<b>(376)</b>	<b>-1%</b>	<b>84,479</b>	<b>22,003</b>	<b>26%</b>	<b>186,676</b>	<b>186,300</b>	<b>0%</b>
<b>Total Goods &amp; Services</b>	<b>16,130</b>	<b>18,714</b>	<b>2,585</b>	<b>14%</b>	<b>22,854</b>	<b>6,724</b>	<b>29%</b>	<b>72,156</b>	<b>74,857</b>	<b>2,701</b>	<b>4%</b>	<b>90,326</b>	<b>18,170</b>	<b>20%</b>	<b>221,871</b>	<b>224,571</b>	<b>1%</b>
<b>Total Expenses</b>	<b>27,472</b>	<b>30,129</b>	<b>2,657</b>	<b>9%</b>	<b>27,877</b>	<b>405</b>	<b>1%</b>	<b>117,561</b>	<b>120,516</b>	<b>2,955</b>	<b>2%</b>	<b>130,852</b>	<b>13,291</b>	<b>10%</b>	<b>369,294</b>	<b>372,249</b>	<b>1%</b>
<b>Operating Results</b>	<b>(27,472)</b>	<b>(30,129)</b>	<b>2,657</b>	<b>-9%</b>	<b>(32,827)</b>	<b>5,355</b>	<b>-16%</b>	<b>(117,561)</b>	<b>(120,516)</b>	<b>2,955</b>	<b>-2%</b>	<b>(90,752)</b>	<b>(26,809)</b>	<b>30%</b>	<b>(369,294)</b>	<b>(372,249)</b>	<b>-1%</b>
<b>Net Result</b>	<b>(27,472)</b>	<b>(30,129)</b>	<b>2,657</b>	<b>-9%</b>	<b>(32,827)</b>	<b>5,355</b>	<b>-16%</b>	<b>(117,561)</b>	<b>(120,516)</b>	<b>2,955</b>	<b>-2%</b>	<b>(90,752)</b>	<b>(26,809)</b>	<b>30%</b>	<b>(369,294)</b>	<b>(372,249)</b>	<b>-1%</b>

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	13,814	11,474	2,341	20%	10,701	3,113	29%	46,834	45,895	938	2%	42,806	4,028	9%	138,624	137,685	1%
4010 Property Agreements	8,448	7,485	963	13%	6,156	2,292	37%	34,763	32,856	1,907	6%	32,035	2,728	9%	113,002	111,096	2%
4135 Storage Yard	2,173	2,173	0	0%	0	2,173	-	8,690	8,690	0	0%	0	8,690	-	26,071	26,071	0%
4290 Other	0	0	0	-	1,000	(1,000)	-100%	0	0	0	-	19,000	(19,000)	-100%	0	0	-
<b>Total Operating Income</b>	<b>24,435</b>	<b>21,131</b>	<b>3,304</b>	<b>16%</b>	<b>17,858</b>	<b>6,577</b>	<b>37%</b>	<b>90,287</b>	<b>87,442</b>	<b>2,845</b>	<b>3%</b>	<b>93,841</b>	<b>(3,554)</b>	<b>-4%</b>	<b>277,697</b>	<b>274,852</b>	<b>1%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	21,706	18,825	(2,881)	-15%	40,097	18,391	46%	75,120	75,299	180	0%	171,490	96,370	56%	244,617	244,797	0%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	54	54	100%	0	0	-
<b>Total Compensation</b>	<b>21,706</b>	<b>18,825</b>	<b>(2,881)</b>	<b>-15%</b>	<b>40,097</b>	<b>18,391</b>	<b>46%</b>	<b>75,120</b>	<b>75,299</b>	<b>180</b>	<b>0%</b>	<b>171,544</b>	<b>96,425</b>	<b>56%</b>	<b>244,617</b>	<b>244,797</b>	<b>0%</b>
5100 Federal Payroll taxes	1,635	1,440	(195)	-14%	3,032	1,397	46%	5,661	5,760	100	2%	12,944	7,283	56%	18,627	18,727	1%
5105 State Payroll taxes	85	0	(85)	-	159	73	46%	296	0	(296)	-	677	381	56%	296	0	-
5110 Unemployment Insurance	83	283	200	71%	436	353	81%	53	1,133	1,080	95%	2,493	2,441	98%	2,603	3,683	29%
5115 Workers compensation	40	88	48	55%	(266)	(306)	115%	155	353	198	56%	(69)	(223)	325%	949	1,147	17%
<b>Total Payroll Taxes</b>	<b>1,844</b>	<b>1,812</b>	<b>(32)</b>	<b>-2%</b>	<b>3,361</b>	<b>1,517</b>	<b>45%</b>	<b>6,164</b>	<b>7,246</b>	<b>1,082</b>	<b>15%</b>	<b>16,046</b>	<b>9,882</b>	<b>62%</b>	<b>22,475</b>	<b>23,557</b>	<b>5%</b>
5200 Medical insurance	1,484	1,354	(129)	-10%	6,842	5,359	78%	5,935	5,417	(517)	-10%	30,284	24,349	80%	16,769	16,252	-3%
5205 Dental insurance	135	141	6	4%	521	386	74%	540	562	22	4%	2,241	1,701	76%	1,665	1,687	1%
5215 Term life insurance	25	25	0	0%	113	88	78%	100	100	0	0%	463	363	78%	300	300	0%
5220 Long Term Disability insurance	124	124	0	0%	284	160	56%	501	498	(3)	-1%	1,148	647	56%	1,496	1,493	0%
5225 PERS Employer Contributions	4,163	4,162	(1)	0%	9,425	5,261	56%	16,654	16,649	(5)	0%	37,279	20,625	55%	54,130	54,125	0%
5230 PERS Employee Contributions	1,130	1,129	(0)	0%	2,532	1,402	55%	4,519	4,518	(1)	0%	9,937	5,418	55%	14,689	14,688	0%
<b>Total Insured Benefits</b>	<b>7,061</b>	<b>6,936</b>	<b>(125)</b>	<b>-2%</b>	<b>19,717</b>	<b>12,656</b>	<b>64%</b>	<b>28,249</b>	<b>27,744</b>	<b>(505)</b>	<b>-2%</b>	<b>81,351</b>	<b>53,103</b>	<b>65%</b>	<b>89,049</b>	<b>88,545</b>	<b>-1%</b>
<b>Total Personnel Services</b>	<b>30,611</b>	<b>27,572</b>	<b>(3,039)</b>	<b>-11%</b>	<b>63,175</b>	<b>32,564</b>	<b>52%</b>	<b>109,532</b>	<b>110,290</b>	<b>757</b>	<b>1%</b>	<b>268,941</b>	<b>159,409</b>	<b>59%</b>	<b>356,141</b>	<b>356,898</b>	<b>0%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	167	167	100%	0	0	-	333	500	33%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	112	167	54	33%	0	(112)	-	446	500	11%
6030 Travel - Per Diem & mileage reimbursement	0	292	292	100%	0	0	-	815	1,167	352	30%	957	142	15%	3,148	3,500	10%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	83	83	100%	0	0	-	167	250	33%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>396</b>	<b>396</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>927</b>	<b>1,583</b>	<b>656</b>	<b>41%</b>	<b>957</b>	<b>29</b>	<b>3%</b>	<b>4,094</b>	<b>4,750</b>	<b>14%</b>
6130 Electricity	1,498	914	(584)	-64%	757	(741)	-98%	3,680	2,828	(853)	-30%	2,332	(1,348)	-58%	15,353	14,500	-6%
6135 Water/Sewer	597	648	51	8%	569	(28)	-5%	2,091	2,264	173	8%	1,987	(105)	-5%	7,827	8,000	2%
6140 Garbage/Sanitation Collection	0	167	167	100%	0	0	-	0	667	667	100%	0	0	-	1,333	2,000	33%
6155 Environmental Remediation/Mitigation/Monitoring	275	500	225	45%	380	105	28%	370	2,000	1,630	82%	543	173	32%	4,370	6,000	27%
<b>Total Utilities</b>	<b>2,370</b>	<b>2,228</b>	<b>(142)</b>	<b>-6%</b>	<b>1,706</b>	<b>(664)</b>	<b>-39%</b>	<b>6,142</b>	<b>7,758</b>	<b>1,616</b>	<b>21%</b>	<b>4,862</b>	<b>(1,280)</b>	<b>-26%</b>	<b>28,884</b>	<b>30,500</b>	<b>5%</b>

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	417	417	100%	0	0	-	0	1,667	1,667	100%	0	0	-	3,333	5,000	33%
6245 Legal advertising	0	63	63	100%	0	0	-	0	250	250	100%	0	0	-	500	750	33%
6260 Consulting services	3,086	1,042	(2,044)	-196%	0	(3,086)	-	3,086	4,167	1,081	26%	232	(2,854)	-1230%	11,419	12,500	9%
6290 Commercial insurance	4,884	4,884	0	0%	4,266	(618)	-14%	19,538	19,538	0	0%	17,065	(2,473)	-14%	66,310	66,310	0%
<b>Total Professional Services</b>	<b>7,970</b>	<b>6,405</b>	<b>(1,565)</b>	<b>-24%</b>	<b>4,266</b>	<b>(3,704)</b>	<b>-87%</b>	<b>22,623</b>	<b>25,621</b>	<b>2,998</b>	<b>12%</b>	<b>17,297</b>	<b>(5,327)</b>	<b>-31%</b>	<b>81,563</b>	<b>84,560</b>	<b>4%</b>
6400 Small equipment & tools	0	42	42	100%	37	37	100%	0	167	167	100%	529	529	100%	333	500	33%
6405 Safety/hazardous materials	0	854	854	100%	37	37	100%	0	3,417	3,417	100%	477	477	100%	6,833	10,250	33%
6410 Signage	0	21	21	100%	0	0	-	0	83	83	100%	0	0	-	167	250	33%
6415 Clothing	0	42	42	100%	0	0	-	0	167	167	100%	310	310	100%	333	500	33%
6425 Operational supplies	0	0	0	-	201	201	100%	0	0	0	-	201	201	100%	0	0	-
6450 Fuel - Gas	0	8	8	100%	0	0	-	0	33	33	100%	0	0	-	67	100	33%
6455 Fuel - Diesel	0	17	17	100%	0	0	-	0	67	67	100%	143	143	100%	133	200	33%
<b>Total Operational Expense</b>	<b>0</b>	<b>983</b>	<b>983</b>	<b>100%</b>	<b>275</b>	<b>275</b>	<b>100%</b>	<b>0</b>	<b>3,933</b>	<b>3,933</b>	<b>100%</b>	<b>1,660</b>	<b>1,660</b>	<b>100%</b>	<b>7,867</b>	<b>11,800</b>	<b>33%</b>
6500 Repairs & maintenance equipment	0	175	175	100%	89	89	100%	0	700	700	100%	1,960	1,960	100%	1,400	2,100	33%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	8	8	100%	0	0	-
6510 Repairs & maintenance buildings	0	208	208	100%	33	33	100%	0	833	833	100%	202	202	100%	1,667	2,500	33%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	333	333	100%	0	0	-	667	1,000	33%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	500	500	100%	0	0	-	1,000	1,500	33%
6575 Waterway Leases	0	250	250	100%	0	0	-	(1,669)	1,000	2,669	267%	708	2,378	336%	331	3,000	89%
6580 Permits	0	333	333	100%	399	399	100%	1,528	1,333	(194)	-15%	1,883	355	19%	4,194	4,000	-5%
<b>Total Repair and Maintenance</b>	<b>0</b>	<b>1,175</b>	<b>1,175</b>	<b>100%</b>	<b>521</b>	<b>521</b>	<b>100%</b>	<b>(141)</b>	<b>4,700</b>	<b>4,842</b>	<b>103%</b>	<b>4,761</b>	<b>4,902</b>	<b>103%</b>	<b>9,258</b>	<b>14,100</b>	<b>34%</b>
<b>Total Goods &amp; Services</b>	<b>10,340</b>	<b>11,188</b>	<b>847</b>	<b>8%</b>	<b>6,769</b>	<b>(3,572)</b>	<b>-53%</b>	<b>29,551</b>	<b>43,596</b>	<b>14,045</b>	<b>32%</b>	<b>29,535</b>	<b>(15)</b>	<b>0%</b>	<b>131,665</b>	<b>145,710</b>	<b>10%</b>
<b>Total Expenses</b>	<b>40,951</b>	<b>38,760</b>	<b>(2,191)</b>	<b>-6%</b>	<b>69,943</b>	<b>28,992</b>	<b>41%</b>	<b>139,083</b>	<b>153,886</b>	<b>14,803</b>	<b>10%</b>	<b>298,477</b>	<b>159,393</b>	<b>53%</b>	<b>487,806</b>	<b>502,609</b>	<b>3%</b>
<b>Operating Results</b>	<b>(16,516)</b>	<b>(17,629)</b>	<b>1,112</b>	<b>-6%</b>	<b>(52,085)</b>	<b>35,569</b>	<b>-68%</b>	<b>(48,796)</b>	<b>(66,444)</b>	<b>17,648</b>	<b>-27%</b>	<b>(204,636)</b>	<b>155,840</b>	<b>-76%</b>	<b>(210,109)</b>	<b>(227,757)</b>	<b>-8%</b>
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>5,000</b>	<b>5,000</b>	<b>0%</b>
<b>Taxes &amp; Misc Expenses</b>																	
6745 Banking fees	0	0	0	-	0	0	-	11,142	2,500	(8,642)	-346%	0	(11,142)	-	18,642	10,000	-86%
<b>Total Taxes &amp; Misc Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>11,142</b>	<b>2,500</b>	<b>(8,642)</b>	<b>-346%</b>	<b>0</b>	<b>(11,142)</b>	<b>-</b>	<b>18,642</b>	<b>10,000</b>	<b>-86%</b>
7010 Interest payment	12,891	0	(12,891)	-	0	(12,891)	-	61,676	58,662	(3,013)	-5%	67,288	5,613	8%	237,662	234,649	-1%
<b>Total Debt Services</b>	<b>12,891</b>	<b>0</b>	<b>(12,891)</b>	<b>-</b>	<b>0</b>	<b>(12,891)</b>	<b>-</b>	<b>61,676</b>	<b>58,662</b>	<b>(3,013)</b>	<b>-5%</b>	<b>67,288</b>	<b>5,613</b>	<b>8%</b>	<b>237,662</b>	<b>234,649</b>	<b>-1%</b>
<b>Total Other Expenses</b>	<b>12,891</b>	<b>0</b>	<b>(12,891)</b>	<b>-</b>	<b>0</b>	<b>(12,891)</b>	<b>-</b>	<b>72,818</b>	<b>61,162</b>	<b>(11,656)</b>	<b>-19%</b>	<b>67,288</b>	<b>(5,530)</b>	<b>-8%</b>	<b>256,305</b>	<b>244,649</b>	<b>-5%</b>
<b>Net Other Income</b>	<b>(12,891)</b>	<b>0</b>	<b>(12,891)</b>	<b>-</b>	<b>0</b>	<b>(12,891)</b>	<b>-</b>	<b>(72,818)</b>	<b>(61,162)</b>	<b>(11,656)</b>	<b>19%</b>	<b>(67,288)</b>	<b>(5,530)</b>	<b>8%</b>	<b>(251,305)</b>	<b>(239,649)</b>	<b>5%</b>
<b>Net Result</b>	<b>(29,407)</b>	<b>(17,629)</b>	<b>(11,778)</b>	<b>67%</b>	<b>(52,085)</b>	<b>22,678</b>	<b>-44%</b>	<b>(121,614)</b>	<b>(127,606)</b>	<b>5,992</b>	<b>-5%</b>	<b>(271,924)</b>	<b>150,310</b>	<b>-55%</b>	<b>(461,414)</b>	<b>(467,406)</b>	<b>-1%</b>



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

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Oct 2024				Oct 2023				Jul 2024 - Oct 2024		Prior FYTD vs Current FYTD		Jul 2024 - Jun 2025				
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4010 Property Agreements	36,693	30,500	6,193	20%	27,820	8,873	32%	114,664	122,000	(7,336)	-6%	100,494	14,170	14%	358,664	366,000	-2%
4260 Rail Operations Revenue	29,481	38,362	(8,881)	-23%	22,902	6,579	29%	104,643	153,448	(48,805)	-32%	93,983	10,659	11%	411,538	460,343	-11%
4265 Rail Surcharges	32,755	38,012	(5,257)	-14%	25,741	7,015	27%	115,585	152,049	(36,464)	-24%	105,021	10,564	10%	419,682	456,146	-8%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	893,944	893,944	0%
<b>Total Operating Income</b>	<b>98,929</b>	<b>106,874</b>	<b>(7,945)</b>	<b>-7%</b>	<b>76,462</b>	<b>22,467</b>	<b>29%</b>	<b>334,892</b>	<b>427,497</b>	<b>(92,605)</b>	<b>-22%</b>	<b>299,498</b>	<b>35,394</b>	<b>12%</b>	<b>2,083,829</b>	<b>2,176,434</b>	<b>-4%</b>
<b>Expenses</b>																	
<b>Goods &amp; Services</b>																	
6070 Postage & courier services	0	0	0	-	0	0	-	0	0	0	-	51,380	51,380	100%	0	0	-
<b>Total Office Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>51,380</b>	<b>51,380</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6260 Consulting services	16,671	6,250	(10,421)	-167%	0	(16,671)	-	18,519	25,000	6,481	26%	4,103	(14,416)	-351%	68,519	75,000	9%
6290 Commercial insurance	6,337	6,337	0	0%	4,834	(1,503)	-31%	25,348	25,348	0	0%	19,335	(6,013)	-31%	83,416	83,416	0%
<b>Total Professional Services</b>	<b>23,008</b>	<b>12,587</b>	<b>(10,421)</b>	<b>-83%</b>	<b>4,834</b>	<b>(18,174)</b>	<b>-376%</b>	<b>43,867</b>	<b>50,348</b>	<b>6,481</b>	<b>13%</b>	<b>23,438</b>	<b>(20,429)</b>	<b>-87%</b>	<b>151,935</b>	<b>158,416</b>	<b>4%</b>
6410 Signage	0	192	192	100%	0	0	-	0	767	767	100%	0	0	-	1,533	2,300	33%
6425 Operational supplies	0	0	0	-	0	0	-	55	0	(55)	-	0	(55)	-	55	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	0	-
<b>Total Operational Expense</b>	<b>0</b>	<b>192</b>	<b>192</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>55</b>	<b>767</b>	<b>711</b>	<b>93%</b>	<b>47</b>	<b>(8)</b>	<b>-18%</b>	<b>1,589</b>	<b>2,300</b>	<b>31%</b>
6505 Repairs & maintenance vehicles	36	0	(36)	-	17	(19)	-109%	146	0	(146)	-	70	(76)	-109%	146	0	-
6510 Repairs & maintenance buildings	119,203	37,500	(81,703)	-218%	206,172	86,968	42%	354,043	150,000	(204,043)	-136%	355,340	1,297	0%	654,043	450,000	-45%
6515 Repairs & maintenance land improve	0	12,500	12,500	100%	2,003	2,003	100%	0	50,000	50,000	100%	2,003	2,003	100%	100,000	150,000	33%
<b>Total Repair and Maintenance</b>	<b>119,240</b>	<b>50,000</b>	<b>(69,240)</b>	<b>-138%</b>	<b>208,192</b>	<b>88,952</b>	<b>43%</b>	<b>354,189</b>	<b>200,000</b>	<b>(154,189)</b>	<b>-77%</b>	<b>357,412</b>	<b>3,224</b>	<b>1%</b>	<b>754,189</b>	<b>600,000</b>	<b>-26%</b>
<b>Total Goods &amp; Services</b>	<b>142,247</b>	<b>62,779</b>	<b>(79,469)</b>	<b>-127%</b>	<b>213,026</b>	<b>70,778</b>	<b>33%</b>	<b>398,111</b>	<b>251,115</b>	<b>(146,996)</b>	<b>-59%</b>	<b>432,278</b>	<b>34,167</b>	<b>8%</b>	<b>907,712</b>	<b>760,716</b>	<b>-19%</b>
<b>Total Expenses</b>	<b>142,247</b>	<b>62,779</b>	<b>(79,469)</b>	<b>-127%</b>	<b>213,026</b>	<b>70,778</b>	<b>33%</b>	<b>398,111</b>	<b>251,115</b>	<b>(146,996)</b>	<b>-59%</b>	<b>432,278</b>	<b>34,167</b>	<b>8%</b>	<b>907,712</b>	<b>760,716</b>	<b>-19%</b>
<b>Operating Results</b>	<b>(43,318)</b>	<b>44,095</b>	<b>(87,414)</b>	<b>-198%</b>	<b>(136,563)</b>	<b>93,245</b>	<b>-68%</b>	<b>(63,219)</b>	<b>176,381</b>	<b>(239,601)</b>	<b>-136%</b>	<b>(132,780)</b>	<b>69,560</b>	<b>-52%</b>	<b>1,176,117</b>	<b>1,415,718</b>	<b>-17%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	315,000	315,000	0%
4905 Other	403,100	0	403,100	-	0	403,100	-	405,463	0	405,463	-	0	405,463	-	405,463	0	-
<b>Total Other Income</b>	<b>403,100</b>	<b>0</b>	<b>403,100</b>	<b>-</b>	<b>0</b>	<b>403,100</b>	<b>-</b>	<b>405,463</b>	<b>0</b>	<b>405,463</b>	<b>-</b>	<b>0</b>	<b>405,463</b>	<b>-</b>	<b>720,463</b>	<b>315,000</b>	<b>129%</b>
<b>Other Expenses</b>																	
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	364,142	364,142	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	122,143	122,143	0%
7020 Principal repayment - Vehicles	443	443	0	0%	1,012	568	56%	6,042	4,262	(1,780)	-42%	4,032	(2,010)	-50%	14,749	12,969	-14%
7025 Interest payment - Vehicles	1	1	0	5%	95	94	99%	777	571	(206)	-36%	394	(383)	-97%	2,124	1,918	-11%
8013 CIP Construction Bridges	0	0	0	-	12,770	12,770	100%	0	0	0	-	12,770	12,770	100%	0	0	-
8020 CIP Machinery & Equipment	0	0	0	-	3,500	3,500	100%	0	0	0	-	7,895	7,895	100%	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	218,335	218,335	100%	0	0	-
<b>Total Debt Services</b>	<b>444</b>	<b>444</b>	<b>0</b>	<b>0%</b>	<b>17,376</b>	<b>16,932</b>	<b>97%</b>	<b>6,819</b>	<b>4,833</b>	<b>(1,986)</b>	<b>-41%</b>	<b>243,426</b>	<b>236,607</b>	<b>97%</b>	<b>503,157</b>	<b>501,171</b>	<b>0%</b>
<b>Total Other Expenses</b>	<b>444</b>	<b>444</b>	<b>0</b>	<b>0%</b>	<b>17,376</b>	<b>16,932</b>	<b>97%</b>	<b>6,819</b>	<b>4,833</b>	<b>(1,986)</b>	<b>-41%</b>	<b>243,426</b>	<b>236,607</b>	<b>97%</b>	<b>503,157</b>	<b>501,171</b>	<b>0%</b>
<b>Net Other Income</b>	<b>402,656</b>	<b>(444)</b>	<b>403,100</b>	<b>-90696%</b>	<b>(17,376)</b>	<b>420,032</b>	<b>-2417%</b>	<b>398,644</b>	<b>(4,833)</b>	<b>403,477</b>	<b>-8349%</b>	<b>(243,426)</b>	<b>642,070</b>	<b>-264%</b>	<b>217,306</b>	<b>(186,171)</b>	<b>-217%</b>
<b>Net Result</b>	<b>359,337</b>	<b>43,651</b>	<b>315,686</b>	<b>723%</b>	<b>(153,940)</b>	<b>513,277</b>	<b>-333%</b>	<b>335,425</b>	<b>171,549</b>	<b>163,876</b>	<b>96%</b>	<b>(376,206)</b>	<b>711,631</b>	<b>-189%</b>	<b>1,393,423</b>	<b>1,229,547</b>	<b>13%</b>



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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End					
	Oct 2024		\$ Diff	% Diff	Oct 2023		% Diff	Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025			
	Actual	Budget			Actual	\$ Diff		Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff	
<b>Operating Income</b>																		
4285 Mob/Demob Services	47,653	0	47,653	-	0	47,653	-	61,152	69,390	(8,238)	-12%	0	61,152	-	130,541	138,779	-6%	
4287 Dredging Services	0	76,684	(76,684)	-100%	0	0	-	0	153,369	(153,369)	-100%	0	0	-	76,684	230,053	-67%	
4290 Other	15,220	37,740	(22,520)	-60%	0	15,220	-	103,161	150,959	(47,798)	-32%	0	103,161	-	405,079	452,877	-11%	
<b>Total Operating Income</b>	<b>62,874</b>	<b>114,424</b>	<b>(51,551)</b>	<b>-45%</b>	<b>0</b>	<b>62,874</b>	<b>-</b>	<b>164,312</b>	<b>373,717</b>	<b>(209,405)</b>	<b>-56%</b>	<b>0</b>	<b>164,312</b>	<b>-</b>	<b>612,304</b>	<b>821,709</b>	<b>-25%</b>	
<b>Expenses</b>																		
<b>Personnel Services</b>																		
5005 Salaries	0	0	0	-	0	0	-	0	0	0	-	372	372	100%	0	0	-	
<b>Total Compensation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>372</b>	<b>372</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	
5100 Federal Payroll taxes	0	0	0	-	0	0	-	0	0	0	-	28	28	100%	0	0	-	
5105 State Payroll taxes	0	0	0	-	0	0	-	0	0	0	-	1	1	100%	0	0	-	
5110 Unemployment Insurance	0	0	0	-	0	0	-	0	0	0	-	10	10	100%	0	0	-	
5115 Workers compensation	0	0	0	-	0	0	-	0	0	0	-	0	0	100%	0	0	-	
<b>Total Payroll Taxes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>40</b>	<b>40</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	
5200 Medical insurance	0	0	0	-	116	116	100%	0	0	0	-	116	116	100%	0	0	-	
5205 Dental insurance	0	0	0	-	4	4	100%	0	0	0	-	4	4	100%	0	0	-	
5215 Term life insurance	0	0	0	-	1	1	100%	0	0	0	-	1	1	100%	0	0	-	
5220 Long Term Disability insurance	0	0	0	-	2	2	100%	0	0	0	-	2	2	100%	0	0	-	
5225 PERS Employer Contributions	0	0	0	-	0	0	-	0	0	0	-	9	9	100%	0	0	-	
5230 PERS Employee Contributions	0	0	0	-	0	0	-	0	0	0	-	3	3	100%	0	0	-	
5295 Allocations	2,068	24,772	22,703	92%	0	(2,068)	-	7,503	75,890	68,387	90%	0	(7,503)	-	68,071	136,458	50%	
<b>Total Insured Benefits</b>	<b>2,068</b>	<b>24,772</b>	<b>22,703</b>	<b>92%</b>	<b>123</b>	<b>(1,945)</b>	<b>-1579%</b>	<b>7,503</b>	<b>75,890</b>	<b>68,387</b>	<b>90%</b>	<b>135</b>	<b>(7,368)</b>	<b>-5456%</b>	<b>68,071</b>	<b>136,458</b>	<b>50%</b>	
<b>Total Personnel Services</b>	<b>2,068</b>	<b>24,772</b>	<b>22,703</b>	<b>92%</b>	<b>123</b>	<b>(1,945)</b>	<b>-1579%</b>	<b>7,503</b>	<b>75,890</b>	<b>68,387</b>	<b>90%</b>	<b>547</b>	<b>(6,956)</b>	<b>-1272%</b>	<b>68,071</b>	<b>136,458</b>	<b>50%</b>	
<b>Goods &amp; Services</b>																		
6025 Travel - lodging & transportation	5,130	5,650	520	9%	0	(5,130)	-	5,130	16,949	11,819	70%	0	(5,130)	-	16,429	28,248	42%	
6030 Travel - Per Diem & mileage reimbursement	4,084	4,868	783	16%	0	(4,084)	-	4,084	14,603	10,519	72%	0	(4,084)	-	13,819	24,338	43%	
<b>Total Travel &amp; Entertainment</b>	<b>9,214</b>	<b>10,517</b>	<b>1,303</b>	<b>12%</b>	<b>0</b>	<b>(9,214)</b>	<b>-</b>	<b>9,214</b>	<b>31,552</b>	<b>22,337</b>	<b>71%</b>	<b>0</b>	<b>(9,214)</b>	<b>-</b>	<b>30,249</b>	<b>52,586</b>	<b>42%</b>	
6060 IT supplies	287	0	(287)	-	0	(287)	-	287	0	(287)	-	0	(287)	-	287	0	-	
<b>Total Office Expense</b>	<b>287</b>	<b>0</b>	<b>(287)</b>	<b>-</b>	<b>0</b>	<b>(287)</b>	<b>-</b>	<b>287</b>	<b>0</b>	<b>(287)</b>	<b>-</b>	<b>0</b>	<b>(287)</b>	<b>-</b>	<b>287</b>	<b>0</b>	<b>-</b>	
6105 Telephone - mobile	53	60	7	12%	53	(0)	0%	212	240	28	12%	211	(1)	0%	692	720	4%	
6131 Propane - Operations	77	0	(77)	-	0	(77)	-	77	0	(77)	-	0	(77)	-	77	0	-	
<b>Total Utilities</b>	<b>130</b>	<b>60</b>	<b>(70)</b>	<b>-117%</b>	<b>53</b>	<b>(77)</b>	<b>-146%</b>	<b>289</b>	<b>240</b>	<b>(49)</b>	<b>-20%</b>	<b>211</b>	<b>(78)</b>	<b>-37%</b>	<b>769</b>	<b>720</b>	<b>-7%</b>	
6290 Commercial insurance	5,950	6,470	520	8%	5,300	(650)	-12%	23,799	25,878	2,079	8%	21,201	(2,598)	-12%	75,556	77,635	3%	
<b>Total Professional Services</b>	<b>5,950</b>	<b>6,470</b>	<b>520</b>	<b>8%</b>	<b>5,300</b>	<b>(650)</b>	<b>-12%</b>	<b>23,799</b>	<b>25,878</b>	<b>2,079</b>	<b>8%</b>	<b>21,201</b>	<b>(2,598)</b>	<b>-12%</b>	<b>75,556</b>	<b>77,635</b>	<b>3%</b>	

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	1,403	33	(1,370)	-4110%	0	(1,403)	-	11,260	133	(11,127)	-8346%	175	(11,085)	-6335%	11,527	400	-2782%
6405 Safety/hazardous materials	60	17	(43)	-258%	0	(60)	-	677	67	(610)	-915%	0	(677)	-	810	200	-305%
6420 Janitorial supplies	152	17	(136)	-813%	0	(152)	-	311	67	(244)	-366%	0	(311)	-	444	200	-122%
6425 Operational supplies	2,204	108	(2,096)	-1935%	0	(2,204)	-	8,117	433	(7,684)	-1773%	0	(8,117)	-	8,984	1,300	-591%
6430 Equipment Rental	38,045	20,669	(17,376)	-84%	0	(38,045)	-	38,045	41,338	3,292	8%	0	(38,045)	-	79,383	82,675	4%
6450 Fuel - Gas	327	4,540	4,213	93%	0	(327)	-	327	13,620	13,293	98%	0	(327)	-	9,407	22,700	59%
6455 Fuel - Diesel	0	7,140	7,140	100%	0	0	-	0	21,420	21,420	100%	0	0	-	14,280	35,700	60%
<b>Total Operational Expense</b>	<b>42,191</b>	<b>32,524</b>	<b>(9,668)</b>	<b>-30%</b>	<b>0</b>	<b>(42,191)</b>	<b>-</b>	<b>58,737</b>	<b>77,078</b>	<b>18,340</b>	<b>24%</b>	<b>175</b>	<b>(58,562)</b>	<b>-33468%</b>	<b>124,835</b>	<b>143,175</b>	<b>13%</b>
6500 Repairs & maintenance equipment	87	13,676	13,589	99%	0	(87)	-	9,237	54,704	45,467	83%	92,600	83,363	90%	118,646	164,113	28%
6505 Repairs & maintenance vehicles	8,248	20,585	12,337	60%	13,205	4,956	38%	57,211	82,341	25,130	31%	22,568	(34,643)	-154%	221,892	247,022	10%
6510 Repairs & maintenance buildings	401	0	(401)	-	0	(401)	-	401	0	(401)	-	0	(401)	-	401	0	-
<b>Total Repair and Maintenance</b>	<b>8,737</b>	<b>34,261</b>	<b>25,525</b>	<b>75%</b>	<b>13,205</b>	<b>4,468</b>	<b>34%</b>	<b>66,849</b>	<b>137,045</b>	<b>70,196</b>	<b>51%</b>	<b>115,168</b>	<b>48,319</b>	<b>42%</b>	<b>340,939</b>	<b>411,135</b>	<b>17%</b>
<b>Total Goods &amp; Services</b>	<b>66,510</b>	<b>83,832</b>	<b>17,322</b>	<b>21%</b>	<b>18,558</b>	<b>(47,952)</b>	<b>-258%</b>	<b>159,176</b>	<b>271,792</b>	<b>112,616</b>	<b>41%</b>	<b>136,755</b>	<b>(22,421)</b>	<b>-16%</b>	<b>572,635</b>	<b>685,251</b>	<b>16%</b>
<b>Total Expenses</b>	<b>68,578</b>	<b>108,604</b>	<b>40,026</b>	<b>37%</b>	<b>18,681</b>	<b>(49,897)</b>	<b>-267%</b>	<b>166,679</b>	<b>347,682</b>	<b>181,003</b>	<b>52%</b>	<b>137,302</b>	<b>(29,377)</b>	<b>-21%</b>	<b>640,706</b>	<b>821,709</b>	<b>22%</b>
<b>Operating Results</b>	<b>(5,705)</b>	<b>5,820</b>	<b>(11,525)</b>	<b>-198%</b>	<b>(18,681)</b>	<b>12,976</b>	<b>-69%</b>	<b>(2,367)</b>	<b>26,035</b>	<b>(28,402)</b>	<b>-109%</b>	<b>(137,302)</b>	<b>134,935</b>	<b>-98%</b>	<b>(28,402)</b>	<b>0</b>	<b>-</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4505 Interest - Bank	2,211	0	2,211	-	2,498	(287)	-12%	7,876	0	7,876	-	9,093	(1,217)	-13%	7,876	0	-
<b>Total Other Income</b>	<b>2,211</b>	<b>0</b>	<b>2,211</b>	<b>-</b>	<b>2,498</b>	<b>(287)</b>	<b>-12%</b>	<b>7,876</b>	<b>0</b>	<b>7,876</b>	<b>-</b>	<b>9,093</b>	<b>(1,217)</b>	<b>-13%</b>	<b>7,876</b>	<b>0</b>	<b>-</b>
9005 Transfers - GF	83,209	0	(83,209)	-	0	(83,209)	-	83,361	0	(83,361)	-	0	(83,361)	-	83,361	0	-
<b>Total Debt Services</b>	<b>83,209</b>	<b>0</b>	<b>(83,209)</b>	<b>-</b>	<b>0</b>	<b>(83,209)</b>	<b>-</b>	<b>83,361</b>	<b>0</b>	<b>(83,361)</b>	<b>-</b>	<b>0</b>	<b>(83,361)</b>	<b>-</b>	<b>83,361</b>	<b>0</b>	<b>-</b>
<b>Total Other Expenses</b>	<b>83,209</b>	<b>0</b>	<b>(83,209)</b>	<b>-</b>	<b>0</b>	<b>(83,209)</b>	<b>-</b>	<b>83,361</b>	<b>0</b>	<b>(83,361)</b>	<b>-</b>	<b>0</b>	<b>(83,361)</b>	<b>-</b>	<b>83,361</b>	<b>0</b>	<b>-</b>
<b>Net Other Income</b>	<b>(80,998)</b>	<b>0</b>	<b>(80,998)</b>	<b>-</b>	<b>2,498</b>	<b>(83,496)</b>	<b>-3342%</b>	<b>(75,484)</b>	<b>0</b>	<b>(75,484)</b>	<b>-</b>	<b>9,093</b>	<b>(84,578)</b>	<b>-930%</b>	<b>(75,484)</b>	<b>0</b>	<b>-</b>
<b>Net Result</b>	<b>(86,703)</b>	<b>5,820</b>	<b>(92,523)</b>	<b>-1590%</b>	<b>(16,183)</b>	<b>(70,520)</b>	<b>436%</b>	<b>(77,851)</b>	<b>26,035</b>	<b>(103,886)</b>	<b>-399%</b>	<b>(128,209)</b>	<b>50,358</b>	<b>-39%</b>	<b>(103,886)</b>	<b>0</b>	<b>-</b>

	Carloads: 498	Current Period				Same Month Last Year			Year to Date				Year End					
		Oct 2024				Oct 2023			Jul 2024 - Oct 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration																	
3	Union Pacific	122,324	204,106	(81,782)	(40%)	138,265	(15,941)	(12%)	502,233	816,425	(314,191)	(38%)	572,630	(70,397)	(12%)	2,135,083	2,449,274	(13%)
4	Carloads CBRL	172,486	179,513	(7,028)	(4%)	90,756	81,730	90%	544,192	718,053	(173,861)	(24%)	366,733	177,459	48%	1,980,299	2,154,160	(8%)
5	Demurrage	0	0	0	-	0	0	-	0	0	0	-	2,300	(2,300)	(100%)	0	0	-
6	Total Administration	294,810	383,811	(89,002)	(23%)	229,020	65,789	29%	1,046,426	1,535,245	(488,819)	(32%)	941,664	104,762	11%	4,116,915	4,605,734	(11%)
9	Mechanical	70,471	191,297	(120,826)	(63%)	36,887	33,585	91%	350,311	765,190	(414,879)	(54%)	184,945	165,366	89%	1,880,690	2,295,569	(18%)
10	Total Operating Income	365,281	575,109	(209,828)	(36%)	265,907	99,374	37%	1,396,737	2,300,434	(903,697)	(39%)	1,126,609	270,128	24%	5,997,605	6,901,303	(13%)
12	Operating Expenses																	
13	Administration	87,990	96,684	8,694	9%	(7,389)	(95,380)	1291%	386,566	386,815	249	0%	197,435	(189,131)	(96%)	1,190,164	1,190,413	0%
14	Maintenance of Way	83,012	77,823	(5,189)	(7%)	45,978	(37,034)	(81%)	233,941	311,173	77,232	25%	199,060	(34,881)	18%	887,524	964,756	(8%)
15	Transportation	137,535	179,194	41,659	23%	193,166	55,631	29%	550,788	716,775	165,987	23%	640,394	89,606	(14%)	2,043,707	2,209,693	(8%)
16	Mechanical	58,569	97,302	38,733	40%	61,494	2,926	5%	223,024	389,209	166,185	43%	203,009	(20,015)	10%	1,018,268	1,184,453	(14%)
17	Total Expenses	367,106	451,003	83,897	19%	293,249	(73,857)	(25%)	1,394,319	1,803,972	409,653	23%	1,239,898	(154,421)	(12%)	5,139,662	5,549,315	7%
19	Operating Results																	
20	Administration	206,819	287,127	(80,308)	(28%)	236,410	(29,590)	(13%)	659,860	1,148,429	(488,569)	(43%)	744,229	(84,369)	(11%)	2,926,751	3,415,321	(14%)
21	Maintenance of Way	(83,012)	(77,823)	(5,189)	7%	(45,978)	(37,034)	81%	(233,941)	(311,173)	77,232	(25%)	(199,060)	(34,881)	18%	(887,524)	(964,756)	(8%)
22	Transportation	(137,535)	(179,194)	41,659	(23%)	(193,166)	55,631	(29%)	(550,788)	(716,775)	165,987	(23%)	(640,394)	89,606	(14%)	(2,043,707)	(2,209,693)	(8%)
23	Mechanical	11,903	93,995	(82,093)	(87%)	(24,608)	36,510	(148%)	127,287	375,981	(248,693)	(66%)	(18,064)	145,351	(805%)	862,422	1,111,116	(22%)
24	Totals Operating Results	(1,825)	124,106	(125,931)	(101%)	(27,342)	25,517	(93%)	2,417	496,462	(494,045)	(100%)	(113,289)	115,706	(102%)	857,943	1,351,988	(37%)
29	Other Income	2,701	0	2,701	-	103,302	(100,600)	(97%)	47,841	0	47,841	-	103,302	(55,461)	(54%)	47,841	0	-
30	Total Other Income	2,701	0	2,701	-	103,302	(100,600)	(97%)	47,841	0	47,841	-	103,302	(55,461)	(54%)	47,841	0	-
32	Financial Expenses & Taxes	30,122	38,362	8,240	(21%)	22,959	(7,163)	31%	107,861	153,448	45,586	(30%)	106,857	(1,004)	1%	1,306,401	1,351,988	3%
35	Total Other Expenses	30,122	38,362	8,240	(21%)	22,959	(7,163)	31%	107,861	153,448	45,586	(30%)	106,857	(1,004)	1%	1,306,401	1,351,988	3%
37	Net Result	(29,246)	85,744	(114,990)	(134%)	53,000	(82,246)	(155%)	(57,603)	343,014	(400,617)	(117%)	(116,844)	59,241	(51%)	(400,617)	0	-

Month	Carloads	Operating Revenue	Operating Expenses	Operating Expense Ratio
Jul 2024	465	369,555	357,365	96.70%
Aug 2024	433	414,507	382,904	92.38%
Sep 2024	351	292,534	364,683	124.66%
<b>Oct 2024</b>	<b>498</b>	<b>367,982</b>	<b>397,228</b>	<b>107.95%</b>
Nov 2024	-	-	-	0.00%
Dec 2024	-	-	-	0.00%
Jan 2025	-	-	-	0.00%
Feb 2025	-	-	-	0.00%
Mar 2025	-	-	-	0.00%
Apr 2025	-	-	-	0.00%
May 2025	-	-	-	0.00%
Jun 2025	-	-	-	0.00%
Total	1,747	1,444,578	1,502,181	103.99%



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Matt Friesen, Director of External Affairs

DATE: December 12, 2024

SUBJECT: External Affairs Management Report

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**Communications, Media, and Outreach:**

The CBRL worked with the Coos Bay Visitor Association and Chamber of Commerce to deliver Santa Claus “in style” to the city's downtown tree lighting ceremony. This signature event to light the town's Christmas Tree formally kicked off the Christmas season. Multiple departments pulled together to make this special night happen.

Port Staff worked closely with JLA Public Involvement to coordinate outreach and stakeholder interviews that are part of PreScoping efforts to inform the PCIP’s Community Engagement Plan. The draft plan is being distributed in December 2024 and scheduled to be finalized in early January 2025. Some of this work included conducting 63 meetings with members of the community and reaching out to over 160 stakeholders and community members. The team attempted to include representation across all sectors and impacted groups and across the project footprint. These interviews emphasize listening and made special effort to include voices that might not have been heard previously as well as those who have shared concerns about the project. The draft plan will now go to the Port Commission for review.

The Port is working with the City of Coos Bay’s Economic Opportunities Analysis research team to assist with their buildable lands survey and future development plans. The Port is a member of the Project Advisory Committee and participated in their Kickoff Meeting. Meetings were held with the South Coast Development Council and City of North Bend to enhance coordination and ensure the region is prepared for growth opportunities when they present themselves. Staff met with team members from the South Coast Health Equity Coalition, Rogue Climate, Western States Center and CASA to continue the work of building intentional partnerships and making these deeper and broader.

Staff attended December 2024 “legislative days” in Salem. Staff attended meetings and hearings, and met with agency personnel, legislative offices, industry association staff and the Port’s lobby team. Multiple meetings have been held to strategize funding opportunities in the upcoming legislative “long” session in January. Coordination meetings have been held between the state and federal advocacy teams to ensure our federal delegation and state legislative leaders are aware of activities happening in Oregon and in Washington D.C. and vice versa. This is especially important given the extensive PCIP work being done while transitions are happening with Presidential Administrations, Congress, and the State Legislature.

The Oregon Business Plan's annual Leadership Summit was held this month. The event is hosted by the Oregon Business Council and is the most significant collaborative effort between Oregon's business community and elected leaders. Governor Kotek and multiple leaders from across the spectrum presented their vision for the coming year on major policy issues. Members of the Port and PCIP attended this all-day event.

Port staff participated in Rotary's Food and Toy Bus Jam. The Port helps kick off the annual toy drive by guiding a group of over 40 "speeders" the length of the rail in October and the drive culminates with buses being loaded with toys on December 7th in Coos Bay and North Bend. Port staff donated many toys that were delivered to the drive's "jam" in Coos Bay.

Staff coordinated and conducted interviews with The Oregonian, the Coos Bay World and Politico. Staff participated in meetings with the PCIP's Federal Strikeforce that includes the Governor's office and Business Oregon.

PCIP project updates were held with the Coquille and CTCLUSI tribal governments.

**Relevant Stories:**

[A conversation with Val Hoyle | News | newportnewstimes.com](#)

[Merkley Monthly: Making major investments in the Port of Coos Bay | Columnists | theworldlink.com](#)

[Oregon lawmakers to hold special session on emergency wildfire funding - Newsday](#)

[Oregon Gov. Kotek, lawmakers say state needs to keep focus on housing, education, mental health - Salem Reporter](#)

[Oregon Gov. Kotek's \\$39.3 billion proposed budget has more for housing, homelessness, schools - Highway 58 Herald](#)

[OBI seeks sweeping tax, regulatory and economic reforms - Portland Business Journal](#)

[Oregon Democrats Secure Supermajority In Legislature With Narrow House Seat Victory - The Portland Medium](#)

[Oregon's public universities and colleges want more from governor's proposed budget-klcc.org](#)

[Recovery and challenges: The impact of the Francis Scott Key Bridge collapse on Baltimore's port and freight traffic | FleetOwner](#)

[County commission discuss budget shortfalls, jail cutbacks & departmental layoffs | Local News | theworldlink.com](#)

[Shore Acres stays lit with over 300,000 lights on display-KVAL.com](#)

[Oregon's Commercial Dungeness crab season delayed | News | theworldlink.com](#)

[Officials reflect on emergency response in wake of tsunami warning-KATU.com](#)

[Oregon man among 5 missing after fishing boat capsized in Alaska-KPTV.com](#)

['Really important': Oregon officials urge tsunami and earthquake preparedness -Yahoo!news  
Yahoo.com](#)

[Face Rock Creamery co-founder hoping to add 600 homes to Coos Bay by 2040 - KOB-TV NBC5  
/ KOTI-TV NBC2](#)

[Oregon inks agreement with developers to enter entire state forest into carbon market - McKenzie  
River Reflections Newspaper](#)

[A Conversation with Melissa Cribbins, Intermodal Port's Executive Director | Local News |  
theworldlink.com](#)

[Coquille Indian Tribe hosts large, multi-agency emergency exercise- KVAL.com](#)



M E M O R A N D U M

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

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**Channel Modification Project/PCIP:**

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

Staff met with both the CTCLUSI and Coquille Tribe last month. Both meetings were held to make team introductions and provide a brief update on the project. The project team has committed to working closely with all of the tribes impacted by the project.

**Rail Bridge Rehabilitation Project:**

Steel Swing Bridges: The contractor continues to make repairs to existing bridge members, and prep for the installation of new support members. They are currently installing replacement stringers on the swing span, span 8. We anticipate some slip in the construction schedule. The original completion date was December 31, 2024. We now expect all work to be completed by March 2025.

**Dredging:**

River mile 12-15 USACE contract is complete, and the contractor has mobilized out of the bay. Before the contractor left, they were able to conduct maintenance dredging for four terminals in the bay under the Unified Dredging Permit. Southport Forest Products was able to contract with a dredge contractor in the area to complete their dredging needs.

The USACE was not able to contract with Manson to conduct the dredging work at Pt. Adams, despite their best efforts. Staff are preparing to close the side-tie transient dock due to the choke point created by the growing shoal. This is being done as an additional safety measure until we can get a dredge contractor in the bay next Spring/Summer 2025. Staff will continue to work with the delegation and lobbyists to ensure funding is secured in the next workplan.

The Section 107 project continues to move forward. There were some issues with the original economic data, but the USACE believes they have addressed those issues and keep the process moving. The earliest we may see construction as a result of this process will likely be Spring/Summer of 2026.





MEMORANDUM

TO: Port of Coos Bay Board of Commissioners  
FROM: Raymond Dwire, Charleston Marina Complex Manager  
DATE: December 12, 2024  
SUBJECT: Charleston Operations Management Report

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**Monthly Statistics:**

Of the 525 moorage slips, there were 122 annuals (23.24%), 66 semi-annuals (12.57%), 26 monthlies (4.95%), and 316 transient nights, for a total occupancy of 42.77% for the month.

The RV Park had an average capacity of 15.13% in November. Out of 104 RV Park spaces, we had 16 new check-ins. Additionally, there are 8 RV's being stored in the RV Park as "Winter Storage". This combination puts total sales for the month at \$14,819.12. Occupancy in November 2023 was 22.47% with only one RV being stored in the RV Park as "Winter Storage". November sales last year was \$18,975.67. The difference between last year and this year is we had quite a few traveling nurses staying at the Charleston RV Park over the winter last year.

There were 43 tons of ice sold in the month of November 2024 for a total of \$4,367.00. In comparison, in November 2023, no ice was sold due to the condenser fan failure at the Charleston Ice Plant.

**Charleston Marina Staff:**

- Marina Office and RV Park Office Staff is fully staffed with three full-time employees.
- Marina's Maintenance Staff is down 1 FTE.
- Charleston Security Department is at full staff with five full-time employees.

**Charleston Fishing Families:**

Due to a very generous donation from the Southwestern Oregon Business Investment Board, Charleston Fishing Families, 2025 License Program was once again, a huge success. 132 local fishermen received their 2025 Commercial Fishing Licenses free of charge. Thank you so much for helping our local Commercial Fishing Fleet.





### **Shore Acres Holiday Lights Shuttle:**



Every Friday, Saturday and Sunday evening from Thanksgiving to New Year's Eve, plus the four holiday nights of Thanksgiving, Christmas Eve, Christmas, and New Year's Eve, there is a very convenient and free shuttle from the Charleston Marina to Shore Acres State Park. The shuttle runs from approximately 4:15pm to 8:00pm with the last trip returning from Shore Acres State Park at approximately 9:00pm.

Charleston Fishing Families will also have their office open these nights where guests can come in and enjoy a cup of coffee, hot cocoa or Cider while waiting for the shuttle. Additionally, they will have CRAB COCKTAILS with the famous cocktail sauce from Chucks Seafood for sale.

### **Charleston Marina Highlights:**

The Charleston Marina and Charleston Shipyard has been a whirlwind of activity with the change-out of gear on fishing vessels and crab pot preparation. We wish the crab fleet a safe and bountiful harvest.

**Point Adams Shoaling Update:**

Unfortunately, the Coastal Clamshell dredging of Point Adams did not happen this year as planned. Due to this, Port Staff will be closing the North Side of B-Dock across from the shoaling to allow more room for vessels to access the fuel dock and Pacific Seafoods.



**Bomb Cycle Storm Update:**



Charleston Shipyard saw a bit of action from the Bomb Cycle Storm that hit our coast on November 19<sup>th</sup>. One sailboat tipped over and another had the wooden mast snapped off. The owner of the vessel contracted with Giddings Boatworks to lift the vessel back up and re-set it.



MEMORANDUM

TO: Port of Coos Bay Board of Commissioners

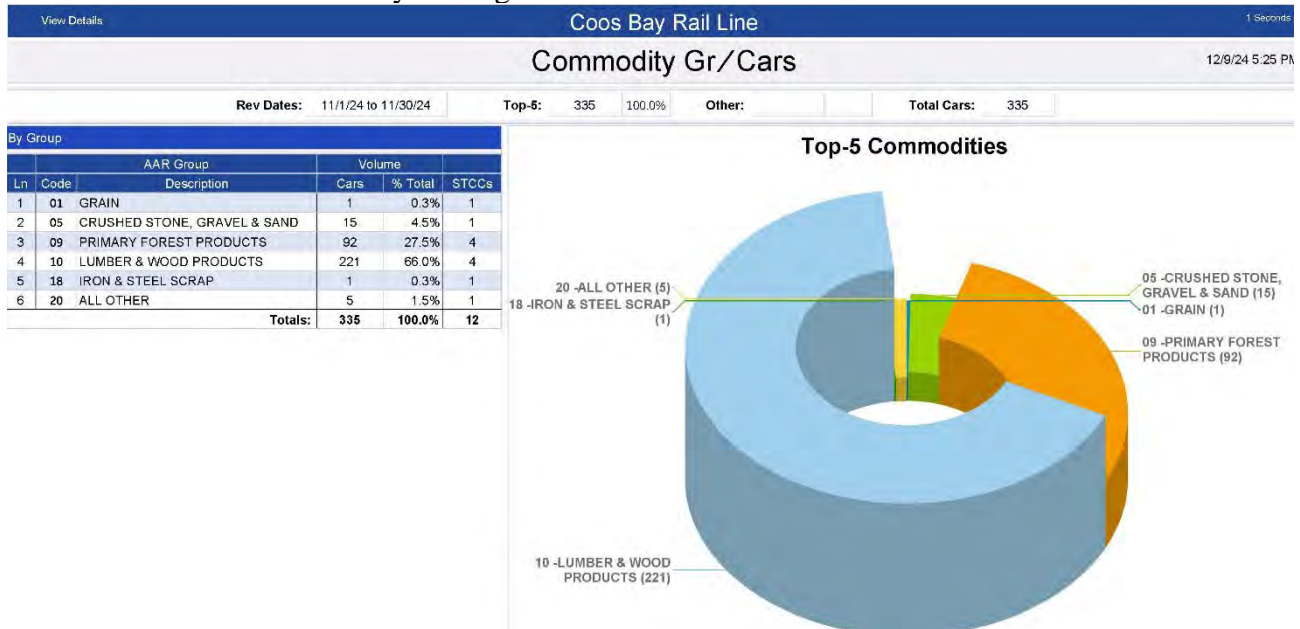
FROM: Brian Early, General Manager, CBRL

DATE: December 12, 2024

SUBJECT: Railroad Department Management Report

**Operations:**

CBRL Carloads for November 2024 = 335  
 Prior month, October 2024 = 498  
 Prior Year, November 2023 = 409  
 2024/2025 Forecasted Monthly Average = 640



The log and aggregate volume fell off sharply for November 2024, due in large part to the fact that the shipper experienced a tragic accident at their facility in Eugene on the very first day of the month. The investigation and cleanup of the accident took several days and ran right up to the planned 2-week closure of both the North Bend Bridge and one of the bridges over Tenmile Lake. Log car numbers fell from the yearly average of 153 per month to just 65 and aggregate was only half of the previous month. Chip car volume from the valley had already dropped off substantially in the previous months.

Our green lumber shipper on the north end of the line continues to battle a fickle market, holding steady at about 130 loads per month, but our dry lumber shipper on the south end was able to get out some extra loads ahead of the bridge closures and remains steady.



**Mechanical (Locomotive):**

Columbia Rail was onsite the week of November 11th, performing one Periodic Inspection, conducting repairs to the remainder of the fleet and preparing the three locomotives that were sold for travel to their new owners.

**Mechanical (Car):**

The car supply from Union Pacific was heavy at the beginning of the month as our shippers prepared for the bridge outage, bringing extra cars online to load ahead of the closure. After a slight lull in the middle of the month due to the closure, supply became heavy again and the trend for most of the cars that need work, continues.

**Maintenance of Way (MOW):**

Winter has arrived on the CBRL, and we had multiple tree falls in November 2024 that had to be removed.



*Tree down at MP 685.5 near Richardson Rd.*

The colder temperatures also brought a spate of cracked joint bars and broken rail that all needed to be repaired. Our crew was able to replace several switch ties in North Bend, performing repairs and welding on the tracks at Gardiner, perform periodic maintenance on both the North Bend and Umpqua turn spans, also upgraded the lights on the crossing at Crannog Road and assisted with the repaving of the crossing over Territorial Road in Veneta.





*New LED lighting at Crannog Rd – Fresh repair and repave at Veneta*

**ODOT/FRA:**

CBRL had one visit from both the FRA and ODOT's Track Inspectors in November, and no defects were recommended for violation.

**Coos Bay Rail Line:**

As of November 30, 2024, CBRL has worked 331 days injury free. Currently, CBRL has 22 employees and 10 locomotives on property.



*(Coquille Depot, year unknown. Courtesy of Robert Melbo)*

# Action Items

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

**DATE:** December 12, 2024

**PROJECT TITLE:** 2024Res16 Port of Coos Bay Rate Schedule

**ACTION REQUESTED:** Approve Resolution 2024Res16 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 well below the market average. Port Staff recommends a rate adjustment of 5% for all monthly RV Park Rates. This rate adjustment is based on market analysis, overall maintenance needs, and a projected 11% increase in electrical rates for 2025.

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.

Rate Type	2024 Rates	Recommended for 2025
Standard Hook Up - Daily	\$47.72	\$47.72 (No Increase)
Standard Hook Up - Weekly	\$263.68	\$263.68 (No Increase)
Standard Hook Up - Monthly	\$703.94	\$739.14
Deluxe Hook Up - Daily	\$50.11	\$50.11 (No Increase)
Deluxe Hook Up - Weekly	\$280.39	\$280.39 (No Increase)
Deluxe Hook Up - Monthly	\$744.50	\$781.73
Pull Through Hook Up - Daily	\$53.70	\$53.70 (No Increase)
Pull Through Hook Up - Weekly	\$295.89	\$295.89 (No Increase)
Pull Through Hook Up - Monthly	\$783.88	\$823.07
Pull Through Deluxe Hook Up - Daily	\$57.73	\$57.73 (No Increase)
Pull Through Deluxe Hook Up - Weekly	318.08	\$318.08 (No Increase)
Pull Through Deluxe Hook Up - Monthly	842.67	\$884.80
Yurts - Daily	\$65.84	\$68.02 (No Increase)
Yurts - Weekly	\$309.54	\$319.75 (No Increase)



The following are additional proposed changes:

- Increase “Winter Storage” rate in the Charleston RV Park from \$125.00/mo. to \$135.00/mo. This increase is also due to offset the projected 11% increase in electrical rates for 2025.

The proposed red lined 2024/25 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 2024/25 Rate Schedule will be republished with an effective date of January 1, 2025.

**RECOMMENDED MOTION:**

Approve Resolution 2024Res16 revising the 2024/25 Port of Coos Bay Rate Schedule effective January 1, 2025.

**RESOLUTION 2024Res16**

**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 2024/25 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 Charleston Marina RV Park rates are proposed to increase as follows, and

<b>Rate Type</b>	<b>2024 Rates</b>	<b>Recommended for 2025</b>
Standard Hook Up - Daily	\$47.72	\$47.72 (No Increase)
Standard Hook Up - Weekly	\$263.68	\$263.68 (No Increase)
Standard Hook Up - Monthly	\$703.94	\$739.14
Deluxe Hook Up - Daily	\$50.11	\$50.11 (No Increase)
Deluxe Hook Up - Weekly	\$280.39	\$280.39 (No Increase)
Deluxe Hook Up - Monthly	\$744.50	\$781.73
Pull Through Hook Up - Daily	\$53.70	\$53.70 (No Increase)
Pull Through Hook Up - Weekly	\$295.89	\$295.89 (No Increase)
Pull Through Hook Up - Monthly	\$783.88	\$823.07
Pull Through Deluxe Hook Up - Daily	\$57.73	\$57.73 (No Increase)
Pull Through Deluxe Hook Up - Weekly	318.08	\$318.08 (No Increase)
Pull Through Deluxe Hook Up - Monthly	842.67	\$884.80
Yurts - Daily	\$65.84	\$68.02 (No Increase)
Yurts - Weekly	\$309.54	\$319.75 (No Increase)

**WHEREAS**, the Port of Coos Bay Rate Schedule may be modified by, and must be reviewed and approved by the 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, 2025 identified as Exhibit A, attached hereto and incorporated herein by this reference.

**APPROVED and ADOPTED** by the Board of Commissioners of the Oregon International Port of Coos Bay this 19th day of December 2024.

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Kyle Stevens, President

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Nick Edwards, Vice President



# 2024/25 Port of Coos Bay Rate Schedule

2024Res16 Exhibit A  
Page 1 of 7

Effective **January 1, 2025** **July 1, 2024**

<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.....	\$9.75
Week .....	\$52.38
Month.....	\$149.68

### 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 .....	\$0.748
Monthly, Per Foot .....	\$0.383
Semi-Annual, Per Foot.....	\$0.241
Annual, Per Foot.....	\$0.228

### Launch Ramp

Daily Fee .....	\$7.00
Annual Permit.....	\$81.40

### Ice - Regular Business Hours

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

### Ice - After Hours & Holidays

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

### Public Dock Hoist

Per Hour .....	\$30.25
Cable Non-Return Fee .....	\$500.00

### Showers

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

## Short Term Paved Work Area – Utility Services

Minimum Per Month .....	\$70.42
1-30 Days, Per Foot, Per Day.....	\$0.21
31-90 Days, Per Foot, Per Day.....	\$0.35
91-180 Days, Per Foot, Per Day.....	\$0.52
Over 180 Days, Per Foot, Per Day .....	\$0.69

## Short Term Gravel Work Area – Utility Services

Minimum Per Month .....	\$64.02
1-30 Days, Per Foot, Per Day.....	\$0.19
31-90 Days, Per Foot, Per Day.....	\$0.32
91-180 Days, Per Foot, Per Day.....	\$0.47
Over 180 Days, Per Foot, Per Day .....	\$0.63

## 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 .....	\$0.92
Per Foot, Per Full Day .....	\$1.53

## Floating Work Dock

Per Foot, Up To 4 Hours .....	\$0.49
Per Foot, Per Full Day .....	\$0.79

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

Two Moves .....	\$774.25
Single Move.....	\$552.45
After Hours Move Surcharge.....	\$359.23
Boat Wash Each Additional Hour .....	\$89.80
Lift Time, Each Additional Hour.....	\$150.00
No Show Fee.....	\$150.00

## Forklift Service

Per Hour .....	\$114.31
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# Charleston Marina RV Park

## Additional Fees Added to RV Park Rates

Charleston Area Lodging Tax.....	9.5%
Oregon State Lodging Tax .....	1.5%
Late Check Out .....	\$30.00

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

Daily.....	\$47.72
Weekly .....	\$263.68
Monthly (6 month stay limit within a 12 month period) .....	<del>\$703.94</del> <u>\$739.14</u>

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

Daily.....	\$50.11
Weekly .....	\$280.39
Monthly (6 month stay limit within a 12 month period) .....	<del>\$744.50</del> <u>\$781.73</u>

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

Daily.....	\$53.70
Weekly .....	\$295.89
Monthly (6 month stay limit within a 12 month period) .....	<del>\$783.88</del> <u>\$823.07</u>

## Pull-Through Deluxe Hook Up

Daily.....	\$57.73
Weekly .....	\$318.08
Monthly (6 month stay limit within a 12 month period) .....	<del>\$842.67</del> <u>\$884.80</u>

## Yurts

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

## RV Storage

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

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

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

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

5 Hour Use.....	\$50.00
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# Charleston Marina Storage Units

## Storage Unit Rates

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

5' x 10', Per Month .....	\$77.56
10' x 15', Per Month .....	\$161.93
10' x 20', Per Month .....	\$189.15
10' x 25', Per Month .....	\$213.63
10' x 30', Per Month .....	\$235.41
10' x 35', Per Month .....	\$253.10

# Charleston Marina Dry Storage

## Boat Trailers

Per Month .....	\$32.66
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## Boat & Trailer

Per Foot, Per Month.....	\$3.17
Minimum.....	\$95.10

## Crab Pots & Fishing Gear

Minimum Charge Per Item or Calculated by Square Foot, Whichever is Greater .....	\$19.04
Per Square Foot Per Month.....	\$0.25
Prepaid Deposit For Each ID Tag .....	\$7.48

# Charleston Marina Administrative Services

## Credit Card Processing Fee

Per Transaction, Of Total Sale Amount .....	2.5%
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## Key Cards

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

## Animal Violations

Per Ordinance 143, 11A.2.B.6 .....	\$25.00
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## 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 .....	\$250.00
Vessels.....	\$600.00

## Ordinance Violation

Civil Penalty, Each Day, Not to Exceed .....	\$500.00
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# General Administrative Services

## Tenant / Lessee Credit Check

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

## Labor

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

## Public Records

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

## Non-Commercial Firewood Gathering Permit

30 day permit, Valid November Through April .....	\$5.00
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# 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
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## Charter/Guide Vessels

General Liability, Must Include Wreck Removal and Pollution Liability .....	\$1,000,000
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## Travel Lift Services and Short Term Storage of Vessels (in Shipyard)

General Liability, Must Include Wreck Removal and Pollution Liability .....	\$500,000
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## Long Term Storage of Vessels (in Shipyard)

General Liability, Must Include Pollution Liability.....	\$250,000
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## Railroad Property Access and Occupancy

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

### Administrative Fees

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

### Access Fees

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

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

### Grade Crossing Occupancy Fees

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

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

### Track Lease Occupancy Fees

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

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

### Wireline Crossing Occupancy Fees

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

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

### Pipeline Crossing Occupancy Fees

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

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

**Railroad Property Access and Occupancy, continued**

Wireline and Pipeline Longitudinal Crossing

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

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

Outdoor Advertising Occupancy Fees

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

Signal Box, Per Face..... \$450.00

Signage, 4' x 8' or less ..... \$750.00

Billboard, 10' x 40' or less ..... \$2,000.00

Billboard, greater than 10' x 40'..... \$4,000.00

Land Lease Occupancy Fees

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

Land Lease ..... \$0.80

Miscellaneous

Unloading Platforms, Lessee Maintained ..... \$950.00

Overhead Conveyor, Lessee Maintained ..... \$950.00

Weight Scales, Lessee Maintained ..... \$950.00

Crossing Removal Fee

Removal and Disposal Fee, Due to Account Delinquency Status..... \$500.00

Additional Labor and Equipment, Per Hour ..... \$100.00

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

**DATE:** December 12, 2024

**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 \$2,200 per track mile or \$332,200. The fee for this Agreement of Assignment is \$20,838, which provides the Port with revenue of \$311,362. 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.

# **Informational Items**



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

Owned by the Oregon International Port of Coos Bay

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

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

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

	2020		2021		2022		2023		2024	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	409	1,349.7	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9
Feb	400	1,320.0	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4
Mar	432	1,425.6	566	1,867.8	694	2,290.2	498	1,643.4	488	1,610.4
Apr	350	1,155.0	621	2,049.3	668	2,204.4	407	1,343.1	456	1,504.8
May	394	1,300.2	599	1,976.7	707	2,333.1	454	1,498.2	548	1,808.4
Jun	534	1,762.2	625	2,062.5	595	1,963.5	468	1,544.4	420	1,386.0
Jul	485	1,600.5	503	1,659.9	530	1,749.0	473	1,560.9	465	1,534.5
Aug	467	1,541.1	485	1,600.5	597	1,970.1	388	1,280.4	433	1,428.9
Sep	378	1,247.4	556	1,834.8	524	1,729.2	372	1,227.6	351	1,158.3
Oct	431	1,422.3	521	1,719.3	488	1,610.4	393	1,296.9	498	1,643.4
Nov	349	1,151.7	548	1,808.4	512	1,689.6	409	1,349.7	335	1,105.5
Dec	499	1,646.7	453	1,494.9	493	1,626.9	440	1,452.0	0	0.0
<b>Total</b>	<b>5,128</b>	<b>16,922.4</b>	<b>6,213</b>	<b>20,502.9</b>	<b>6,755</b>	<b>22,291.5</b>	<b>5,168</b>	<b>17,054.4</b>	<b>4,955</b>	<b>16,351.5</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 2024 are as follows:

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	4,955	rail carloads =	495,500	short tons =	16,351.5	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.