



M E M O R A N D U M

TO: Interested Parties
FROM: Kyle Stevens, President
DATE: July 11, 2025
SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Thursday, July 17, 2025**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Thursday, July 17, 2025. Written comment will be accepted until 8:30 a.m. on Thursday, July 17, 2025 by sending an email to portcoos@portofcoosbay.com with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Thursday, July 17, 2025**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (f) consider information or records that are exempt by law from public inspection;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments; and
- (n) discuss information about review or approval of programs relating to the security of a number of specified structures, activities and materials relevant to the operation of the state’s infrastructure.

KS/cs

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
11:00 a.m., Thursday, July 17, 2025**

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

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

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

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

1. CALL MEETING TO ORDER

2. INTRODUCTION OF COMMISSION, GUESTS AND PORT STAFF

3. PORT PROJECT UPDATE

- A. Strategic Business Plan Project Update..... Points Consulting
- B. Port Financial Update.....Megan Richardson

4. PUBLIC COMMENT

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- B. Approval of USACE Task Assignment DocumentMelissa Cribbins, 51
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11. NEXT MEETING DATE – Thursday, August 21, 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., Wednesday, June 18, 2025

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

ATTENDANCE

Commission:

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

Staff:

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

Media & Guests:

Jan Hodder; Mike Graybill; Christine Moffitt; Dean Lundie; Tallon Trentz, IUOE, Local 701; Aaron Simons, ILWU Local 12; Garth Johnson, ILWU Local 12; and Chris Hansen, ILWU Local 12.

1. CALL MEETING TO ORDER

President Stevens called the meeting to order at 11:00 a.m.

2. INTRODUCTION OF COMMISSIONERS, GUESTS AND PORT STAFF

3. PORT PROJECT UPDATE

A. Pt. Adams Shoaling and Dredge Project, Presented by Ray Dwire

Ray Dwire delivered a comprehensive update about the ongoing shoaling issues at Point Adams and the Charleston Marina, as well as the Section 107 Study aimed at improving navigation. Mr. Dwire began by outlining the historical context of dredging efforts, noting that between 2019 and 2020, Port staff used the state-owned dredge, The Laura, to remove 12,500 cubic yards (CY) of sediment from the marina. In August and September 2020, the Port “piggybacked” on a U.S. Army Corps of Engineers (USACE) contract to remove an additional 2,991 CY from the federal navigation channel at a cost of \$28,500 or \$9.55 per CY. In 2021, Port staff dredged another 6,500 CY, placing the material at Site G, and addressed areas under L&S and Russell Marine fuel docks,

which was the last time those areas were dredged. No dredging occurred in the federal channel in 2022, which Mr. Dwire identified as a critical factor contributing to the current shoaling crisis, as unaddressed sediment began accumulating rapidly.

Since October 2023, Mr. Dwire has documented the unprecedented growth of the sandbar through monthly photographs, highlighting the severity of the issue, which threatens to shut down the marina's dock and inner basin. In 2024, efforts to address the shoaling were impeded when the USACE's Oregon-Washington clamshell contract received bids over double the anticipated \$14 per CY, leading to a protest that halted the project. The Port explored alternative negotiation with Dutra Group, which initially quoted \$50,000 for mobilization plus \$35 per CY for 10,000 CY, later adjusting to \$125,000 mobilization plus \$25 per CY for 7,000 CY after the contract protest. Another option with Manson Construction, which cost \$5,500 per hour for 36 hours, was abandoned due to late-season weather risks. These setbacks left the Port with an estimated 15,000 to 20,000 CY of sediment to remove in 2025.

For 2025, Mr. Dwire reported progress, as the USACE awarded a contract to HME for \$14 per CY to dredge 35,000 CY in the federal channel. The Port seized the opportunity to "piggyback", negotiating with HME to dredge 15,000 to 20,000 CY at \$16 per CY, plus an \$85,000 mobilization fee, totaling approximately \$400,000, a significant cost but within a feasible range compared to the anticipated \$20 per CY. Discussions with Russell Marine continue to explore "piggyback" dredging for their adjacent area.

President Stevens asked why the mobilization fee was so high if the company was there already. Mr. Dwire stated that Dutra and HME both advised that the mobilization fee was standard practice, even for a short distance. Mr. Dwire explained that \$85,000 is a savings compared to \$125,000 to \$350,000 if equipment were mobilized independently, and that costs for mobilization fees have been rising.

Commissioner Edwards asked if there has been a conversation with USACE about how much sediment could be placed at Site G. Mr. Dwire stated he had addressed concerns raised by the USACE regarding the capacity of Site G. Historically, Site G has handled 5,000 to 12,000 CY annually. The USACE expressed worries about the site's long-term viability, given the estimated 140,000 CY of sediment needing removal to fully address the shoaling issue. Mr. Dwire emphasized that Site G remains critical for maintaining marina operations, and the Port is advocating for its continued use, underscoring its necessity despite the capacity concerns.

Mr. Dwire explained that the Section 107 Charleston Marina Navigation Improvement Study explores the feasibility of extending the federal navigation channel into the marina to shift dredging responsibilities to the USACE, reducing the Port's financial burden. Mr. Dwire provided historical context, showing how sand movement since 1944, influenced by jetty construction, has driven shoaling into the marina. The study considers three increments: extending the channel to Pacific Choice would be increment three, to the boat ramp and Lazio dock would be increment two, or just past the fuel dock, which would be increment one, with the latter being the likely recommendation. Costing approximately \$300,000, the study requires the Port to cover 10% of any improvements, up to \$1 million for \$10 million in enhancements. The timeline includes a

rescheduled public Q&A in July 2025. The final report is expected in August and approval by September 2025, potentially transferring dredging responsibility to the USACE by 2026.

The Commissioners praised Mr. Dwire for the detailed chronology and expressed hope that lessons learned would prevent future delays. Mr. Dwire emphasized continued advocacy from private businesses and state officials to ensure dredging occurs.

B. Port Financial Update, Presented by Megan Richardson

Megan Richardson presented the financial update for April 2025, detailing the Port's fiscal performance. Operating income in April totaled \$285,000 against a budgeted \$380,000, resulting in a \$96,000 shortfall. Administration continues to have vacant spaces within the Hub Building which has resulted in a \$3,000 shortfall; however, a new tenant has signed a lease which will help mitigate the shortfall in the future. Port Operations saw \$20,000 in unanticipated revenue from a prorated Terminal One contract, though the tenant has since departed. Rail revenue experienced a \$62,000 shortfall due to lower-than-expected carloads. There are three main revenue lines that support Rail Ops for the General Fund; the first being rail leases which is based off the property the Port owns, the second is surcharges which are billed directly to the rail customers, and the third is the management fee which is billed to CBRL. Due to the lack of carloads this year, the fee will not be billed to the CBRL for the remainder of this fiscal year. 476 carloads were recorded against a budgeted 600 for the month of April, which has contributed to a year-to-date shortfall of approximately \$452,000 to the General Fund.

Charleston Operations reported \$206,000 in revenue in April, against a budgeted \$237,000, a \$31,000 shortfall across multiple business lines, with a year-to-date deficit of \$143,000. Operating expenses in April were \$432,000 compared to a budgeted \$498,000, underspent by \$67,000. Port Operations exceeded its budget by \$9,000 due to final payroll for separated staff. Railroad Operations overspent \$23,000 on repairs to the swing span bridge and emergency repairs to bridges near Veneta. The operating loss was \$147,000 against a budgeted loss of \$118,000. Other Income reached \$57,000, exceeding the budget of \$22,000, due to an insurance claim payout for wind damage at the shipyard. Other Expenses were \$25,000 against a budgeted \$40,000. Financial Expenses & Taxes was over budget by \$1,753 due to paying out insurance claims for the Rail line due to damage to neighboring property. Debt Service interest that was due for the credit line, was previously budgeted to be paid quarterly, but under a new agreement, it is being paid monthly.

The total net result is a loss of \$115,000 compared to a budgeted loss of \$136,000, with a year-to-date gain of \$325,000 against a budgeted loss of \$438,000, which is approximately \$763,000 better than planned.

3. PUBLIC COMMENT

A. Christine Moffitt commended the Port for enhancing transparency by making fiscal matters more accessible to the public. Ms. Moffitt expressed concerns about the strategic planning process, noting that the online survey lacked sufficient context or explanation of the Port's role and significance. Ms. Moffitt suggested that effective community engagement requires

facilitated group discussions and stratified surveys to capture diverse input, rather than relying solely on those who notice the survey. Ms. Moffitt requested a clear timeline and more proactive outreach efforts. Matt Friesen and Lanelle Comstock responded, highlighting that the survey, as an initial step, has garnered over 400 responses, an impressive turnout according to consultants. Mr. Friesen outlined plans for multiple open houses and community meetings, with the survey remaining open until mid-July. Distribution efforts include social media, the Port's website, and posters in Charleston Marina and Coos Bay. Mr. Friesen added that a consultant-led community meeting is scheduled for July, with further details to be shared as they become available.

4. CONSENT ITEMS

- A. Approval of April 17, 2025 Regular Commission Meeting Minutes
- B. Approval of May 21, 2025 Budget Committee Meeting Minutes
- C. Approval of April and May Invoices
- D. Approval of April and May Contracts Awarded

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners voted to approve the April 17, 2025 Regular Commission Meeting Minutes, May 21, 2025 Budget Committee Meeting Minutes, April and May Invoices, and April and May Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Stevens, Edwards, ViksneHill, and Roblan. Nays: None. Absent: Hamner).

5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

6. BUDGET HEARING – FY 2025/26

A. Public Hearing

President Stevens opened the public hearing at 11:40 a.m.

Ms. Richardson presented Resolution 2025Res04 for the adoption of the FY 2025/26 budget. The Port's Budget Committee approved the proposed 2025/26 Fiscal Year Budget after its first budget committee meeting on May 21, 2025. Each year, following the Budget Committee's approval of the budget, the Commission is required to hold a public hearing. The objective of the public hearing is to receive testimony from any person present.

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

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

President Stevens asked for any public comment or testimony on the proposed resolution. There being none, President Stevens closed the public hearing at 11:41 a.m.

Commissioner Roblan discussed the budget’s challenges, emphasizing the need to balance employee support with financial sustainability, with Commissioner ViksneHill noting that FY 2026/27 would pose even greater difficulties due to tightening fiscal constraints.

B. 2025Res04: Adoption of Budget, Making Appropriations, Imposing and Categorizing Taxes – Combined for Fiscal Year 2025/26

Upon a motion by Commissioner Edwards (second by Commissioner Roblan), the Board of Commissioners motioned to approve Resolution 2025Res04, a resolution adopting a budget, making appropriations, imposing, and categorizing taxes – combined for the 2025/26 fiscal year. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Edwards, and Roblan. Nays: None. Absent: Hamner).

7. ACTION ITEMS/REPORTS

A. 2025Res05: Adoption of Supplemental Budget for Fiscal Year 2024/25

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

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

<u>General Fund</u>	<u>Budgeted Amounts</u>	<u>New Amounts</u>	<u>Change</u>
1 Administration	\$1,745,518	\$1,745,518	-
2 Charleston Ops	3,300,920	3,069,050	(231,870)
3 External Affairs	372,249	372,249	-
4 Port Ops	512,609	512,609	-
6 Rail Ops	760,716	1,020,595	259,879
Non-Departmental			
Debt Service	1,353,135	1,353,135	-
Contingency	28,009	-	(28,009)
General Fund Total	\$8,000,494	\$8,000,494	\$ -

Dredge Fund

Personnel Services	136,458	210,263	(73,805)
Materials & Services	685,251	611,445	73,805
Total Dredge Fund	\$821,709	\$821,709	\$ -

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

Upon a motion by Commissioner Roblan (second by Commissioner ViksneHill), the Board of Commissioners motioned to approve Resolution 2025Res05 adopting the supplemental budget reallocating appropriations to incorporate changes in both the General Fund and Dredge Fund. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Edwards, and Roblan. Nays: None. Absent: Hamner).

B. 2025Res06: Update Signature Authority on Umpqua Bank Account

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

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

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

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

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

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

Upon a motion by Commissioner Roblan (second by Commissioner Edwards), the Board of Commissioners motioned to approve Resolution 2025Res06 updating signature authority for the

banking accounts at Umpqua Bank, Coos Bay Branch. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Edwards, and Roblan. Nays: None. Absent: Hamner).

C. 2025Res07: Declaration of Exemption from Competitive Bidding – 2025 Point Adams Dredging Project at the Charleston Marina

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

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

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

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

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

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

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

Upon a motion by Commissioner Edwards (second by Commissioner Roblan), the Board of Commissioners motioned to adopt Resolution 2025Res07, a motion declaring an exemption from competitive bidding for the 2025 Point Adams Dredging Project at the Charleston Marina. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Edwards, and Roblan. Nays: None. Absent: Hamner).

D. 2025Res08: Port of Coos Bay Rate Schedule for FY 2025/26

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

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

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

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

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

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

Commissioner Roblan asked whether the Ice Plant was running again. Mr. Dwire stated that the entire chain needed to be replaced, and it has been ordered. Ms. Comstock added that the Port has already paid \$6,000 in repairs to the Ice Plant in recent weeks, and understands this is peak season for Ice. Mr. Dwire stated the Ice Plant failing during this time period is very unfortunate, but staff are utilizing this time to replace four panels in the ice bin, so when the Ice Plant does become operational, it should be back up to full capacity and producing 150 tons of ice.

Upon a motion by Commissioner Roblan (second by Commissioner ViksneHill), the Board of Commissioners motioned to adopt Resolution 2025Res08, modifying and publishing the revised Port of Coos Bay Rate Schedule as presented for Fiscal Year 2025/26. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Edwards, and Roblan. Nays: None. Absent: Hamner).

E. New Horizons Lease Agreement

Altru Home Care LLC dba New Horizons In-Home Care, and the Oregon International Port of Coos Bay are negotiating a one-year Commercial Lease Agreement, for New Horizons to lease Suite 380 in the Hub Building, to use as a professional office space. The effective date of the agreement will be no later than July 1, 2025.

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

Upon a motion by Commissioner Edwards (second by Commissioner Roblan), the Board of Commissioners motioned to ratify the execution of a one-year lease agreement with Altru Home Care LLC dba New Horizons In-Home Care, to lease Suite 380 in the Hub Building. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Edwards, and Roblan. Nays: None. Absent: Hamner).

8. OTHER

9. COMMISSION COMMENTS

Commissioner Roblan emphasized the critical need for fiscal discipline, pointing out that the Port’s budget reflects insufficient revenue to ensure long-term sustainability. Commissioner Roblan urged a thorough review of the rail line and all Port activities to identify strategies for financial health, emphasizing that the challenges will intensify in FY 2026/2027 due to reduced federal grant opportunities. Commissioner Roblan stressed the importance of careful resource management and thanked staff for their effort in navigating these constraints.

10. NEXT MEETING DATE – Thursday, July 17, 2025, 11:00 a.m.

11. ADJOURN

President Stevens adjourned the meeting at 12:04 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
- (n) discuss information about review or approval of programs relating to the security of a number of specified structures, activities and materials relevant to the operation of the state's infrastructure.



M E M O R A N D U M

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

A/P checks issued per NetSuite financial system	155,311.99
Payroll disbursement per Umpqua Bank statement	124,267.42
Misc electronic disbursements per Umpqua Bank statement	396,888.26
Total Disbursements	<u>\$ 676,467.67</u>



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Megan Richardson, Director of Finance and Accounting

DATE: July 11, 2025

SUBJECT: June 2025 Contracts Awarded

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

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

Contract	Description	Cost
Points Consulting	2025 Strategic Business Plan Update	\$73,480.00
Total Contracts Awarded for June		\$73,480.00

Management Reports

M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners
 FROM: Lanelle Comstock, Chief Executive Officer
 DATE: July 11, 2025
 SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- July Regular Commission Meeting: Thursday, July 17, 11:00 am
- Charleston Advisory Committee Meeting: Wednesday, July 23, 10:00 am
- Coos County Urban Renewal Agency: TBD, Week of July 28, 7:30 am
- Strategic Business Plan Town Hall (Tentative): Wednesday, August 20, TBD
- August Regular Commission Meeting: Thursday, August 21, 11:00 am

ADMINISTRATION

Veneta Dog Park: In 2011, the Board of Commissioners of the Oregon International Port of Coos Bay approved an Intergovernmental Agreement between the City of Veneta and the Oregon International Port of Coos Bay to allow the City of Veneta to maintain a certain section of railroad right-of-way located within the city limits of Veneta. In October 2022, the IGA was amended by the Port Board of Commissioners to allow the City of Veneta to develop part of this property into a fenced community dog park. The dog park, named the “Bark and Whistle Dog Park” has since opened and is the prime example of a beautifully built and maintained city dog park that is greatly appreciated by the community citizens and their dogs. The Port and CBRL are very impressed with the development and upkeep of this property and are proud of the collaboration and relationship held with the City of Veneta.



Strategic Business Plan: Points Consulting will present an update on the Strategic Business Plan project status via Zoom at the July Commission meeting. Points Consulting will then be present in person at the August Commission meeting to facilitate discussion and is planning to do a community open house/townhall the day before the Commission meeting. The townhall date and location will be announced and promoted once confirmed in the near future. The survey has received over 600 responses.

Charleston Advisory Committee Meetings: The quarterly Charleston Advisory Committee Meetings are being changed from the regularly scheduled third Wednesday of the month to the fourth Wednesday of the month at 10:00 am. This was requested during public comment at Port Commission meetings in an effort to ensure the Charleston Advisory Committee meeting minutes are completed in time to be included in the following months Port Commission meeting packet.

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

HUMAN RESOURCES

Retirement: Cheryl Charitar, the Charleston Marina Office Administrator, is retiring August 15. Cheryl has been with the Port for over 24 years. Cheryl's knowledge, sense of humor, welcoming nature, and bubbly attitude will be greatly missed. Thank you, Cheryl, for your amazing tenure at the Port of Coos Bay. We wish you great happiness and fun filled days in your retirement.

Employee Milestone Anniversary: July 1st marks the 10-year anniversary of Mary Green, the Port's Accounting Supervisor. Happy anniversary Mary!



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

We hereby present May and May Year-to-Date (11 months) financial results for the Port.

Operating Revenue:

Total operating revenues totaled \$396K, which was approximately \$12K less than budgeted. Revenues were less than anticipated in Admin and Rail Ops departments. Admin has vacancies within the Hub building which were budgeted to be filled. This month the shortfall is smaller than in previous periods because we have added a retail tenant in the building. Rail Ops car movements fell short of the budgeted amount due to lower car movements than anticipated which impacts revenue received by the Port for capital surcharges billed to rail customers. The Port continues to not bill CBRL for the management fee due to low car movements on the CBRL. The month of May had a total of 286 car movements compared to a budget projection of 640 cars. This is the second lowest month of the fiscal year to date. Charleston revenues are down in building leases and marina moorage. Charleston did exceed the budget on shipyard services (including the work dock, and travel lift operations), RV Park, and ice sales.

Operating Expense:

Operating expenses totaled \$429K, which was \$69K under budget for the period. All departments, except Rail Ops, underspent their budget this month. The overage in Rail Ops was due to bridge repairs. The underspending of this period is a combined effort to reduce spending across the general fund.

Operating Result:

The Port ended May with a net loss of \$33K against a planned net loss of \$90K, which was less than planned by \$56K. All departments performed better than planned except for Rail Ops. Rail Ops continues to not meet their budgeted operating result due to lower revenue and greater expenditure.

Other Income & Expense:

Other revenues totaled \$25K, which is on plan. Other expenses totaled \$277K, which is \$6K overspent for the month. This is a combination of an insurance claim expense for repairs made to a building in the Shipyard from wind damage, and the timing of debt service interest due on the line of credit. The funds to make that repair were received from the insurance company in a prior period. The line of credit interest was allocated to be paid quarterly based on the prior agreement.

Net Result & Year to Date:

May had a net loss of \$285K compared to a budgeted net loss of \$336K resulting in a positive \$51K variance.

Other Comments:

June Cash Balance	Total	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail			
				Project Crafty	State Dredge Funds	IFA Mod	Channel
1,727,549.88		910,864.76	816,685.12	-	145,850.36	670,834.75	

The total cash balances in all bank accounts for June month end were \$1,727,549.88 which is a decrease from May of \$880,679.13. Restricted funds are detailed in the table above. Total interest earnings totaled \$4,454.55 with \$1,201.45 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate remained at 4.60% pa. This is a decrease in the pool interest rate of 0.67% from the start of the fiscal year.

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



	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
Administration	13,721	15,618	(1,896)	(12%)	11,678	2,043	17%	136,439	171,793	(35,354)	(21%)	123,108	13,331	11%	152,055	187,409	(19%)
External Affairs	0	0	0	-	2	(2)	(100%)	4	0	4	-	100,141	(100,137)	(100%)	4	0	-
Port Operations	21,644	21,131	512	2%	20,153	1,491	7%	269,380	248,867	20,513	8%	276,476	(7,096)	(3%)	295,364	274,852	7%
Railroad Operations	75,348	106,874	(31,527)	(29%)	91,623	(16,276)	(18%)	692,006	1,175,616	(483,609)	(41%)	872,589	(180,582)	(21%)	1,692,825	2,176,434	(22%)
Charleston Operations																	
Building & Dock Leases	22,214	29,474	(7,260)	(25%)	17,238	4,976	29%	224,027	324,219	(100,191)	(31%)	241,131	(17,104)	(7%)	253,502	353,693	(28%)
Marina	119,202	134,418	(15,217)	(11%)	116,534	2,668	2%	1,134,454	1,217,260	(82,806)	(7%)	1,010,336	124,118	12%	1,325,517	1,408,323	(6%)
Shipyards	30,597	23,468	7,129	30%	26,478	4,119	16%	335,884	255,717	80,167	31%	287,434	48,450	17%	363,576	283,409	28%
RV Park	33,685	21,970	11,715	53%	22,368	11,317	51%	309,345	332,852	(23,507)	(7%)	338,537	(29,191)	(9%)	348,480	371,987	(6%)
Ice Plant	44,799	35,600	9,199	26%	45,414	(615)	(1%)	324,114	160,602	163,512	102%	185,651	138,463	75%	363,512	200,000	82%
Travel Lift	5,198	5,770	(572)	(10%)	4,725	473	10%	51,975	46,436	5,539	12%	37,700	14,274	38%	58,889	53,350	10%
Other	29,465	13,957	15,508	111%	1,553	27,912	1797%	3,420	160,557	(157,137)	(98%)	(81,130)	84,550	(104%)	(4,677)	152,460	(103%)
Total Charleston Operations	285,159	264,658	20,501	8%	234,310	50,850	22%	2,383,219	2,497,642	(114,424)	(5%)	2,019,658	363,560	18%	2,708,799	2,823,222	(4%)
Total Operating Income	395,872	408,281	(12,410)	(3%)	357,766	38,106	11%	3,481,048	4,093,918	(612,870)	(15%)	3,391,972	89,077	3%	4,849,046	5,461,916	(11%)
Operating Expenses																	
Administration	84,364	130,436	46,072	35%	136,467	52,103	38%	1,450,458	1,550,188	99,729	6%	1,686,190	235,731	14%	1,620,298	1,720,027	6%
External Affairs	20,647	30,129	9,482	31%	35,547	14,900	42%	312,828	336,769	23,941	7%	393,810	80,982	(21%)	348,308	372,249	(6%)
Port Operations	21,866	40,326	18,460	46%	53,257	31,391	59%	369,614	449,450	79,836	18%	835,901	466,286	(56%)	422,772	502,609	(16%)
Railroad Operations	75,451	64,007	(11,444)	(18%)	6,374	(69,078)	(1084%)	914,199	696,709	(217,490)	(31%)	1,017,780	103,581	(10%)	978,206	760,716	29%
Charleston Operations	226,887	232,910	6,024	3%	172,882	(54,005)	(31%)	2,013,188	2,593,632	580,443	22%	1,844,296	(168,892)	9%	2,293,477	2,873,920	(20%)
Total Expenses	429,215	497,808	68,593	14%	404,526	(24,689)	(6%)	5,060,288	5,626,748	566,460	10%	5,777,976	717,688	12%	5,663,061	6,229,521	9%
Operating Results																	
Administration	(70,643)	(114,818)	44,176	(38%)	(124,789)	54,146	(43%)	(1,314,019)	(1,378,394)	64,375	(5%)	(1,563,082)	249,063	(16%)	(1,468,243)	(1,532,619)	(4%)
External Affairs	(20,647)	(30,129)	9,482	(31%)	(35,545)	14,898	(42%)	(312,824)	(336,769)	23,945	(7%)	(293,669)	(19,155)	7%	(348,304)	(372,249)	(6%)
Port Operations	(222)	(19,195)	18,972	(99%)	(33,104)	32,882	(99%)	(100,234)	(200,583)	100,349	(50%)	(559,425)	459,191	(82%)	(127,408)	(227,757)	(44%)
Railroad Operations	(104)	42,867	(42,971)	(100%)	85,250	(85,353)	(100%)	(222,193)	478,907	(701,099)	(146%)	(145,191)	(77,002)	53%	714,619	1,415,718	(50%)
Charleston Operations	58,272	31,748	26,524	84%	61,428	(3,155)	(5%)	370,030	(95,989)	466,020	(485%)	175,362	194,668	111%	415,322	(50,698)	(919%)
Totals Operating Results	(33,343)	(89,527)	56,184	(63%)	(46,760)	13,417	(29%)	(1,579,240)	(1,532,829)	(46,410)	3%	(2,386,005)	806,765	(34%)	(814,015)	(767,605)	6%
Tax Collected	15,700	14,508	1,192	8%	14,260	1,440	10%	2,430,638	2,380,652	49,987	2%	2,340,807	89,831	4%	2,474,840	2,424,854	2%
Financial Income	9,022	8,624	398	5%	7,374	1,648	22%	101,775	104,863	(3,088)	(3%)	118,036	(16,261)	(14%)	110,399	113,487	(3%)
Grant Income	0	0	0	-	0	0	-	0	5,000	(5,000)	(100%)	10,300	(10,300)	(100%)	55,000	60,000	(8%)
Loan Receipts	0	0	0	-	0	0	-	0	0	0	-	31,909	(31,909)	(100%)	0	0	-
Other Income	19	1,075	(1,056)	(98%)	0	19	-	668,389	11,824	656,565	5553%	488,874	179,515	37%	669,464	12,899	5090%
Total Other Income	24,741	24,207	534	2%	21,634	3,107	14%	3,200,802	2,502,339	698,463	28%	2,989,925	210,877	7%	3,309,703	2,611,240	27%
Financial Expenses & Taxes	22,842	3,250	(19,592)	603%	2,342	(20,500)	875%	95,684	66,250	(29,434)	44%	150,576	54,893	(36%)	101,434	72,000	(41%)
Debt Service	253,947	232,829	(21,118)	9%	234,681	(19,266)	8%	1,290,783	1,293,812	3,029	(0%)	1,443,080	152,298	(11%)	1,350,108	1,353,137	0%
Capital Outlays	0	34,875	34,875	(100%)	0	0	-	188,084	383,625	195,541	(51%)	732,566	544,482	(74%)	222,959	418,500	47%
Interfund Transfers	0	0	0	-	0	0	-	0	0	0	-	322,740	322,740	(100%)	0	0	-
Total Other Expenses	276,789	270,954	(5,835)	2%	237,023	(39,766)	17%	1,574,550	1,743,687	169,137	(10%)	2,648,963	1,074,413	(41%)	1,674,500	1,843,637	(9%)
Net Result	(285,391)	(336,274)	50,882	15%	(262,149)	(23,243)	9%	47,013	(774,177)	821,190	106%	(2,045,042)	2,092,054	102%	821,188	(2)	-

Financial Report - Actual vs. Budget
 For Period Ending May 2025
 amounts in \$US dollars



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

Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	12,421	14,322	(1,900)	-13%	10,428	1,993	19%	122,534	157,537	(35,003)	-22%	109,333	13,201	12%	136,856	171,859	-20%
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	13,750	13,750	0	0%	13,750	0	0%	15,000	15,000	0%
4290 Other	50	46	4	9%	0	50	-	155	506	(351)	-69%	25	130	520%	199	550	-64%
Total Operating Income	13,721	15,618	(1,896)	-12%	11,678	2,043	17%	136,439	171,793	(35,354)	-21%	123,108	13,331	11%	152,055	187,409	-19%
Expenses																	
Personnel Services																	
5005 Salaries	38,370	58,325	19,954	34%	65,704	27,334	42%	625,122	670,848	45,726	7%	795,095	169,972	21%	712,723	758,449	6%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	0	-
Total Compensation	38,370	58,325	19,954	34%	65,704	27,334	42%	625,122	670,848	45,726	7%	795,142	170,020	21%	712,723	758,449	6%
5100 Federal Payroll taxes	2,897	3,959	1,062	27%	4,868	1,971	40%	38,996	45,535	6,539	14%	53,648	14,652	27%	44,942	51,481	13%
5105 State Payroll taxes	0	0	0	-	255	255	100%	0	0	0	-	2,623	2,623	100%	0	0	-
5110 Unemployment Insurance	469	916	447	49%	1,107	638	58%	7,247	10,531	3,284	31%	12,685	5,438	43%	8,622	11,906	28%
5115 Workers compensation	88	230	142	62%	231	142	62%	(990)	2,649	3,639	137%	1,978	2,969	150%	(645)	2,995	122%
Total Payroll Taxes	3,455	5,105	1,650	32%	6,460	3,005	47%	45,252	58,715	13,463	23%	70,934	25,682	36%	52,920	66,382	20%
5200 Medical insurance	2,063	8,184	6,121	75%	11,367	9,304	82%	64,166	90,026	25,860	29%	130,544	66,378	51%	72,350	98,210	26%
5205 Dental insurance	448	980	532	54%	998	550	55%	8,078	10,776	2,698	25%	11,054	2,975	27%	9,058	11,756	23%
5215 Term life insurance	38	88	50	57%	108	71	65%	704	963	258	27%	1,271	567	45%	792	1,050	25%
5220 Long Term Disability insurance	186	386	200	52%	385	199	52%	2,587	4,241	1,654	39%	4,369	1,782	41%	2,973	4,627	36%
5225 PERS Employer Contributions	9,318	12,213	2,895	24%	14,824	5,506	37%	103,746	140,472	36,726	26%	166,336	62,590	38%	122,089	158,815	23%
5230 PERS Employee Contributions	2,529	3,314	786	24%	3,942	1,414	36%	28,154	38,120	9,966	26%	43,919	15,765	36%	33,131	43,098	23%
5295 Allocations	0	(189)	(189)	100%	0	0	-	(305)	(2,174)	(1,869)	86%	0	305	-	(589)	(2,458)	76%
Total Insured Benefits	14,581	24,975	10,394	42%	31,624	17,043	54%	207,131	282,423	75,292	27%	357,493	150,362	42%	239,805	315,097	24%
Total Personnel Services	56,406	88,404	31,999	36%	103,788	47,383	46%	877,505	1,011,986	134,480	13%	1,223,569	346,063	28%	1,005,447	1,139,928	12%
Goods & Services																	
6005 Seminars & training	0	679	679	100%	0	0	-	1,100	7,471	6,371	85%	13,932	12,833	92%	1,779	8,150	78%
6010 Educational reimbursement	0	0	0	-	0	0	-	0	0	0	-	1,104	1,104	100%	0	0	-
Total Staff Training	0	679	679	100%	0	0	-	1,100	7,471	6,371	85%	15,036	13,937	93%	1,779	8,150	78%
6020 Travel - airfare	0	167	167	100%	0	0	-	0	1,833	1,833	100%	0	0	-	167	2,000	92%
6025 Travel - lodging & transportation	0	208	208	100%	0	0	-	163	2,292	2,128	93%	1,644	1,480	90%	372	2,500	85%
6030 Travel - Per Diem & mileage reimbursement	0	250	250	100%	191	191	100%	269	2,750	2,481	90%	1,386	1,117	81%	519	3,000	83%
6035 Meals & Entertainment	0	167	167	100%	65	65	100%	471	1,833	1,362	74%	1,487	1,015	68%	638	2,000	68%
Total Travel & Entertainment	0	792	792	100%	256	256	100%	904	8,708	7,805	90%	4,516	3,612	80%	1,695	9,500	82%

Financial Report - Actual vs. Budget
For Period Ending May 2025
amounts in \$US dollars



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

Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	230	433	203	47%	119	(111)	-93%	3,027	4,767	1,740	37%	6,541	3,514	54%	3,460	5,200	33%
6055 Kitchen supplies	26	92	65	71%	274	247	90%	882	1,008	126	13%	1,777	895	50%	974	1,100	11%
6060 IT supplies	0	583	583	100%	0	0	-	269	6,417	6,147	96%	3,109	2,840	91%	853	7,000	88%
6070 Postage & courier services	400	333	(67)	-20%	400	0	0%	2,812	3,667	855	23%	2,802	(10)	0%	3,145	4,000	21%
6085 Office equipment lease	0	154	154	100%	0	0	-	1,385	1,693	308	18%	1,385	0	0%	1,539	1,847	17%
6087 Office equipment repairs & maintenance	0	375	375	100%	257	257	100%	1,624	4,125	2,501	61%	2,431	807	33%	1,999	4,500	56%
6090 IT SW subscriptions & licenses	12,277	10,373	(1,904)	-18%	16,830	4,553	27%	149,589	114,107	(35,483)	-31%	187,529	37,940	20%	159,963	124,480	-29%
6095 Commission expenses	266	640	374	58%	0	(266)	-	3,293	7,040	3,747	53%	378	(2,915)	-771%	3,933	7,680	49%
Total Office Expense	13,200	12,984	(216)	-2%	17,881	4,681	26%	162,881	142,823	(20,058)	-14%	205,953	43,072	21%	175,865	155,807	-13%
6100 Telephone - landline	422	417	(5)	-1%	458	36	8%	4,784	4,583	(201)	-4%	4,953	169	3%	5,201	5,000	-4%
6105 Telephone - mobile	319	555	236	42%	741	422	57%	4,450	6,105	1,655	27%	8,774	4,324	49%	5,005	6,660	25%
6110 Internet services	292	650	357	55%	633	340	54%	3,690	7,146	3,456	48%	6,916	3,226	47%	4,340	7,796	44%
6130 Electricity	978	1,267	289	23%	1,108	131	12%	12,654	14,435	1,781	12%	12,624	(30)	0%	13,779	15,560	11%
6135 Water/Sewer	251	269	18	7%	243	(9)	-4%	2,601	2,734	133	5%	2,465	(136)	-6%	2,867	3,000	4%
6140 Garbage/Sanitation Collection	676	310	(366)	-118%	311	(365)	-117%	3,571	3,410	(161)	-5%	3,089	(482)	-16%	3,881	3,720	-4%
Total Utilities	2,938	3,467	529	15%	3,494	556	16%	31,751	38,413	6,663	17%	38,822	7,071	18%	35,073	41,736	16%
6205 Janitorial services	904	1,017	113	11%	882	(22)	-2%	9,812	11,183	1,371	12%	9,450	(362)	-4%	10,829	12,200	11%
6215 Payroll services	611	692	81	12%	615	4	1%	6,997	8,297	1,300	16%	7,371	374	5%	7,700	9,000	14%
6245 Legal advertising	290	167	(123)	-74%	94	(197)	-210%	397	1,833	1,437	78%	108	(289)	-269%	563	2,000	72%
6250 Legal services	5,327	8,333	3,006	36%	6,301	974	15%	82,593	91,667	9,074	10%	65,827	(16,765)	-25%	90,926	100,000	9%
6255 Auditing	0	0	0	-	0	0	-	65,445	75,000	9,555	13%	66,600	1,155	2%	65,445	75,000	13%
6260 Consulting services	45	6,327	6,282	99%	0	(45)	-	161,279	69,593	(91,686)	-132%	146	(161,133)	-110486%	167,606	75,920	-121%
6290 Commercial insurance	4,536	2,819	(1,716)	-61%	2,769	(1,767)	-64%	39,330	30,709	(8,622)	-28%	29,727	(9,603)	-32%	42,150	33,528	-26%
Total Professional Services	11,713	19,355	7,642	39%	10,659	(1,053)	-10%	365,853	288,283	(77,571)	-27%	179,230	(186,624)	-104%	385,219	307,648	-25%
6315 Advertising	0	42	42	100%	0	0	-	5	458	453	99%	0	(5)	-	47	500	91%
6351 Awards & Recognitions	0	663	663	100%	0	0	-	3,713	7,288	3,575	49%	3,975	263	7%	4,375	7,950	45%
Total Marketing Expense	0	704	704	100%	0	0	-	3,718	7,746	4,028	52%	3,975	258	6%	4,422	8,450	48%
6400 Small equipment & tools	0	42	42	100%	0	0	-	80	458	378	83%	1,481	1,401	95%	122	500	76%
6405 Safety/hazardous materials	0	22	22	100%	0	0	-	45	238	193	81%	676	631	93%	67	260	74%
6420 Janitorial supplies	93	125	32	26%	143	51	35%	1,023	1,375	352	26%	1,792	769	43%	1,148	1,500	23%
6425 Operational supplies	15	42	27	64%	0	(15)	-	479	458	(20)	-4%	312	(167)	-53%	520	500	-4%
Total Operational Expense	108	230	122	53%	143	36	25%	1,627	2,530	903	36%	4,261	2,635	62%	1,857	2,760	33%

Financial Report - Actual vs. Budget
For Period Ending May 2025
amounts in \$US dollars



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

Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	10	0	(10)	-	48	38	79%	10	0	-
6505 Repairs & maintenance vehicles	0	0	0	-	17	17	100%	17	0	(17)	-	35	17	50%	17	0	-
6510 Repairs & maintenance buildings	0	1,462	1,462	100%	28	28	100%	4,632	16,078	11,446	71%	10,269	5,637	55%	6,094	17,540	65%
6580 Permits	0	0	0	-	0	0	-	197	200	3	1%	0	(197)	-	197	200	1%
Total Repair and Maintenance	0	1,487	1,487	100%	245	245	100%	5,121	16,553	11,433	69%	10,827	5,707	53%	6,607	18,040	63%
6599 Budget Contingency	0	2,334	2,334	100%	0	0	-	0	25,675	25,675	100%	0	0	-	2,334	28,009	92%
Total Goods & Services	27,959	42,032	14,073	33%	32,679	4,720	14%	572,953	538,202	(34,751)	-6%	462,621	(110,332)	-24%	614,851	580,100	-6%
Total Expenses	84,364	130,436	46,072	35%	136,467	52,103	38%	1,450,458	1,550,188	99,729	6%	1,686,190	235,731	14%	1,620,298	1,720,027	6%
Operating Results	(70,643)	(114,818)	44,176	-38%	(124,789)	54,146	-43%	(1,314,019)	(1,378,394)	64,375	-5%	(1,563,082)	249,063	-16%	(1,468,243)	(1,532,618.54)	-4%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	12,209	11,883	326	3%	11,542	667	6%	2,034,604	2,007,877	26,728	1%	1,959,574	75,030	4%	2,075,581	2,048,854	1%
4410 Property Taxes - Prior Years	3,491	2,625	866	33%	2,718	773	28%	54,078	46,775	7,303	16%	48,395	5,683	12%	57,303	50,000	15%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	9,022	11,000	(1,978)	-18%	0	9,022	-	9,022	11,000	-18%
4505 Interest - Bank	1,660	1,250	410	33%	0	1,660	-	20,674	23,750	(3,076)	-13%	36,922	(16,249)	-44%	21,924	25,000	-12%
4506 Interest - Southport Note	1,229	1,229	0	0%	1,410	(181)	-13%	14,352	14,352	0	0%	16,323	(1,971)	-12%	15,565	15,565	0%
4515 Principal Repayment - Southport Note	6,145	6,145	0	0%	5,964	181	3%	66,761	66,761	0	0%	64,790	1,971	3%	72,922	72,922	0%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	50,000	50,000	0%
4705 Loans Received	0	0	0	-	0	0	-	0	0	0	-	31,909	(31,909)	-100%	0	0	-
4905 Other	19	0	19	-	0	19	-	1,614	0	1,614	-	508	1,105	217%	1,614	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	8,537	(8,537)	-100%	0	0	-
Total Other Income	24,753	23,132	1,620	7%	21,634	3,119	14%	2,201,105	2,170,515	30,591	1%	2,166,960	34,146	2%	2,303,931	2,273,341	1%
Other Expenses																	
Taxes & Misc Expenses																	
6710 Reimbursable Expenses	0	0	0	-	0	0	-	0	0	0	-	103,302	103,302	100%	0	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	9,970	11,000	1,031	9%	43	(9,926)	-23042%	9,970	11,000	9%
6740 Merchant fees	0	0	0	-	2,259	2,259	100%	0	0	0	-	30,408	30,408	100%	0	0	-
6745 Banking fees	327	333	6	2%	118	(209)	-177%	3,291	3,667	376	10%	2,634	(657)	-25%	3,624	4,000	9%
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	2,002	2,002	100%	0	0	-
Total Taxes & Misc Expenses	327	333	6	2%	2,377	2,050	86%	13,261	14,667	1,406	10%	138,389	125,128	90%	13,594	15,000	9%
Debt Services & Capital Expense																	
7005 Principal repayment	120,000	120,000	0	0%	115,000	(5,000)	-4%	120,000	120,000	0	0%	115,000	(5,000)	-4%	120,000	120,000	0%
7010 Interest payment	33,264	33,264	0	0%	34,590	1,325	4%	66,529	66,529	0	0%	69,179	2,651	4%	66,529	66,529	0%
8010 CIP Buildings	0	3,208	3,208	100%	0	0	-	0	35,292	35,292	100%	10,324	10,324	100%	3,208	38,500	92%
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	31,909	31,909	100%	0	0	-
Total Debt Services & Capital Expenses	153,264	156,473	3,208	2%	149,590	(3,675)	-2%	186,529	221,820	35,292	16%	226,412	39,884	18%	189,737	225,029	16%
Total Other Expenses	153,592	156,806	3,214	2%	151,966	(1,625)	-1%	199,789	236,487	36,698	16%	364,801	165,012	45%	203,331	240,029	15%
Net Other Income	(128,839)	(133,674)	4,835	-4%	(130,332)	1,493	-1%	2,001,316	1,934,028	67,288	3%	1,802,159	199,158	11%	2,100,601	2,033,312	3%
Net Result	(199,482)	(248,492)	49,010	-20%	(255,121)	55,640	-22%	687,297	555,634	131,664	24%	239,077	448,220	187%	632,358	500,694	26%

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

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End			
	May 2025				May 2024			Jul 2024 - May 2025				Jul 2024 - Jun 2025			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY \$ Diff % Diff	Projected	Budget	% Diff
Operating Income															
4005 Building & Dock Leases	22,214	29,474	(7,260)	-25%	17,238	4,976	29%	224,027	324,219	(100,191)	-31%	241,131 (17,104) -7%	253,502	353,693	-28%
4100 Annual Moorage	34,884	45,893	(11,009)	-24%	31,969	2,915	9%	335,068	445,540	(110,472)	-25%	310,362 24,706 8%	455,203	565,675	-20%
4105 Semi-Annual Moorage	28,414	20,408	8,006	39%	20,144	8,270	41%	198,663	144,655	54,008	37%	142,779 55,884 39%	214,518	160,510	34%
4110 Monthly Moorage	12,352	20,697	(8,345)	-40%	14,543	(2,191)	-15%	137,765	199,347	(61,582)	-31%	140,071 (2,306) -2%	158,418	220,000	-28%
4115 Transient Moorage	16,158	19,723	(3,565)	-18%	24,617	(8,460)	-34%	158,397	113,066	45,331	40%	141,122 17,275 12%	166,331	121,000	37%
4118 Work Dock	6,534	1,714	4,820	281%	2,143	4,390	205%	62,198	46,540	15,659	34%	58,233 3,965 7%	67,276	51,617	30%
4120 Metered Utilities	150	0	150	-	65	85	131%	882	0	882	-	65 817 1254%	882	0	-
4125 Launch Ramp	4,656	3,232	1,424	44%	2,924	1,732	59%	52,184	45,464	6,720	15%	41,132 11,052 27%	54,966	48,246	14%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	183	(183)	-100%	0 0 -	17	200	-92%
4135 Storage Yard	4,592	4,597	(5)	0%	4,064	528	13%	51,000	51,880	(881)	-2%	45,866 5,134 11%	55,191	56,072	-2%
4140 Storage Unit	19,063	19,767	(705)	-4%	18,101	962	5%	213,414	216,207	(2,794)	-1%	197,980 15,433 8%	232,826	235,620	-1%
4145 Long Term Boat Storage	9,068	12,959	(3,890)	-30%	12,181	(3,112)	-26%	124,429	127,192	(2,762)	-2%	119,556 4,873 4%	137,598	140,360	-2%
4150 Short Term Boat Storage	7,888	5,110	2,777	54%	5,346	2,542	48%	73,941	43,438	30,503	70%	45,439 28,502 63%	79,142	48,639	63%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	404	917	(513)	-56%	245 159 65%	487	1,000	-51%
4165 Space Rents	32,988	21,524	11,464	53%	21,965	11,023	50%	300,073	319,442	(19,369)	-6%	325,981 (25,908) -8%	338,658	358,027	-5%
4173 Laundry	343	99	244	247%	120	224	187%	3,017	3,254	(237)	-7%	2,691 326 12%	3,063	3,300	-7%
4175 Propane	344	339	5	1%	283	60	21%	5,327	10,065	(4,738)	-47%	8,419 (3,092) -37%	5,822	10,560	-45%
4180 Merchandise	0	8	(8)	-100%	0	0	-	25	92	(67)	-73%	503 (478) -95%	33	100	-67%
4190 Ice	44,799	35,600	9,199	26%	46,314	(1,515)	-3%	324,114	160,602	163,512	102%	188,001 136,113 72%	363,512	200,000	82%
4200 Boat Lifts	5,198	5,770	(572)	-10%	4,725	473	10%	52,334	46,436	5,898	13%	38,027 14,307 38%	59,248	53,350	11%
4230 Environmental Fee	4,502	3,685	816	22%	3,980	522	13%	49,480	38,548	10,932	28%	41,632 7,848 19%	53,725	42,793	26%
4235 Customer Discounts	0	0	0	-	0	0	-	(1,116)	0	(1,116)	-	(1,482) 366 -25%	(1,116)	0	-
4290 Other	31,013	13,957	17,056	122%	3,587	27,425	764%	103,435	237,057	(133,622)	-56%	60,925 42,510 70%	120,838	254,460	-53%
4295 Bad Debt Expense	0	0	0	-	0	0	-	(85,843)	(76,500)	(9,343)	12%	(129,020) 43,177 -33%	(111,343)	(102,000)	9%
Total Operating Income	285,159	264,658	20,501	8%	234,310	50,850	22%	2,383,219	2,497,642	(114,424)	-5%	2,019,658 363,560 18%	2,708,799	2,823,222	-4%
Expenses															
Personnel Services															
5005 Salaries	64,975	61,108	(3,867)	-6%	36,226	(28,749)	-79%	693,035	702,865	9,830	1%	426,413 (266,622) -63%	784,817	794,647	1%
5010 Other compensation	700	0	(700)	-	625	(75)	-12%	3,250	0	(3,250)	-	5,452 2,202 40%	3,250	0	-
5015 Overtime	89	1,466	1,377	94%	512	423	83%	29,682	16,858	(12,824)	-76%	8,551 (21,132) -247%	31,884	19,060	-67%
Total Compensation	65,764	62,574	(3,190)	-5%	37,363	(28,401)	-76%	725,968	719,724	(6,244)	-1%	440,415 (285,552) -65%	819,951	813,707	-1%
5100 Federal Payroll taxes	4,900	4,787	(113)	-2%	2,803	(2,097)	-75%	54,579	55,059	480	1%	33,209 (21,371) -64%	61,769	62,249	1%
5105 State Payroll taxes	0	0	0	-	147	147	100%	123	0	(123)	-	1,736 1,614 93%	123	0	-
5110 Unemployment Insurance	1,153	1,774	621	35%	1,063	(90)	-8%	16,815	20,402	3,587	18%	11,226 (5,589) -50%	19,479	23,066	16%
5115 Workers compensation	1,679	4,162	2,483	60%	4,412	2,733	62%	18,465	47,874	29,409	61%	35,401 16,936 48%	24,717	54,126	54%
Total Payroll Taxes	7,732	10,723	2,991	28%	8,425	693	8%	89,983	123,335	33,353	27%	81,572 (8,411) -10%	106,088	139,441	24%
5200 Medical insurance	19,500	19,726	226	1%	11,932	(7,568)	-63%	200,709	216,989	16,280	8%	132,752 (67,957) -51%	220,435	236,715	7%
5205 Dental insurance	1,341	1,554	213	14%	790	(551)	-70%	13,963	17,092	3,130	18%	9,313 (4,650) -50%	15,517	18,646	17%
5215 Term life insurance	200	200	0	0%	199	(1)	0%	2,138	2,200	63	3%	1,274 (864) -68%	2,338	2,400	3%
5220 Long Term Disability insurance	417	414	(3)	-1%	535	119	22%	4,338	4,550	212	5%	2,646 (1,691) -64%	4,751	4,964	4%
5225 PERS Employer Contributions	13,567	14,103	536	4%	18,466	4,899	27%	151,825	162,207	10,382	6%	77,290 (74,535) -96%	173,006	183,388	6%
5230 PERS Employee Contributions	3,609	3,754	145	4%	5,011	1,402	28%	40,366	43,183	2,818	7%	20,945 (19,421) -93%	46,005	48,822	6%
5295 Allocations	0	(8,832)	(8,832)	100%	0	0	-	(228,707)	(101,585)	127,121	-125%	0 228,707 -	(241,972)	(114,851)	-111%
Total Insured Benefits	38,634	30,919	(7,715)	-25%	36,933	(1,701)	-5%	184,631	344,636	160,005	46%	244,220 59,589 24%	220,080	380,085	42%
Total Personnel Services	112,130	104,216	(7,915)	-8%	82,721	(29,409)	-36%	1,000,581	1,187,695	187,113	16%	766,207 (234,375) -31%	1,146,119	1,333,232	14%

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

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Jul 2024 - Jun 2025					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY \$ Diff % Diff	Projected	Budget	% Diff		
Goods & Services																	
6005 Seminars & training	0	108	108	100%	0	0	-	208	1,192	984	83%	0	(208)	-	316	1,300	76%
Total Staff Training	0	108	108	100%	0	0	-	208	1,192	984	83%	0	(208)	-	316	1,300	76%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	458	458	100%	0	0	-	42	500	92%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	0	458	458	100%	0	0	-	42	500	92%
6030 Travel - Per Diem & mileage reimbursement	0	75	75	100%	0	0	-	0	825	825	100%	0	0	-	75	900	92%
6035 Meals & Entertainment	0	70	70	100%	0	0	-	310	765	455	59%	497	187	38%	380	835	54%
Total Travel & Entertainment	0	228	228	100%	0	0	-	310	2,507	2,197	88%	497	187	38%	538	2,735	80%
6050 Office supplies	180	0	(180)	-	0	(180)	-	1,014	0	(1,014)	-	0	(1,014)	-	1,014	0	-
6055 Kitchen supplies	0	45	45	100%	123	123	100%	607	490	(118)	-24%	1,873	1,266	68%	652	534	-22%
6060 IT supplies	0	0	0	-	8	8	100%	1,239	0	(1,239)	-	43	(1,196)	-2784%	1,239	0	-
6070 Postage & courier services	0	13	13	100%	0	0	-	29	138	108	79%	200	171	85%	42	150	72%
6090 IT SW subscriptions & licenses	3,367	4,312	945	22%	0	(3,367)	-	18,609	47,432	28,823	61%	0	(18,609)	-	22,921	51,744	56%
Total Office Expense	3,547	4,419	872	20%	131	(3,416)	-2609%	21,584	48,609	27,025	56%	2,116	(19,468)	-920%	26,003	53,028	51%
6100 Telephone - landline	268	265	(3)	-1%	262	(6)	-2%	2,926	2,915	(11)	0%	2,845	(81)	-3%	3,191	3,180	0%
6105 Telephone - mobile	466	600	134	22%	452	(14)	-3%	5,102	6,600	1,498	23%	5,593	491	9%	5,702	7,200	21%
6110 Internet services	1,618	2,010	392	20%	1,949	331	17%	19,706	22,110	2,404	11%	21,359	1,653	8%	21,716	24,120	10%
6115 Cable TV	940	954	14	1%	935	(5)	-1%	10,343	10,491	148	1%	10,225	(118)	-1%	11,296	11,444	1%
6130 Electricity	23,816	26,606	2,790	10%	24,557	741	3%	267,987	258,132	(9,855)	-4%	235,973	(32,014)	-14%	292,895	283,040	-3%
6131 Propane - Operations	279	20	(259)	-1295%	0	(279)	-	1,043	1,890	847	45%	1,319	275	21%	1,153	2,000	42%
6135 Water/Sewer	9,600	4,942	(4,658)	-94%	5,874	(3,726)	-63%	85,317	88,355	3,038	3%	104,079	18,762	18%	97,824	100,862	3%
6140 Garbage/Sanitation Collection	8,743	8,344	(399)	-5%	7,426	(1,317)	-18%	100,764	91,787	(8,977)	-10%	82,383	(18,381)	-22%	109,108	100,131	-9%
6145 Hazardous material disposal	1,531	653	(879)	-135%	2,524	993	39%	4,321	7,178	2,856	40%	4,949	628	13%	4,974	7,830	36%
6150 Derelict boat disposal	0	4,167	4,167	100%	5,394	5,394	100%	0	45,833	45,833	100%	6,079	6,079	100%	4,167	50,000	92%
6155 Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	691	691	100%	525	3,208	2,683	84%	1,968	1,443	73%	817	3,500	77%
Total Utilities	47,262	48,852	1,590	3%	50,064	2,803	6%	498,035	538,500	40,465	8%	476,771	(21,264)	-4%	552,843	593,308	7%
6200 Temporary/Contract help	0	1,300	1,300	100%	0	0	-	6,560	14,300	7,740	54%	6,200	(360)	-6%	7,860	15,600	50%
6205 Janitorial services	0	0	0	-	33	33	100%	33	0	(33)	-	482	448	93%	33	0	-
6210 Vending machine services	125	158	33	21%	125	0	0%	1,513	1,742	229	13%	1,375	(138)	-10%	1,671	1,900	12%
6245 Legal advertising	527	250	(277)	-111%	0	(527)	-	1,020	2,750	1,730	63%	1,196	177	15%	1,270	3,000	58%
6250 Legal services	0	0	0	-	0	0	-	298	0	(298)	-	0	(298)	-	298	0	-
6260 Consulting services	268	348	80	23%	293	25	9%	5,857	3,823	(2,035)	-53%	8,514	2,657	31%	6,205	4,170	-49%
6290 Commercial insurance	12,203	12,591	388	3%	10,188	(2,015)	-20%	122,144	124,082	1,938	2%	105,730	(16,414)	-16%	134,734	136,672	1%
Total Professional Services	13,123	14,646	1,524	10%	10,640	(2,483)	-23%	137,424	146,696	9,271	6%	123,497	(13,928)	-11%	152,071	161,342	6%
6305 Promotional items	0	0	0	-	0	0	-	114	0	(114)	-	120	6	5%	114	0	-
Total Marketing Expense	0	0	0	-	0	0	-	114	0	(114)	-	120	6	5%	114	0	-
6400 Small equipment & tools	358	1,713	1,355	79%	2,889	2,531	88%	16,832	18,838	2,005	11%	15,526	(1,307)	-8%	18,545	20,550	10%
6405 Safety/hazardous materials	706	83	(622)	-747%	0	(706)	-	3,746	917	(2,830)	-309%	438	(3,309)	-756%	3,830	1,000	-283%
6410 Signage	0	42	42	100%	105	105	100%	746	458	(288)	-63%	337	(409)	-121%	788	500	-58%
6415 Clothing	458	544	86	16%	0	(458)	-	2,811	5,981	3,170	53%	1,373	(1,438)	-105%	3,355	6,525	49%
6420 Janitorial supplies	919	875	(44)	-5%	664	(256)	-39%	6,280	9,625	3,345	35%	7,976	1,695	21%	7,155	10,500	32%
6425 Operational supplies	575	1,833	1,258	69%	5,270	4,694	89%	9,828	20,167	10,338	51%	37,178	27,350	74%	11,662	22,000	47%
6430 Equipment Rental	0	2,000	2,000	100%	0	0	-	0	22,000	22,000	100%	2,302	2,302	100%	2,000	24,000	92%
6450 Fuel - Gas	27	1,000	973	97%	913	886	97%	5,791	11,000	5,209	47%	9,551	3,760	39%	6,791	12,000	43%
6455 Fuel - Diesel	0	558	558	100%	286	286	100%	2,799	6,142	3,342	54%	5,511	2,712	49%	3,358	6,700	50%
6481 Propane - Retail	0	110	110	100%	128	128	100%	4,433	4,790	357	7%	5,626	1,193	21%	4,643	5,000	7%
6485 Retail items	0	0	0	-	0	0	-	0	0	0	-	62	62	100%	0	0	-

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

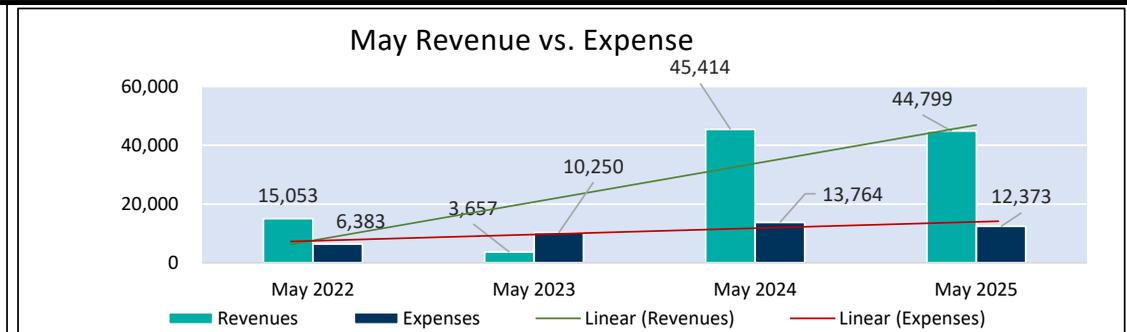
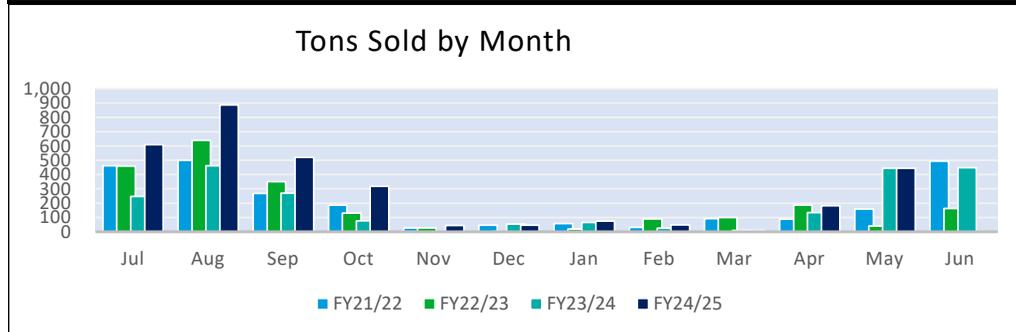
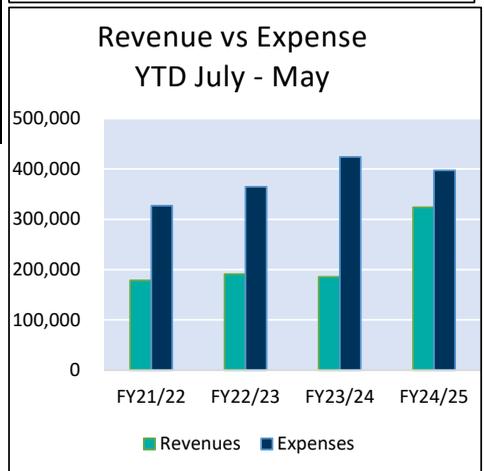
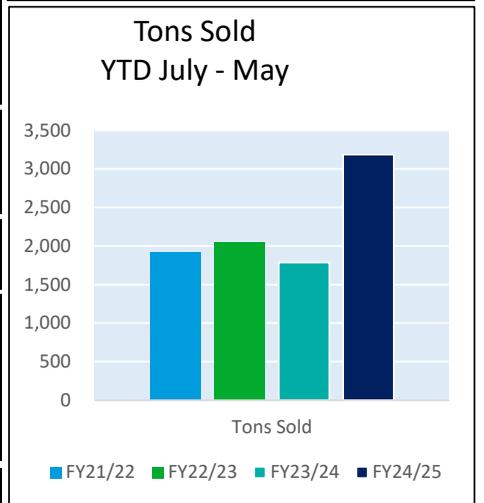
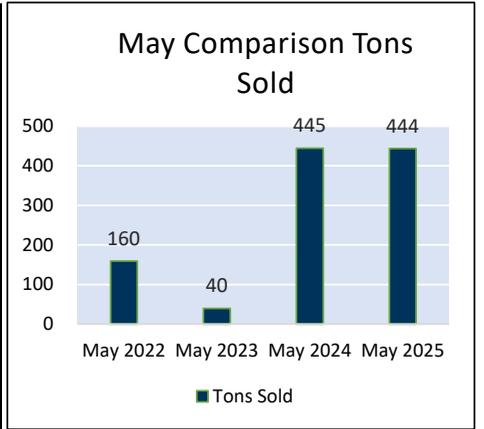
amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Jul 2024 - Jun 2025					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY \$ Diff % Diff	Projected	Budget	% Diff		
Total Operational Expense	3,043	8,758	5,715	65%	10,255	7,212	70%	53,268	99,917	46,649	47%	85,880	32,612	38%	62,126	108,775	43%
6500 Repairs & maintenance equipment	6,048	4,917	(1,131)	-23%	3,330	(2,718)	-82%	80,506	54,083	(26,423)	-49%	107,403	26,897	25%	85,423	59,000	-45%
6505 Repairs & maintenance vehicles	236	1,458	1,222	84%	484	248	51%	11,545	16,042	4,497	28%	6,910	(4,635)	-67%	13,003	17,500	26%
6510 Repairs & maintenance buildings	1,381	2,167	786	36%	6,846	5,465	80%	11,214	23,833	12,619	53%	31,370	20,156	64%	13,381	26,000	49%
6515 Repairs & maintenance land improvements	43,578	2,417	(41,161)	-1703%	0	(43,578)	-	46,539	26,583	(19,956)	-75%	7,342	(39,197)	-534%	48,956	29,000	-69%
6520 Repairs & maintenance docks	363	11,075	10,712	97%	7,421	7,058	95%	9,505	121,825	112,320	92%	51,495	41,990	82%	20,580	132,900	85%
6540 Marina dredging	0	25,833	25,833	100%	0	0	-	110,000	284,167	174,167	61%	150,000	40,000	27%	135,833	310,000	56%
6575 Waterway Leases	0	3,167	3,167	100%	0	0	-	33,242	34,833	1,591	5%	29,359	(3,883)	-13%	36,409	38,000	4%
6580 Permits	294	650	356	55%	990	696	70%	3,229	7,150	3,921	55%	5,329	2,100	39%	3,879	7,800	50%
Total Repair and Maintenance	51,900	51,683	(217)	0%	19,071	(32,829)	-172%	305,780	568,517	262,736	46%	389,209	83,428	21%	357,464	620,200	42%
Total Goods & Services	118,874	128,695	9,820	8%	90,161	(28,713)	-32%	1,016,725	1,405,937	389,212	28%	1,078,089	61,365	6%	1,151,476	1,540,688	25%
Total Expenses	231,005	232,910	1,906	1%	172,882	(58,123)	-34%	2,017,306	2,593,632	576,326	22%	1,844,296	(173,010)	-9%	2,297,595	2,873,920	20%
Operating Results	54,155	31,748	22,407	71%	61,428	(7,273)	-12%	365,913	(95,989)	461,902	-481%	175,362	190,550	109%	411,204	(50,698)	-911%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	0	0	0	-	0	0	-	733	0	733	-	638	95	15%	733	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	10,300	(10,300)	-100%	0	5,000	-100%
4805 Transfer - GF	0	0	0	-	0	0	-	207,340	0	207,340	-	0	207,340	-	207,340	0	-
4905 Other	0	1,075	(1,075)	-100%	0	0	-	10,749	11,824	(1,076)	-9%	10,788	(39)	0%	11,824	12,899	-8%
4915 Insurance Reimbursement	0	0	0	-	0	0	-	43,223	0	43,223	-	0	43,223	-	43,223	0	-
Total Other Income	0	1,075	(1,075)	-100%	0	0	-	262,045	16,824	245,221	1458%	21,726	240,320	1106%	263,120	17,899	1370%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	11,727.20	12,000.00	272.80	2%	10,900	(827)	-8%	11,727.20	12,000.00	2%
6740 Merchant fees	3,308.16	2,916.67	(391.49)	-13%	-	(3,308.16)	-	34,522.02	32,083.37	(2,438.65)	-8%	0	(34,522)	-	37,438.65	35,000.00	-7%
6745 Banking fees	-	-	-	-	(35.00)	(35.00)	100%	-	-	-	-	0	0	-	-	-	-
6750 Fines & Penalties	7.47	-	(7.47)	-	-	(7.47)	-	19.97	-	(19.97)	-	136	116	85%	19.97	-	-
6755 Insurance Claims	19,199.00	-	(19,199.00)	-	-	(19,199.00)	-	20,199.00	-	(20,199.00)	-	168	(20,031)	-11923%	20,199.00	-	-
Total Taxes & Misc Expenses	22,514.63	2,916.67	(19,597.96)	-672%	(35)	(22,550)	64428%	66,468	44,083.37	(22,385)	-51%	11,204	(55,264)	-493%	69,385	47,000.00	-48%
Debt Services & Capital Expense																	
7005 Principal repayment	0	0	0	-	0	0	-	271,524	271,524	0	0%	247,675	(23,849)	-10%	271,524	271,524	0%
7010 Interest payment	16,451	16,451	(0)	0%	17,379	928	5%	140,868	140,869	1	0%	145,433	4,565	3%	140,868	140,869	0%
7020 Vehicle Principal repayment	0	611	611	100%	793	793	100%	8,628	16,148	7,520	47%	12,463	3,835	31%	9,241	16,761	45%
7025 Vehicle Interest payment	0	51	51	100%	11	11	100%	640	1,584	945	60%	824	185	22%	689	1,634	58%
8010 CIP Buildings	0	21,667	21,667	100%	0	0	-	160,917	238,333	77,417	32%	33,493	(127,424)	-380%	182,583	260,000	30%
8011 CIP Docks	0	10,000	10,000	100%	0	0	-	20,273	110,000	89,727	82%	162,633	142,360	88%	30,273	120,000	75%
8015 CIP Land Improvements	0	0	0	-	0	0	-	0	0	0	-	16,425	16,425	100%	0	0	-
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	6,894	0	(6,894)	-	48,363	41,469	86%	6,894	0	-
Total Debt Services & Capital Expense	16,451	48,780	32,328	66%	18,183	1,732	10%	609,743	778,459	168,715	22%	667,310	57,567	9%	642,073	810,788	21%
Total Other Expenses	38,966	51,696	12,730	25%	18,148	(20,818)	-115%	676,211	822,542	146,331	18%	678,514	2,303	0%	711,457	857,788	17%
Net Other Income	(38,966)	(50,621)	11,655	-23%	(18,148)	(20,818)	115%	(414,166)	(805,718)	391,552	-49%	(656,789)	242,623	-37%	(448,337)	(839,889)	-47%
Net Result	15,189	(18,874)	34,062	-180%	43,280	(28,091)	-65%	(48,253)	(901,707)	853,454	-95%	(481,426)	433,173	-90%	(37,133)	(890,587)	-96%

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End			
	May 2025		May 2024	May 2023	May 2022	Jul 2024 - May 2025		Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025			
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff	
Tons Sold	444	356	445	40	160	3,186	1,765	1,785	1,401	78.49%	3,619	2,198	64.66%	
Revenues														
Ice Sales	44,799	35,600	45,414	3,657	15,053	324,114	160,602	185,651	138,463	74.58%	363,512	200,000	81.76%	
Insurance Reimbursement	-	-	-	-	46,473	-	-	-	-	-	-	-	-	
Total Revenues	44,799	35,600	45,414	3,657	15,053	324,114	160,602	185,651	138,463	74.58%	363,512	200,000	81.76%	
Operating Expenses														
Personnel Services	3,355	11,212	3,209	1,785	472	31,748	83,015	22,382	9,366	41.85%	51,326	102,593	-49.97%	
Utilities	8,568	6,972	7,409	5,305	3,914	83,153	70,848	61,237	21,916	35.79%	90,305	78,000	15.78%	
Repairs & Maintenance	46	1,042	-	780	-	4,508	11,458	21,345	(16,836)	-78.88%	5,550	12,500	-55.60%	
Operational Supplies & Service	405	3,766	3,146	2,380	1,997	17,960	34,335	30,474	(12,514)	-41.07%	21,726	38,101	-42.98%	
Capital Outlay	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Expenses	12,373	22,991	13,764	10,250	6,383	137,369	199,656	135,606	1,763	1.30%	168,907	231,194	-26.94%	
Operating Net Result	32,426	12,609	31,650	(6,593)	8,670	186,745	(39,054)	50,044	136,701	3	194,605	(31,194)	-72.4%	
Other Expenses														
Debt Services	-	-	-	-	-	260,000	260,000	240,000	20,000	8.33%	260,000	260,000	0.00%	
Other Net Result	-	-	-	-	-	(260,000)	(260,000)	(240,000)	(20,000.00)	8.33%	(260,000)	(260,000)	0.00%	
Total Net Result	32,426	12,609	31,650	(6,593)	8,670	(73,255)	(299,054)	(189,956)	116,701	-61.44%	(65,395)	(291,194)	-77.54%	
Gain (loss) Per Ton	73	35	71	(167)	54	(23)	(169)	(106)	83	-78%	(18)	(132)		
Fisheries														
Albacore Tuna (Oregon) MT	0.0		0.0	0.0	0.0						2,247.6	1,111.8	1,136	102.16%
Pink Shrimp (Oregon) MT	4,278.2		3,116.5	2,816.7	1,783.8						19,789.3	15,417.9	4,371	28.35%
Dungeness Crab (Coos Bay) MT	12.4		15.9	157.2	10.1						1,475.9	1,999.9	(524)	-26.20%
Monthly Cost Per Ton														
Operating Expense Per Ton	23	25	43	63	6,219	186	110	137	569	43	28	-	125	
Debt Service Per Ton (allocated)	36	24	42	68	498	471	291	442	2,407	118	49	-	75	
Total Expense Per Ton	58	49	84	131	6,717	657	401	579	2,977	162	77	-	200	
Gain (Loss) per ton	80	77	59	38	(6,119)	(86)	(9)	(34)	(462)	57	73	-	(23)	



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

amounts in \$US dollars



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

External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4180 Merchandise	0	0	0	-	2	(2)	-100%	4	0	4	-	16	(12)	-75%	4	0	-
4290 Other	0	0	0	-	0	0	-	0	0	0	-	100,125	(100,125)	-100%	0	0	-
Total Operating Income	0	0	0	-	2	(2)	-100%	4	0	4	-	100,141	(100,137)	-100%	4	0	-
Expenses																	
Personnel Services																	
5005 Salaries	7,727	7,725	(2)	0%	7,538	(188)	-2%	88,860	88,848	(12)	0%	84,353	(4,507)	-5%	100,462	100,450	0%
Total Compensation	7,727	7,725	(2)	0%	7,538	(188)	-2%	88,860	88,848	(12)	0%	84,353	(4,507)	-5%	100,462	100,450	0%
5100 Federal Payroll taxes	579	591	12	2%	565	(14)	-2%	6,670	6,797	127	2%	6,374	(296)	-5%	7,557	7,684	2%
5105 State Payroll taxes	0	0	0	-	30	30	100%	0	0	0	-	333	333	100%	0	0	-
5110 Unemployment Insurance	136	137	0	0%	214	78	36%	962	1,571	609	39%	1,688	726	43%	1,167	1,776	34%
5115 Workers compensation	19	36	17	47%	79	60	76%	213	416	204	49%	582	369	63%	267	471	43%
Total Payroll Taxes	734	764	29	4%	888	154	17%	7,844	8,784	940	11%	8,977	1,133	13%	8,991	9,931	9%
5200 Medical insurance	707	645	(61)	-10%	694	(13)	-2%	7,772	7,096	(676)	-10%	7,411	(360)	-5%	8,417	7,741	-9%
5205 Dental insurance	45	46	2	4%	45	0	0%	490	510	20	4%	514	24	5%	536	556	4%
5215 Term life insurance	13	13	0	0%	13	0	0%	138	138	0	0%	113	(25)	-22%	150	150	0%
5220 Long Term Disability insurance	51	51	0	0%	50	(1)	-3%	563	562	(1)	0%	460	(103)	-22%	614	613	0%
5225 PERS Employer Contributions	1,708	1,708	(0)	0%	1,667	(42)	-2%	19,647	19,644	(2)	0%	18,368	(1,278)	-7%	22,212	22,209	0%
5230 PERS Employee Contributions	464	463	(0)	0%	452	(11)	-3%	5,332	5,331	(1)	0%	4,974	(357)	-7%	6,028	6,027	0%
Total Insured Benefits	2,987	2,926	(60)	-2%	2,920	(67)	-2%	33,940	33,280	(660)	-2%	31,840	(2,100)	-7%	37,956	37,297	-2%
Total Personnel Services	11,448	11,415	(33)	0%	11,347	(101)	-1%	130,644	130,912	269	0%	125,170	(5,474)	-4%	147,409	147,678	0%
Goods & Services																	
6020 Travel - airfare	636	42	(595)	-1427%	0	(636)	-	636	458	(178)	-39%	0	(636)	-	678	500	-36%
6025 Travel - lodging & transportation	0	75	75	100%	0	0	-	0	825	825	100%	289	289	100%	75	900	92%
6030 Travel - Per Diem & mileage reimbursement	0	58	58	100%	0	0	-	0	642	642	100%	0	0	-	58	700	92%
6035 Meals & Entertainment	0	104	104	100%	0	0	-	0	1,146	1,146	100%	90	90	100%	104	1,250	92%
Total Travel & Entertainment	636	279	(357)	-128%	0	(636)	-	636	3,071	2,435	79%	378	(258)	-68%	915	3,350	73%
6075 Memberships & dues	3,063	2,459	(604)	-25%	3,097	35	1%	29,626	27,044	(2,583)	-10%	33,983	4,357	13%	32,085	29,502	-9%
6077 Subscriptions	0	18	18	100%	0	0	-	75	201	126	63%	0	(75)	-	93	219	57%
Total Office Expense	3,063	2,477	(586)	-24%	3,097	35	1%	29,701	27,244	(2,457)	-9%	33,983	4,282	13%	32,178	29,721	-8%
6260 Consulting services	0	433	433	100%	0	0	-	0	4,767	4,767	100%	106	106	100%	433	5,200	92%
Total Professional Services	0	433	433	100%	0	0	-	0	4,767	4,767	100%	106	106	100%	433	5,200	92%

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

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6310 Marketing supplies	0	50	50	100%	0	0	-	0	550	550	100%	0	0	-	50	600	92%
6315 Advertising	0	533	533	100%	5	5	100%	600	5,867	5,267	90%	515	(85)	-17%	1,133	6,400	82%
6340 Legislative support	5,500	14,108	8,608	61%	21,098	15,598	74%	150,697	155,192	4,495	3%	233,158	82,461	35%	164,805	169,300	3%
6345 Community affairs	0	833	833	100%	0	0	-	550	9,167	8,617	94%	500	(50)	-10%	1,383	10,000	86%
Total Marketing Expense	5,500	15,525	10,025	65%	21,103	15,603	74%	151,847	170,775	18,928	11%	234,173	82,326	35%	167,372	186,300	10%
Total Goods & Services	9,199	18,714	9,515	51%	24,200	15,001	62%	182,185	205,857	23,672	11%	268,640	86,456	32%	200,899	224,571	11%
Total Expenses	20,647	30,129	9,482	31%	35,547	14,900	42%	312,828	336,769	23,941	7%	393,810	80,982	21%	348,308	372,249	6%
Operating Results	(20,647)	(30,129)	9,482	-31%	(35,545)	14,898	-42%	(312,824)	(336,769)	23,945	-7%	(293,669)	(19,155)	7%	(348,304)	(372,249)	-6%
Net Result	(20,647)	(30,129)	9,482	-31%	(35,545)	14,898	-42%	(312,824)	(336,769)	23,945	-7%	(293,669)	(19,155)	7%	(348,304)	(372,249)	-6%

Financial Report - Actual vs. Budget
 For Period Ending May 2025
 amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	11,006	11,474	(467)	-4%	10,882	125	1%	137,918	126,211	11,707	9%	135,032	2,886	2%	149,392	137,685	9%
4010 Property Agreements	8,465	7,485	980	13%	7,296	1,168	16%	107,564	98,758	8,806	9%	98,418	9,146	9%	119,902	111,096	8%
4135 Storage Yard	2,173	2,173	0	0%	1,975	198	10%	23,898	23,898	0	0%	21,726	2,173	10%	26,071	26,071	0%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	21,300	(21,300)	-100%	0	0	-
Total Operating Income	21,644	21,131	512	2%	20,153	1,491	7%	269,380	248,867	20,513	8%	276,476	(7,096)	-3%	295,364	274,852	7%
Expenses																	
Personnel Services																	
5005 Salaries	7,747	18,825	11,078	59%	37,068	29,321	79%	191,773	216,523	24,749	11%	477,002	285,229	60%	220,047	244,797	10%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	541	541	100%	0	0	-
Total Compensation	7,747	18,825	11,078	59%	37,068	29,321	79%	191,773	216,523	24,749	11%	477,543	285,770	60%	220,047	244,797	10%
5100 Federal Payroll taxes	567	1,440	873	61%	2,792	2,225	80%	14,415	16,564	2,149	13%	36,080	21,665	60%	16,578	18,727	11%
5105 State Payroll taxes	0	0	0	-	146	146	100%	(123)	0	123	-	1,873	1,995	107%	(123)	0	-
5110 Unemployment Insurance	133	283	150	53%	865	732	85%	1,456	3,258	1,801	55%	9,639	8,183	85%	1,882	3,683	49%
5115 Workers compensation	37	88	51	58%	166	128	78%	410	1,015	605	60%	1,422	1,012	71%	542	1,147	53%
Total Payroll Taxes	738	1,812	1,074	59%	3,969	3,231	81%	16,158	20,836	4,678	22%	49,013	32,855	67%	18,879	23,557	20%
5200 Medical insurance	1,484	1,354	(129)	-10%	6,148	4,665	76%	16,321	14,898	(1,423)	-10%	86,340	70,019	81%	17,675	16,252	-9%
5205 Dental insurance	46	141	95	67%	521	475	91%	1,396	1,547	150	10%	5,995	4,598	77%	1,537	1,687	9%
5215 Term life insurance	0	25	25	100%	0	0	-	250	275	25	9%	1,150	900	78%	275	300	8%
5220 Long Term Disability insurance	(14)	124	138	111%	(66)	(52)	79%	1,233	1,369	136	10%	2,927	1,693	58%	1,358	1,493	9%
5225 PERS Employer Contributions	1,713	4,162	2,449	59%	(2,713)	(4,426)	163%	44,571	47,873	3,302	7%	95,265	50,694	53%	50,822	54,125	6%
5230 PERS Employee Contributions	465	1,129	665	59%	(736)	(1,201)	163%	12,095	12,991	896	7%	25,673	13,578	53%	13,792	14,688	6%
Total Insured Benefits	3,693	6,936	3,243	47%	3,154	(539)	-17%	75,867	78,953	3,086	4%	217,349	141,483	65%	85,459	88,545	3%
Total Personnel Services	12,177	27,572	15,395	56%	44,191	32,014	72%	283,798	316,311	32,513	10%	743,905	460,107	62%	324,385	356,898	9%
Goods & Services																	
6005 Seminars & training	0	0	0	-	0	0	-	0	0	0	-	13	13	100%	0	0	-
Total Staff Training	0	0	0	-	0	0	-	0	0	0	-	13	13	100%	0	0	-
6020 Travel - airfare	0	42	42	100%	0	0	-	0	458	458	100%	0	0	-	42	500	92%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	112	458	346	75%	6	(106)	-1773%	154	500	69%
6030 Travel - Per Diem & mileage reimbursement	0	292	292	100%	0	0	-	1,392	3,208	1,816	57%	1,199	(194)	-16%	1,684	3,500	52%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	229	229	100%	0	0	-	21	250	92%
Total Travel & Entertainment	0	396	396	100%	0	0	-	1,505	4,354	2,850	65%	1,205	(300)	-25%	1,900	4,750	60%
6130 Electricity	881	1,349	468	35%	1,118	237	21%	10,775	13,326	2,550	19%	11,006	231	2%	11,950	14,500	18%
6135 Water/Sewer	464	496	32	6%	436	(28)	-6%	5,606	7,512	1,906	25%	6,599	993	15%	6,094	8,000	24%
6140 Garbage/Sanitation Collection	0	167	167	100%	0	0	-	0	1,833	1,833	100%	0	0	-	167	2,000	92%
6155 Environmental Remediation/Mitigation/Monitoring	200	500	300	60%	345	145	42%	4,292	5,500	1,208	22%	3,938	(354)	-9%	4,792	6,000	20%
Total Utilities	1,544	2,511	967	39%	1,898	354	19%	20,673	28,171	7,498	27%	21,544	871	4%	23,002	30,500	25%

Financial Report - Actual vs. Budget
For Period Ending May 2025
amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	417	417	100%	0	0	-	0	4,583	4,583	100%	0	0	-	417	5,000	92%
6245 Legal advertising	0	63	63	100%	0	0	-	0	688	688	100%	0	0	-	63	750	92%
6260 Consulting services	116	1,042	926	89%	0	(116)	-	4,130	11,458	7,329	64%	2,938	(1,191)	-41%	5,171	12,500	59%
6290 Commercial insurance	5,557	6,167	610	10%	4,768	(789)	-17%	56,628	60,143	3,515	6%	49,439	(7,189)	-15%	62,796	66,310	5%
Total Professional Services	5,673	7,688	2,015	26%	4,768	(905)	-19%	60,758	76,872	16,114	21%	52,378	(8,380)	-16%	68,446	84,560	19%
6400 Small equipment & tools	0	42	42	100%	0	0	-	0	458	458	100%	529	529	100%	42	500	92%
6405 Safety/hazardous materials	0	854	854	100%	0	0	-	0	9,396	9,396	100%	3,035	3,035	100%	854	10,250	92%
6410 Signage	0	21	21	100%	0	0	-	0	229	229	100%	0	0	-	21	250	92%
6415 Clothing	0	42	42	100%	0	0	-	0	458	458	100%	2,524	2,524	100%	42	500	92%
6450 Fuel - Gas	0	8	8	100%	0	0	-	0	92	92	100%	185	185	100%	8	100	92%
6455 Fuel - Diesel	0	17	17	100%	0	0	-	0	183	183	100%	165	165	100%	17	200	92%
Total Operational Expense	0	983	983	100%	0	0	-	0	10,817	10,817	100%	6,437	6,437	100%	983	11,800	92%
6500 Repairs & maintenance equipment	0	175	175	100%	0	0	-	0	1,925	1,925	100%	4,435	4,435	100%	175	2,100	92%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	330	330	100%	0	0	-
6510 Repairs & maintenance buildings	0	208	208	100%	0	0	-	0	2,292	2,292	100%	202	202	100%	208	2,500	92%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	917	917	100%	462	462	100%	83	1,000	92%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	1,375	1,375	100%	0	0	-	125	1,500	92%
6575 Waterway Leases	2,471	250	(2,221)	-888%	2,399	(72)	-3%	802	2,750	1,948	71%	3,107	2,306	74%	1,052	3,000	65%
6580 Permits	0	333	333	100%	0	0	-	2,079	3,667	1,588	43%	1,883	(196)	-10%	2,412	4,000	40%
Total Repair and Maintenance	2,471	1,175	(1,296)	-110%	2,399	(72)	-3%	2,880	12,925	10,045	78%	10,419	7,539	72%	4,055	14,100	71%
Total Goods & Services	9,688	12,753	3,065	24%	9,066	(623)	-7%	85,816	133,139	47,323	36%	91,995	6,179	7%	98,387	145,710	32%
Total Expenses	21,866	40,326	18,460	46%	53,257	31,391	59%	369,614	449,450	79,836	18%	835,901	466,286	56%	422,772	502,609	16%
Operating Results	(222)	(19,195)	18,972	-99%	(33,104)	32,882	-99%	(100,234)	(200,583)	100,349	-50%	(559,425)	459,191	-82%	(127,408)	(227,757)	-44%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
Total Other Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
Taxes & Misc Expenses																	
6745 Banking fees	0	0	0	-	0	0	-	13,486	7,500	(5,986)	-80%	920	(12,566)	-1366%	15,986	10,000	-60%
6750 Fines & Penalties	0	0	0	-	0	0	-	0	0	0	-	63	63	100%	0	0	-
Total Taxes & Misc Expenses	0	0	0	-	0	0	-	13,486	7,500	(5,986)	-80%	983	(12,503)	-1272%	15,986	10,000	-60%
7010 Interest payment	21,118	0	(21,118)	-	0	(21,118)	-	174,141	175,987	1,846	1%	264,894	90,754	34%	232,803	234,649	1%
Total Debt Services	21,118	0	(21,118)	-	0	(21,118)	-	174,141	175,987	1,846	1%	264,894	90,754	34%	232,803	234,649	1%
Total Other Expenses	21,118	0	(21,118)	-	0	(21,118)	-	187,627	183,487	(4,140)	-2%	265,878	78,251	29%	248,789	244,649	-2%
Net Other Income	(21,118)	0	(21,118)	-	0	(21,118)	-	(187,627)	(183,487)	(4,140)	2%	(265,878)	78,251	-29%	(243,789)	(239,649)	2%
Net Result	(21,340)	(19,195)	(2,145)	11%	(33,104)	11,764	-36%	(287,861)	(384,070)	96,209	-25%	(825,303)	537,441	-65%	(371,197)	(467,406)	-21%

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

amounts in \$US dollars

Fund: General Fund

Department: Rail Ops

Location: All

Budget: Adopted



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	May 2025				May 2024			Jul 2024 - May 2025				Jul 2024 - Jun 2025					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	57,732	30,500	27,232	89%	23,358	34,373	147%	306,998	335,500	(28,502)	-8%	271,559	35,439	13%	337,498	366,000	-8%
4235 Customer Discounts	(1,743)	0	(1,743)	-	0	(1,743)	-	(3,442)	0	(3,442)	-	0	(3,442)	-	(3,442)	0	-
4260 Rail Operations Revenue	0	38,362	(38,362)	-100%	32,684	(32,684)	-100%	104,643	421,981	(317,339)	-75%	284,212	(179,570)	-63%	143,004	460,343	-69%
4265 Rail Surcharges	19,359	38,012	(18,653)	-49%	35,581	(16,223)	-46%	283,808	418,134	(134,326)	-32%	316,818	(33,010)	-10%	321,820	456,146	-29%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	893,944	893,944	0%
Total Operating Income	75,348	106,874	(31,527)	-29%	91,623	(16,276)	-18%	692,006	1,175,616	(483,609)	-41%	872,589	(180,582)	-21%	1,692,825	2,176,434	-22%
Expenses																	
Goods & Services																	
6020 Travel - airfare	1,076	0	(1,076)	-	0	(1,076)	-	1,076	0	(1,076)	-	0	(1,076)	-	1,076	0	-
Total Travel & Entertainment	1,076	0	(1,076)	-	0	(1,076)	-	1,076	0	(1,076)	-	0	(1,076)	-	1,076	0	-
6070 Postage & courier services	0	0	0	-	0	0	-	0	0	0	-	51,380	51,380	100%	0	0	-
Total Office Expense	0	0	0	-	0	0	-	0	0	0	-	51,380	51,380	100%	0	0	-
6145 Hazardous material disposal	0	0	0	-	0	0	-	4,160	0	(4,160)	-	0	(4,160)	-	4,160	0	-
Total Utilities	0	0	0	-	0	0	-	4,160	0	(4,160)	-	0	(4,160)	-	4,160	0	-
6260 Consulting services	0	6,250	6,250	100%	0	0	-	60,148	68,750	8,602	13%	119,883	59,735	50%	66,398	75,000	11%
6290 Commercial insurance	26,484	7,566	(18,919)	-250%	6,337	(20,147)	-318%	170,445	75,850	(94,594)	-125%	62,523	(107,921)	-173%	178,010	83,416	-113%
Total Professional Services	26,484	13,816	(12,669)	-92%	6,337	(20,147)	-318%	230,592	144,600	(85,992)	-59%	182,406	(48,187)	-26%	244,408	158,416	-54%
6410 Signage	0	192	192	100%	0	0	-	0	2,108	2,108	100%	0	0	-	192	2,300	92%
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	-
Total Operational Expense	0	192	192	100%	0	0	-	55	2,108	2,053	97%	47	(8)	-18%	247	2,300	89%
6505 Repairs & maintenance vehicles	35	0	(35)	-	36	1	3%	398	0	(398)	-	1,030	632	61%	398	0	-
6510 Repairs & maintenance buildings	47,855	37,500	(10,355)	-28%	0	(47,855)	-	655,917	412,500	(243,417)	-59%	632,318	(23,600)	-4%	693,417	450,000	-54%
6515 Repairs & maintenance land improvem	0	12,500	12,500	100%	0	0	-	22,000	137,500	115,500	84%	150,599	128,599	85%	34,500	150,000	77%
Total Repair and Maintenance	47,890	50,000	2,110	4%	36	(47,854)	-131467%	678,315	550,000	(128,315)	-23%	783,947	105,632	13%	728,315	600,000	-21%
Total Goods & Services	75,451	64,007	(11,444)	-18%	6,374	(69,078)	-1084%	914,199	696,709	(217,490)	-31%	1,017,780	103,581	10%	978,206	760,716	-29%
Total Expenses	75,451	64,007	(11,444)	-18%	6,374	(69,078)	-1084%	914,199	696,709	(217,490)	-31%	1,017,780	103,581	10%	978,206	760,716	-29%
Operating Results	(104)	42,867	(42,971)	-100%	85,250	(85,353)	-100%	(222,193)	478,907	(701,099)	-146%	(145,191)	(77,002)	53%	714,619	1,415,718	-50%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	0	0	-	0	0	-	332,200	315,000	17,200	5%	332,200	0	0%	332,200	315,000	5%
4905 Other	0	0	0	-	0	0	-	405,463	0	405,463	-	403,000	2,463	1%	405,463	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	0	(0)	-100%	0	0	-
4918 Special Payments Received	0	0	0	-	0	0	-	0	0	0	-	66,040	(66,040)	-100%	0	0	-
Total Other Income	0	0	0	-	0	0	-	737,663	315,000	422,663	134%	801,240	(63,577)	-8%	737,663	315,000	134%
Other Expenses																	
6755 Insurance Claims	0	0	0	-	0	0	-	2,469	0	(2,469)	-	0	(2,469)	-	2,469	0	-
Total Taxes & Misc Expenses	0	0	0	-	0	0	-	2,469	0	(2,469)	-	0	(2,469)	-	2,469	0	-
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	364,142	364,142	1	0%	433,532	69,390	16%	364,142	364,142	0%
7010 Interest payment	59,396	59,397	1	0%	62,746	3,350	5%	122,143	122,143	0	0%	132,743	10,600	8%	122,143	122,143	0%
7020 Principal repayment - Vehicles	3,279	2,666	(613)	-23%	3,463	184	5%	19,387	12,969	(6,419)	-49%	19,050	(337)	-2%	19,387	12,969	-49%
7025 Interest payment - Vehicles	438	389	(49)	-13%	699	260	37%	2,782	1,918	(864)	-45%	2,287	(496)	-22%	2,782	1,918	-45%
8013 CIP Construction Bridges	0	0	0	-	0	0	-	0	0	0	-	184,152	184,152	100%	0	0	-
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	25,583	25,583	100%	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	219,684	219,684	100%	0	0	-
9025 Special Payments	0	0	0	-	0	0	-	0	0	0	-	322,740	322,740	100%	0	0	-
Total Debt Services	63,114	62,452	(662)	-1%	66,908	3,795	6%	508,454	501,172	(7,282)	-1%	1,339,770	831,316	62%	508,454	501,172	-1%
Total Other Expenses	63,114	62,452	(662)	-1%	66,908	3,795	6%	510,922	501,172	(9,751)	-2%	1,339,770	828,847	62%	510,922	501,172	-2%
Net Other Income	(63,114)	(62,452)	(662)	1%	(66,908)	3,795	-6%	226,741	(186,172)	412,912	-222%	(538,530)	765,271	-142%	226,741	(186,172)	222%
Net Result	(63,217)	(19,585)	(43,632)	223%	18,342	(81,559)	-445%	4,548	292,735	(288,187)	-98%	(683,721)	688,269	-101%	941,359	1,229,546	-23%

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date						Year End			
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD		Jul 2024 - Jun 2025			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4285 Mob/Demob Services	0	0	0	-	0	0	-	156,380	138,779	17,601	13%	0	156,380	-	156,380	138,779	13%
4287 Dredging Services	0	0	0	-	0	0	-	198,677	230,053	(31,376)	-14%	0	198,677	-	198,677	230,053	-14%
4290 Other	3,074	37,740	(34,665)	-92%	2,805	270	10%	289,479	415,137	(125,658)	-30%	307,176	(17,697)	-6%	327,219	452,877	-28%
Total Operating Income	3,074	37,740	(34,665)	-92%	2,805	270	10%	644,535	783,969	(139,434)	-18%	307,176	337,359	110%	682,275	821,709	-17%
Expenses																	
Personnel Services																	
5005 Salaries	0	0	0	-	225	225	100%	0	0	0	-	5,688	5,688	100%	0	0	-
5015 Overtime	0	0	0	-	68	68	100%	0	0	0	-	119	119	100%	0	0	-
Total Compensation	0	0	0	-	292	292	100%	0	0	0	-	5,806	5,806	100%	0	0	-
5100 Federal Payroll taxes	0	0	0	-	22	22	100%	0	0	0	-	443	443	100%	0	0	-
5105 State Payroll taxes	0	0	0	-	1	1	100%	0	0	0	-	23	23	100%	0	0	-
5110 Unemployment Insurance	0	0	0	-	8	8	100%	0	0	0	-	166	166	100%	0	0	-
5115 Workers compensation	0	0	0	-	0	0	100%	0	0	0	-	2	2	100%	0	0	-
Total Payroll Taxes	0	0	0	-	32	32	100%	0	0	0	-	634	634	100%	0	0	-
5200 Medical insurance	0	0	0	-	32	32	100%	0	0	0	-	1,623	1,623	100%	0	0	-
5205 Dental insurance	0	0	0	-	4	4	100%	0	0	0	-	103	103	100%	0	0	-
5215 Term life insurance	0	0	0	-	1	1	100%	0	0	0	-	14	14	100%	0	0	-
5220 Long Term Disability insurance	0	0	0	-	1	1	100%	0	0	0	-	23	23	100%	0	0	-
5225 PERS Employer Contributions	0	0	0	-	65	65	100%	0	0	0	-	1,211	1,211	100%	0	0	-
5230 PERS Employee Contributions	0	0	0	-	18	18	100%	0	0	0	-	329	329	100%	0	0	-
5295 Allocations	0	1,574	1,574	100%	0	0	-	215,513	134,094	(81,420)	-61%	0	(215,513)	-	217,878	136,458	-60%
Total Insured Benefits	0	1,574	1,574	100%	120	120	100%	215,513	134,094	(81,420)	-61%	3,303	(212,210)	-6425%	217,878	136,458	-60%
Total Personnel Services	0	1,574	1,574	100%	445	445	100%	215,513	134,094	(81,420)	-61%	9,744	(205,770)	-2112%	217,878	136,458	-60%
Goods & Services																	
6005 Seminars & training	0	0	0	-	0	0	-	5,150	0	(5,150)	-	0	(5,150)	-	5,150	0	-
Total Staff Training	0	0	0	-	0	0	-	5,150	0	(5,150)	-	0	(5,150)	-	5,150	0	-
6025 Travel - lodging & transportation	0	0	0	-	0	0	-	52,727	28,248	(24,479)	-87%	0	(52,727)	-	52,727	28,248	-87%
6030 Travel - Per Diem & mileage reimbursement	0	0	0	-	0	0	-	46,438	24,338	(22,100)	-91%	0	(46,438)	-	46,438	24,338	-91%
Total Travel & Entertainment	0	0	0	-	0	0	-	99,165	52,586	(46,579)	-89%	0	(99,165)	-	99,165	52,586	-89%
6060 IT supplies	0	0	0	-	0	0	-	330	0	(330)	-	0	(330)	-	330	0	-
6090 IT SW subscriptions & licenses	0	0	0	-	0	0	-	0	0	0	-	5,460	5,460	100%	0	0	-
Total Office Expense	0	0	0	-	0	0	-	330	0	(330)	-	5,460	5,130	94%	330	0	-
6105 Telephone - mobile	53	60	7	11%	53	(0)	0%	661	660	(1)	0%	582	(79)	-14%	721	720	0%
Total Utilities	53	60	7	11%	53	(0)	0%	661	660	(1)	0%	582	(79)	-14%	721	720	0%
6260 Consulting services	0	0	0	-	2,805	2,805	100%	24,490	0	(24,490)	-	34,224	9,733	28%	24,490	0	-
6290 Commercial insurance	5,681	6,470	789	12%	5,950	269	5%	64,104	71,165	7,061	10%	61,551	(2,553)	-4%	70,574	77,635	9%
Total Professional Services	5,681	6,470	789	12%	8,755	3,074	35%	88,594	71,165	(17,429)	-24%	95,775	7,180	7%	95,064	77,635	-22%

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	545	33	(511)	-1534%	0	(545)	-	19,590	367	(19,223)	-5243%	494	(19,096)	-3864%	19,623	400	-4806%
6405 Safety/hazardous materials	0	17	17	100%	0	0	-	741	183	(558)	-304%	0	(741)	-	758	200	-279%
6420 Janitorial supplies	0	17	17	100%	0	0	-	311	183	(127)	-69%	0	(311)	-	327	200	-64%
6425 Operational supplies	0	108	108	100%	0	0	-	13,460	1,192	(12,268)	-1030%	986	(12,474)	-1265%	13,568	1,300	-944%
6430 Equipment Rental	0	0	0	-	0	0	-	68,905	82,675	13,770	17%	0	(68,905)	-	68,905	82,675	17%
6450 Fuel - Gas	0	0	0	-	0	0	-	781	22,700	21,919	97%	160	(621)	-389%	781	22,700	97%
6455 Fuel - Diesel	0	0	0	-	0	0	-	2,437	35,700	33,263	93%	0	(2,437)	-	2,437	35,700	93%
Total Operational Expense	545	175	(370)	-211%	0	(545)	-	106,225	143,000	36,775	26%	1,640	(104,585)	-6376%	106,400	143,175	26%
6500 Repairs & maintenance equipment	0	13,676	13,676	100%	16,050	16,050	100%	28,097	150,437	122,340	81%	111,032	82,935	75%	41,773	164,113	75%
6505 Repairs & maintenance vehicles	3,074	20,585	17,511	85%	24,072	20,998	87%	87,594	226,437	138,843	61%	74,486	(13,108)	-18%	108,179	247,022	56%
6510 Repairs & maintenance buildings	0	0	0	-	0	0	-	828	0	(828)	-	0	(828)	-	828	0	-
Total Repair and Maintenance	3,074	34,261	31,187	91%	40,122	37,048	92%	116,519	376,874	260,354	69%	185,518	68,999	37%	150,781	411,135	63%
Total Goods & Services	9,353	40,966	31,613	77%	48,929	39,576	81%	416,645	644,285	227,641	35%	288,975	(127,670)	-44%	457,610	685,251	33%
Total Expenses	9,353	42,540	33,187	78%	49,374	40,021	81%	632,158	778,379	146,221	19%	298,719	(333,439)	-112%	675,488	821,709	18%
Operating Results	(6,279)	(4,800)	(1,479)	31%	(46,570)	40,291	-87%	12,378	5,590	6,787	121%	8,457	3,920	46%	6,787	0	-
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	576	0	576	-	1,680	(1,104)	-66%	15,805	0	15,805	-	20,096	(4,291)	-21%	15,805	0	-
Total Other Income	576	0	576	-	1,680	(1,104)	-66%	15,805	0	15,805	-	20,096	(4,291)	-21%	15,805	0	-
9005 Transfers - GF	0	0	0	-	0	0	-	207,340	0	(207,340)	-	0	(207,340)	-	207,340	0	-
Total Debt Services	0	0	0	-	0	0	-	207,340	0	(207,340)	-	0	(207,340)	-	207,340	0	-
Total Other Expenses	0	0	0	-	0	0	-	207,340	0	(207,340)	-	0	(207,340)	-	207,340	0	-
Net Other Income	576	0	576	-	1,680	(1,104)	-66%	(191,535)	0	(191,535)	-	20,096	(211,631)	-1053%	(191,535)	0	-
Net Result	(5,703)	(4,800)	(902)	19%	(44,890)	39,187	-87%	(179,157)	5,590	(184,748)	-3305%	28,553	(207,711)	-727%	(184,748)	0	-

	Carloads: 286	Current Period				Same Month Last Year			Year to Date				Year End					
		May 2025				May 2024			Jul 2024 - May 2025				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration																	
3	Union Pacific	126,800	204,106	(77,306)	(38%)	164,547	(37,747)	(23%)	1,329,889	2,245,168	(915,279)	(41%)	1,544,297	(214,408)	(14%)	1,533,995	2,449,274	(37%)
4	Carloads CBRL	46,828	179,513	(132,685)	(74%)	162,119	(115,291)	(71%)	1,250,368	1,974,646	(724,278)	(37%)	1,333,959	(83,591)	(6%)	1,429,881	2,154,160	(34%)
5	Demurrage	0	0	0	-	0	0	-	2,170	0	2,170	-	2,300	(130)	(6%)	2,170	0	-
6	Total Administration	173,628	383,811	(210,183)	(55%)	326,667	(153,039)	(47%)	2,584,290	4,221,922	(1,637,632)	(39%)	2,880,556	(296,266)	(10%)	2,968,101	4,605,734	(36%)
7	Maintenance of Way	0	0	0	-	2,218	(2,218)	(100%)	(2,218)	0	(2,218)	-	2,218	(4,436)	(200%)	(2,218)	0	-
9	Mechanical	78,551	191,297	(112,746)	(59%)	139,370	(60,819)	(44%)	990,540	2,104,272	(1,113,731)	(53%)	658,836	331,704	50%	1,181,838	2,295,569	(49%)
10	Total Operating Income	252,179	575,109	(322,930)	(56%)	468,254	(216,075)	(46%)	3,572,612	6,326,194	(2,753,582)	(44%)	3,541,610	31,003	1%	4,147,721	6,901,303	(40%)
12	Operating Expenses																	
13	Administration	88,897	96,645	7,748	8%	87,518	(1,379)	(2%)	892,302	1,079,005	186,703	17%	612,962	(279,341)	(46%)	1,003,710	1,190,413	16%
14	Maintenance of Way	62,494	78,099	15,605	20%	93,855	31,360	33%	597,743	871,670	273,927	31%	654,249	56,506	(9%)	690,829	964,756	(28%)
15	Transportation	94,960	179,194	84,234	47%	167,009	72,050	43%	1,484,714	2,000,815	516,101	26%	1,808,735	324,021	(18%)	1,693,592	2,209,693	(23%)
16	Mechanical	51,378	97,302	45,924	47%	80,408	29,030	36%	700,070	1,078,738	378,668	35%	633,909	(66,162)	(10%)	805,786	1,184,453	(32%)
17	Total Expenses	297,729	451,241	153,511	34%	428,790	131,061	31%	3,674,830	5,030,228	1,355,398	27%	3,709,854	35,025	1%	4,193,917	5,549,315	24%
19	Operating Results																	
20	Administration	84,731	287,166	(202,435)	(70%)	239,148	(154,417)	(65%)	1,691,988	3,142,917	(1,450,929)	(46%)	2,267,594	(575,607)	(25%)	1,964,391	3,415,321	(42%)
21	Maintenance of Way	(62,494)	(78,099)	15,605	(20%)	(91,637)	29,142	(32%)	(599,961)	(871,670)	271,709	(31%)	(652,031)	52,071	(8%)	(693,047)	(964,756)	(28%)
22	Transportation	(94,960)	(179,194)	84,234	(47%)	(167,009)	72,050	(43%)	(1,484,714)	(2,000,815)	516,101	(26%)	(1,808,735)	324,021	(18%)	(1,693,592)	(2,209,693)	(23%)
23	Mechanical	27,173	93,995	(66,822)	(71%)	58,962	(31,789)	(54%)	290,470	1,025,534	(735,064)	(72%)	24,927	265,543	1065%	376,052	1,111,116	(66%)
24	Totals Operating Results	(45,550)	123,868	(169,418)	(137%)	39,464	(85,014)	(215%)	(102,217)	1,295,966	(1,398,183)	(108%)	(168,245)	66,028	(39%)	(46,196)	1,351,988	(103%)
29	Other Income	0	0	0	-	0	0	-	61,707	0	61,707	-	426,633	(364,926)	(86%)	61,707	0	-
30	Total Other Income	0	0	0	-	0	0	-	61,707	0	61,707	-	426,633	(364,926)	(86%)	61,707	0	-
32	Financial Expenses & Taxes	1,484	38,362	36,878	(96%)	33,430	31,946	(96%)	159,208	421,981	262,774	(62%)	290,209	131,001	(45%)	1,089,214	1,351,988	19%
34	Interfund Transfers	0	0	0	-	0	0	-	0	0	0	-	66,040	66,040	(100%)	0	0	-
35	Total Other Expenses	1,484	38,362	36,878	(96%)	33,430	31,946	(96%)	159,208	421,981	262,774	(62%)	356,249	197,041	(55%)	1,089,214	1,351,988	19%
37	Net Result	(47,034)	85,506	(132,540)	(155%)	6,034	(53,068)	(880%)	(199,718)	873,985	(1,073,703)	(123%)	(97,861)	(101,857)	104%	(1,073,703)	0	-

Month	Carloads	Operating Revenue	Operating Expenses	Operating Expense Ratio
Jul 2024	465	369,555	357,365	96.70%
Aug 2024	433	414,507	382,904	92.38%
Sep 2024	351	292,534	364,683	124.66%
Oct 2024	498	367,982	397,228	107.95%
Nov 2024	335	308,784	305,994	99.10%
Dec 2024	347	284,881	419,694	147.32%
Jan 2025	269	258,623	347,223	134.26%
Feb 2025	379	324,029	306,574	94.61%
Mar 2025	414	343,388	342,053	99.61%
Apr 2025	476	417,859	311,104	74.45%
May 2025	286	252,179	299,213	118.65%
Jun 2025	-	-	-	0.00%
Total	4,253	3,634,319	3,834,037	105.50%



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: July 11, 2025
SUBJECT: External Affairs Management Report

Community Engagement and Outreach

- **Bay Area Chamber of Commerce**
 - Attended Monthly Board Meeting
 - Participated in Business After Hours networking event
- **South Coast Development Council (SCDC)**
 - Attended SCDC Anniversary Celebration
 - Contributed to South Coast Economic Exchange
- **Regional Housing Collaboration**
 - Participated in South Coast Regional Housing Workgroups
- **Stakeholder Engagement**
 - Participated in the City of Coos Bay Economic Opportunity Analysis Stakeholder Workgroup
 - Attended Oregon Public Ports Quarterly Business Meeting
 - Attended Oregon Railroad Users League Quarterly Meeting
 - Participated in OBI Transportation Committee
- **Agency and Partner Coordination**
 - Met with Business Oregon to discuss Available Lands Inventory and provided tour of key port sites
 - Held meetings with Port of Portland, U.S. Army Corps of Engineers local staff, and the Reedsport City Manager

Government Relations

- **Legislative Monitoring and Strategy**
 - Collaborated with the Port's state legislative team to monitor and assess legislative activity
 - Tracked hundreds of bills and engaged on select policy and funding priorities
 - Monitored legislative hearings and provided strategic feedback and guidance
 - Supported ongoing engagement on the state's transportation funding package

Media and Communications

- **PCIP Media Coverage**
 - Managed interview requests and media inquiries from multiple outlets following announcement of state funding for the Pacific Coast Intermodal Port (PCIP)

- Coordinated with regional building trades representatives to support an editorial published in *NW Labor Press*
- **Local Media Relations**
 - Met with a new local reporter to provide background on Port activities and the PCIP project
 - Drafted and distributed press release related to PCIP funding
- **Port Communications**
 - Developed and distributed the quarterly Port newsletter with highlights from Charleston, the Coos Bay Rail Line, and other areas of Port activity
- **Social Media Performance**
 - Since regaining Facebook access 18 months ago, the Port's follower count has increased from 5,000 to 5,700
 - Facebook remains the Port's most-used community engagement tool given high regional activity
 - Strategic use of LinkedIn and Instagram continues to support broader audience reach

Senator Ron Wyden's post ✕



Senator Ron Wyden ✓

Yesterday at 9:21 AM · 🌐

⋮

The [Port of Coos Bay](#) and Oregon's South Coast take one more big step to generate 1000s of jobs & strengthen the economy. I'll keep working with [Senator Jeff Merkley](#) & Rep. [Val Hoyle](#) to make sure the feds keep investing in this vital project.



OPB.ORG

Oregon lawmakers send \$100 million to Coos Bay channel dredging in preparation for shipping terminal

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Strategic Business Plan

- **Public Engagement Planning**
 - Held planning sessions with consultants in preparation for the August Town Hall

- Continued workplan development and engagement logistics
- **Communications Support**
 - Created and launched a new landing page for the Strategic Business Plan
 - Developed related social media content and promotional materials
 - Drafted and pitched a media story to raise awareness of the community survey and encourage public participation

PCIP Community Engagement

- **Website Relaunch**
 - Rolled out refreshed PCIP website featuring:
 - New FAQ page
 - Introductory project video
 - Proposed timeline and background
 - Funding overview
 - Contact form and newsletter signup
- **Ongoing Communications**
 - Distributed updated PCIP community newsletter highlighting key milestones, recent funding announcements, and engagement opportunities

Media Stories

[Oregon lawmakers send \\$100 million to Coos Bay channel dredging in preparation for shipping terminal - OPB](#)

[PCIP Render.jpg | | theworldlink.com](#)

[Port of Coos Bay Project secures \\$100M state grant, but \\$1.3B funding gap remains - KCBY 11](#)

[Pacific Coast Intermodal Port Project gets \\$100 million state grant | News | theworldlink.com](#)

[Oregon lawmakers send \\$100 million to Coos Bay channel dredging in preparation for shipping terminal - DredgeWire : DredgeWire](#)

[Oregon Approves \\$100 Million For Pacific Coast Intermodal Port In Historic Economic Boost - mfame.guru](#)

[Oregon earmarks funds for proposed Coos Bay terminal | Journal of Commerce](#)

[Oregon approves US\\$100 Million for Pacific Coast Intermodal Port - Container News](#)

[Oregon Backs \\$100 Million Coos Bay Container Terminal - TT](#)

[Oregon invests \\$100 million in Pacific Coast Intermodal Port - Port Technology International](#)



MEMORANDUM

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

Monthly Statistics:

Of the 525 moorage slips, there were 120 annuals (22.86%), 76 semi-annuals (14.48%), 34 monthlies (6.48%), and 434 transient nights, for a total occupancy of 46.58% for the month.

The Charleston Marina RV Park had an average capacity of 36.73% in June. Out of 104 RV Park spaces, we had 96 new check-ins. Total sales for the month were \$33,669.65. Occupancy in June 2024 was 37.73%. June sales last year were \$38,767.89.

Due to a failure of the ice delivery system in the Ice Plant, we were only able to deliver ice one day in June. 28 tons of ice were delivered on June 30, 2025 resulting in Total Sales for the month of June of \$3,047.50. In comparison, in June 2024 approximately 461 tons of ice were sold, which resulted in \$46,187.75 in sales.

The Charleston Shipyard Work Dock use for the month of June continues to be moderately steady with \$7,413.96 in sales. Work Dock use in June 2024 was lower with \$6,320.15 in sales. The Charleston Shipyard Short-Term Work Area use continues to be high with \$9,054.64 in sales. Short-Term Work Area use in June 2024 was moderate with \$5,441.18 in sales.

Charleston Marina Staff:

- Marina Office and RV Park Office should be fully staffed once again. We have made an offer of employment to Heather Watson to fill the Marina Office Assistant vacancy that will be the result of Cheryl retiring on August 15th. We welcome Heather to our team.
- Marina Maintenance Department is staffed with eight FTE's.
- The Charleston Security Department has full staff with five full-time employees.

Marina Maintenance Department Update:

Marina Maintenance Department Staff continue to work on projects throughout the Marina. A lot of needed attention is being focused on the Charleston Marina RV Park. Work continues on the RV Park perimeter fence and the sprinkler system for watering the grass in the RV Park.



New upper bar.

Charleston Ice Plant:

The June repairs for the Ice Plant rake system was completed just in time to deliver ice on the last day of the month of June. While repairing the rake system, Port Maintenance Staff were also able to replace the wall panels that were damaged last year when a large chunk of ice came through the wall. The Ice Plant now has a storage capacity of approximately 150 tons of commercial flake ice. Unfortunately, on July 4, 2025 while attempting to deliver ice to one of our local vessels in the shrimp fleet, we experienced another malfunction in the delivery system when one of the auger motors failed to run. This breakdown ended up being above the scope of work for our Maintenance Staff. On Monday, July 7, 2025 a local electrician was able to come and diagnose the electrical system and determined one of the VFD’s had failed. A replacement VFD has been ordered and is expected to be received on Wednesday, July 9, 2025. After the VFD is installed and programed, we hope to be 100% operational. Until then, we will still be able to deliver ice to vessels but not to totes on the dock.

Oregon Sea Grant:

On June 27, 2025 “Discover Oregon Seafood Tours” was at the Charleston Marina. This free tour was 60-90 minutes long and was led by the Oregon Sea Grant.

Future tours will be on August 8, and August 29, 2025. Come check this very informative tour.

For Questions or accommodations:
dock.tours@oregonstate.edu.



2025 Point Adams Dredging:

The much-anticipated Point Adams dredging at the Charleston Marina is finally happening. In the early morning of July 8, 2025 contractors from HME Construction, Inc. started mobilizing their barge with the clamshell dredge and dump scow in Coos Bay, preparing for the USACE 2025 OR/WA Clamshell contract. It is anticipated that over 50,000cy will be removed from the Federal Navigation Channel (FNC) adjacent to Point Adams, Charleston, OR. Once that material has been removed, the Port of Coos Bay is hopeful to take advantage of the equipment being on site and have approximately 17,000cy of material from DMMU’s 4-B, 4-C removed. Russell Marine Fuel would like to have 1,500cy of material from DMMU RMFS removed as well. Total Project Cost for the dredging outside of the FNC is expected to be \$384,000.



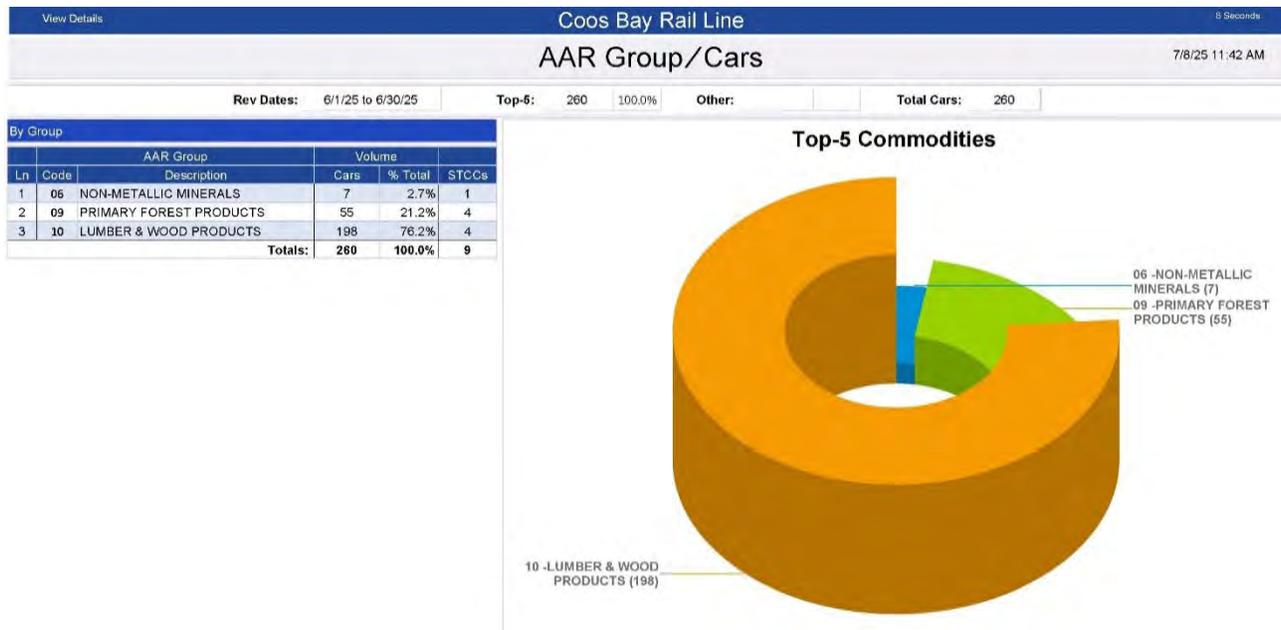


MEMORANDUM

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

Operations:

CBRL Carloads for June 2025 = 260
 Prior month, May 2025 = 286
 Prior Year, June 2024 = 420
 FY 2024/2025 Forecasted Monthly Average = 640



June turned out to be a month that we'd all just as soon forget. After successfully completing the last of the major structural component replacements on the North Bend Turn Span in May and resuming service across the bridge in the first week of June, on Friday July 6, 2025 our Bridge Tender discovered there was no power to the bridge controls. We were able to get an electrical contractor out on the bridge soon thereafter, and after a few days of troubleshooting it was determined that our main power supply, under the bay, had been severed by an unknown vessel. This has again prevented CBRL from being able to deliver cars south of the bay. Not only were we not able to deliver the 90 carloads

already waiting to cross from the previous shutdown, but we also lost any additional loads that we would have received had this failure not occurred.

After subsequent discussions between OIPCB and CBRL staff, and with guidance from Port Commissioners and the FRA, we have decided to discontinue daily use of the bridge until such time that we can develop, design, and fund a project to restore the bridge to its original operating



(NB Bridge, Photo courtesy Mike Kuehn)

condition. Additionally, working with our partners in Eugene, North Bend, and Coos Bay, we have extended another offer to provide a transloading option at Jordan Cove to the shippers south of the bridge and will continue to develop that option to avoid losing valuable business.

Despite fire danger levels being low in Coos County and moderate in Douglas and Lane Counties, CBRL experienced two fires along our right-of-way in June. This led management to voluntarily raise our fire danger level preparedness and response to “High,” or “Industrial Fire Protection Level 3.” This means we have increased vigilance during “Roll-By” inspections of moving trains, performed an audit of all vehicles to ensure that required fire response gear is present and in good working order, continue to remove flammable material from our right-of-way, and started conducting weekly cleaning of the carbon traps on all locomotives in use on the line. We will maintain this posture until Mother Nature brings back moisture.

Mechanical (Locomotive):

LOCO	92 Day Insp. Next Due	368 Day Insp. Next Due	1104 Day Insp. Next Due
CBRL 1909	8/13/25	9/13/25	11/28/25
HLCX 1044	7/16/25	10/18/25	11/24/27
HLCX 1052	8/15/25	5/18/26	6/25/26
HLCX 1078	9/17/25	6/20/26	12/28/25
HLCX 1081	8/13/25	8/17/25	8/28/26
HLCX 3847	7/18/25	8/17/25	8/28/26
HLCX 3854	9/19/25	6/22/26	7/28/26

Columbia Rail was on-site the week of June 16, 2025. Periodic inspections were performed on locomotives 1078 and 3854. Additionally, locomotive 3854 received its mandated five-year fuel injector changeout and was load-tested to clean up its exhaust system. Occasionally, load testing is required to clean exhaust systems, especially when locomotives are left idling to prevent freezing during winter months. This process involves running the locomotive’s engine statically in each notch, or throttle position, until all the “soup” (excess oil and soot) is removed from the exhaust manifolds. It also allows the piston rings to reseal, preventing further “souping.”



(Example of a “souped” and dirty Carbon Trap)

Mechanical (Car):

The supply of empty centerbeam railcars dropped in June, due in large part to shippers tightening their order patterns. They did this to assist in lowering their car hire liability, as CBRL management has informed them that we will no longer be solely responsible for that expense. We are currently working with Union Pacific on different ways to manage that liability; further updates will follow. The owners of the log car fleet and Cathcart have agreed to a maintenance plan, and CORP in Eugene has agreed to allow the use of its yard to assist in those repairs. Cathcart is a private company that will perform car repair work for CORP in Eugene and other locations. This agreement will ensure the timely repair of the fleet and keep those cars FRA-compliant.

Maintenance of Way (MOW):



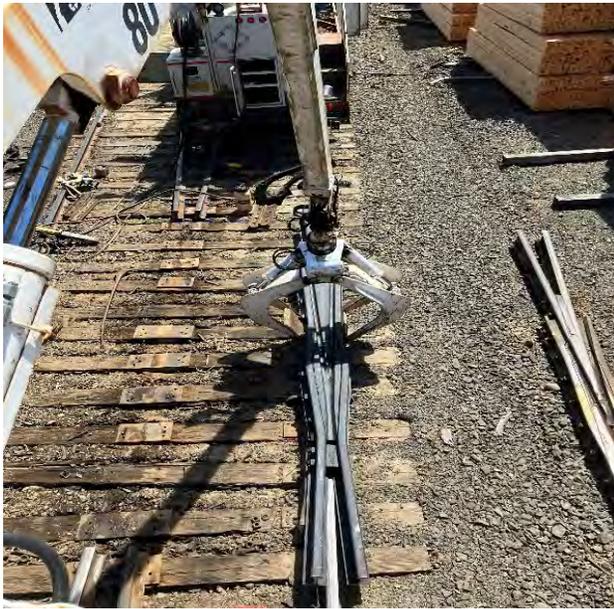
It's that time of year again; the dune riders are kicking sand over the tracks. Although the situation is much better than in years past, our MOW crew remains busy removing migrating sand from our right-of-way. The picture on the left is a sample of what can happen over the course of just two days on a weekend. If our train crew were to pull on this cut of cars, they would derail.

We also experienced another spate of downed trees along the line, pictured below.



On a more positive note, our crew continued replacing bridge ties along the line, removing several temporary speed restrictions and performing a much-needed set of frog replacements in Noti. Frogs are where two rails intersect, guiding the wheels from one track to another.





ODOT/FRA:

CBRL had no visits from either the FRA or ODOT in June; however, multiple virtual meetings were held with the FRA regarding the North Bend Bridge, specifically the non-operational signal system.

Coos Bay Rail Line:

As of June 30, 2025 CBRL has worked 544 days injury-free. Currently, CBRL has 18 employees and 7 locomotives on the property.



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Melissa Cribbins, Executive Director of the PCIP Project

DATE: July 11, 2025

SUBJECT: PCIP Project Update

Grants:

The grant agreements are under final review by the agencies, and they should be ready for the Commission's consideration at the July meeting. I received an email from the FRA grant administrator on July 1, 2025 to let us know that the FRA is close to obligating the CRISI and RCE grants. Final edits have also been sent to MARAD for the INFRA grant. As I have previously mentioned, the grants are from two different agencies. INFRA is under MARAD, and CRISI and the Railroad Crossing Elimination grant are both under the FRA.

Permitting:

We have continued to move forward with the permitting applications that have been filed for the channel modification. I have been meeting with the Army Corps of Engineers (USACE) twice per month and have set up weekly meetings with DMA. DMA is responding to the edits to the documents that have been filed. Keith Leavitt is also attending those meetings. The US Army Corps of Engineers has informed me that they have billed all of the funding for review of our applications. I am currently working with them to prepare a new scope of work and funding plan that should carry us through the next year. The TAD is projected to be roughly the same amount as the previous TAD, which is used to pay the USACE for their work in reviewing our permit applications. This is included on the Commission's July agenda.

Legislative:

We received a \$100 million bond allocation from the Oregon state legislature at the end of the 2025 legislative session for a portion of the cost of dredging the channel. This is an important investment from the state and is greatly appreciated. We continue to work with our legislators to ensure that they are aware of the project and are updated on its progress.

Community Engagement:

We will be presenting to the Florence Rotary Club on July 15, 2025 about the project.

We are scheduled to speak to the Whiteaker Community Neighborhood Association in September 2025.

We recently completed work with JLA to launch the new and improved PCIP website (www.pcipproject.com), newsletter, and communications. The new website also contains a spot to sign up for interest in procurement, which has been the source of many questions.

Action Items

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

DATE: July 11, 2025

PROJECT TITLE: 2025Res09: Approval of Loan Agreement with the Business Oregon Infrastructure Finance Authority (IFA) for a \$350,000 loan to support the dredging of Point Adams

ACTION REQUESTED: Approve Resolution 2025Res09 to enter into a financing contract with the Oregon Infrastructure Finance Authority

BACKGROUND:

Since November 2023, the Port has seen unprecedented shoaling of large quantities of sand into the access channel of the Marina at Pt. Adams. As a result of this shoaling, over 70% of the access in the channel is unusable and poses a safety risk to mariners. This access channel serves the inner basin, the marina launch ramp, a large private fish processing facility, and a fuel dock, making the channel a vital link for the commercial and recreational fishing/boating industry.

The beginning of this access channel is part of the federal navigation channel and is maintained by the USACE. This area was last dredged by the USACE in 2020. Maintenance dredging was not accomplished in 2022 when the Port last dredged their portion of the prism using the State-Owned Dredge, The Laura. It is now estimated that 17,000 CY to 20,000 CY of material currently needs removal from the Port's area of responsibility.

The Port of Coos Bay, along with other Oregon Ports, proposed Senate Bill 361 during the 2025 legislative session, requesting funds to assist with dredging multiple Ports along the Oregon Coast. Unfortunately, the Senate Bill did not pass. In an effort to finance the dredging of Point Adams, the Port is seeking financing in the amount of \$350,000 from Business Oregon Infrastructure Financing Authority Port Revolving Loan Fund.

The loan application has been submitted to the IFA, and as of July 9 is pending award. The loan must be awarded before the dredging work commences. If the loan is awarded, the Port Commission must approve a resolution authorizing the Oregon International Port of Coos Bay to enter into a loan agreement with Business Oregon Infrastructure Finance Authority (IFA) for a \$350,000 loan.

RECOMMENDED MOTION:

Approve resolution 2025Res09 authorizing the Oregon International Port of Coos Bay to enter into a loan agreement with Business Oregon Infrastructure Finance Authority (IFA) for a \$350,000 loan to support the dredging of Point Adams.

RESOLUTION 2025Res09

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

**APPROVING A LOAN AGREEMENT WITH BUSINESS OREGON INFRASTRUCTURE
FINANCE AUTHORITY TO SUPPORT DREDGING AT THE CHARLESTON MARINA**

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

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

WHEREAS, since November 2023, the Port has seen unprecedented shoaling of large quantities of sand into the access channel of the Marina at Pt. Adams. As a result of this shoaling, over 70% of the access in the channel is unusable and poses a safety risk to mariners. This access channel serves the inner basin, the marina launch ramp, a large private fish processing facility, and a fuel dock, making the channel a vital link for the commercial and recreational fishing/boating industry; and

WHEREAS, the beginning of this access channel is part of the federal navigation channel and is maintained by the USACE. This area was last dredged by the USACE in 2020. Maintenance dredging was not accomplished in 2022 when the Port last dredged their portion of the prism using the State-Owned Dredge, The Laura. It is estimated that 17,000 to 20,000 CY of material currently needs removal from the Port’s area of responsibility; and

WHEREAS, the Port of Coos Bay, along with other Oregon Ports, proposed Senate Bill 361 during the 2025 legislative session, requesting funds to assist with dredging multiple Ports along the Oregon Coast. The Senate Bill did not pass. In an effort to finance the dredging of Point Adams, the Port is seeking financing in the amount of \$350,000 from Business Oregon Infrastructure Financing Authority Port Revolving Loan Fund; and

WHEREAS, the loan application has been submitted to the IFA, and the loan must be awarded before the dredging work commences. If the loan is awarded, the Port Commission must approve a resolution authorizing the Oregon International Port of Coos Bay to enter into a loan agreement with Business Oregon Infrastructure Finance Authority (IFA) for a \$350,000 loan.

NOW THEREFORE, BE IT RESOLVED, by the Board of Commissioners of the Oregon International Port of Coos Bay that the Port Commission has approved the execution of a loan agreement with the Business Oregon Infrastructure Financing Authority in the amount of \$350,000.

APPROVED AND ADOPTED, by the Board of Commissioners of the Oregon International Port of Coos Bay this 17th day of July 2025.

Kyle Stevens, President

Nick Edwards, Vice President

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

DATE: July 11, 2025

PROJECT TITLE: Task Assignment Document 2025-1 with USACE

ACTION REQUESTED: Approve Task Assignment Document 2025-01 (TAD 2025-01) with the United States Army Corps of Engineers and required funding

BACKGROUND:

The Port of Coos Bay is the permit applicant for the Pacific Coast Intermodal Port Project. The portion of the project involving the channel is currently under review by the United States Army Corps of Engineers (USACE). The Port is required to pay the costs of this review, which is memorialized in a Task Assignment Document (TAD). The intent of TAD 2025-01 is to request the funding to accommodate the USACE Portland District's effort through December 2025 in support of the Section 204(f)/408 and environmental review processes. This effort includes continuation of review of OIPCB technical deliverables (e.g. updates to information relevant to the draft Joint Permit Application and Section 408 requests) and those prepared by federal partners (e.g. Fish and Wildlife Coordination Act report and equivalent), meetings and coordination with the OIPCB, federal partners and tribes, and associated accounting and project management support. Public Affairs, Planning and scoping efforts in support of a forecasted October 2025 start to the environmental review process for the PCIP are also included. Please find attached the task breakdowns for USACE resources for these activities. A contingency of 25% is included for potential coordination with, and review of future deliverables to be prepared by, the yet-to-be selected OIPCB contractors that will develop the design and plans for the marine terminal and rail improvement elements of the PCIP.

RECOMMENDED MOTION:

Approve Task Assignment Document 2025-01 with the US Army Corps of Engineers and appropriate required funding in the amount of \$178,000, as further detailed in the attached exhibit A, TAD 2025-01.

SCOPE OF WORK – SUBMITTAL REVIEW AND PLANNING SUPPORT

PROJECT AND PRODUCT TITLE: Coos Bay, Oregon, Section 204(f)/408 Channel Modification - Oregon International Port of Coos Bay Pacific Coast Intermodal Port Project		P2 # 150448	DATE: 03 JUL 2025
TECHNICAL LEAD Rachel Stolt	OFFICE: CENWP-ENC-HD	PROJECT MANAGER: Megan Simon	OFFICE CENWP-PMX

1. Brief Description of Project.

The Oregon International Port of Coos Bay’s (OIPCB) current proposal, called the Pacific Coast Intermodal Port (PCIP) project, has three components, collectively referred to by the OIPCB as a “three-legged stool” due to their interrelatedness:

- Marine Terminal. Construction and operation of an approximate 200-acre greenfield eco-port terminal and rail yard.
- Navigation Channel Modification. Deepening (from 37-feet to 45-feet) and widening (from 300-feet to 450-feet) along the first 8.2 miles of the 15.2-mile authorized Coos Bay channel to allow for Neo-Panamax class container vessel to call on the future container terminal and to improve the ability of bulk exports at Roseburg Forest Products.
- Railroad Improvements. Rail, bridge, siding, tunnel, and other improvements to 115 miles of the Coos Bay Rail Line connecting the OIPCB to Eugene, to accommodate double-stacked, containerized cargo.

The Army has three future decisions related to the OIPCB proposal and has therefore been determined to be the lead agency for the environmental review: 1) Section 204(f) Assumption of Maintenance decision (by the ASA/CW), 2) Section 408 Permission to alter USACE CW project(s) (including the Coos Bay Federal Navigation Channel and potentially other CW projects along the rail line route) decision (by the Northwestern Division Commander), and 3) USACE Regulatory permit decision pursuant to Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act, and Section 103 of the Marine Protection, Research and Sanctuaries Act (by the Portland District Commander). A NEPA document will be prepared on behalf of the federal agencies to analyze the effects of the three components of the Port’s project in support of the related federal actions.

In August 2024, the OIPCB submitted formal requests for USACE approvals of its new project by way of a draft joint permit application/Section 408 request. The environmental review of the PCIP is imminent pending the OIPCB’s execution of funding agreements with other parties to develop the engineering and design for the terminal and rail elements. OIPCB is currently completing engineering submittals related to the channel modification aspect and preparing for the environmental review.

2. Resource Execution of Work Components.

Tasks to be completed under this Task Assignment Document (TAD) include continued review of technical deliverables and communication in support of the 204(f)/408 review and associated environmental review process for the PCIP. USACE personnel will perform work as shown on the attached TAD 2025-1 and authorized by the Agreement between the OIPCB and the Portland District, entered on 17 August 2022. In addition to completion of review of technical deliverables delivered in CY 2025, future tasks for calendar year 2025, included in this TAD will include work on the 204(f)/408 review and planning efforts associated with initiation of the environmental review process for the PCIP.

3. Scope of Work.

The intent of this TAD 2025-1 is to request the funding to accommodate the USACE Portland District’s effort through December 2025 in support of the Section 204(f)/408 and environmental review processes. This effort includes continuation of review of OIPCB technical deliverables (e.g. updates to information relevant to the draft Joint Permit Application and Section 408 requests) and those prepared by federal partners (e.g. Fish and Wildlife Coordination Act report and equivalent), meetings and coordination with the OIPCB, federal partners and tribes, and associated accounting and project management support. Public Affairs, Planning and scoping efforts in support a forecasted October 2025 start to the environmental review process for the PCIP are also included. Please find attached the task breakdowns for USACE resources for these activities. A contingency of 25% is included for potential coordination with, and review of future deliverables to be prepared by, the yet-to-be selected OIPCB contractors that will develop the design and plans for the marine terminal and rail improvement elements of the PCIP.

4. Schedule.

This TAD 2025-1 is intended to be executed beginning upon the receipt of funding. Any funds remain after the CY 2025 engineering submittal review/support and scoping efforts will be carried forward for additional tasks.

**Coos Bay, Oregon Section 204(f)/408 – OIPCB PCIP
 Submittal Review and Planning Support**

TASK	OFFICE SYMBOL (CENWP)	ORG CODE	TAD 2025-1 Approximate Expense	TAD 20251-2 Total Request
PDT Effort including, but not limited to: Engineering/Planning Submittal Reviews	CENWP	Varies	\$130,000	\$108,750
Initial NEPA Effort (NOI, public scoping)	CENWP	Varies	\$20,000	\$15,000
Meetings and Coordination through December 2025	CENWP	Varies	\$20,000	\$10,250
Project Management and Accounting	CENWP	Varies	\$10,000	\$8,000
Contingency at 25%	CENWP	Varies	\$10,000	\$36,000
TASK TOTALS			\$178,000	\$178,000

DEPARTMENT OF THE ARMY

OREGON INTERNATIONAL PORT OF COOS BAY

By: _____

By: _____

Name: Megan Simon
 Title: Project Manager

Name: Melissa Cribbins
 Title: Executive Director
 Pacific Coast Intermodal Port Project

Date: _____

Date: _____

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

DATE: July 11, 2025

PROJECT TITLE: FR-CRS-2250-25-01-00 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant

ACTION REQUESTED: Approve the CRISI grant agreement and authorize Port Chief Executive Officer Lanelle Comstock to execute the CRISI grant agreement between the Port and the Federal Railroad Administration for the Coos Bay Rail Line Upgrades Planning Project

BACKGROUND:

The Port of Coos Bay is the grant applicant for the Pacific Coast Intermodal Port Project Coos Bay Rail Line (CBRL) Upgrades Grant through the Federal Railroad Administration/Office of Passenger and Freight Programs. In October of 2024, we were notified that the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant was awarded to the Port in the amount of \$29,751,615. The CRISI grant requires a match of \$19,834,410, which will be funded using a combination of state funds and private funding.

This CRISI Grant supports the Coos Bay Rail Line (CBRL) Upgrades Planning Project. This entails Preliminary Engineering (PE) & Design, environmental studies (NEPA), and permitting. This work will provide a clear and reliable project plan for a capital project (“CBRL Upgrades”) which includes comprehensive upgrades and infrastructure rehabilitation to enhance safety, speed, and capacity along the CBRL. The “CBRL Upgrades” capital project is a component of the larger Pacific Coast Intermodal Port (“PCIP”) project. The CBRL upgrades and improvements will support a significant increase in intermodal freight traffic while ensuring the safety of rail crews and residents in Coos, Douglas, and Lane counties. The project includes track replacement, bridge rehabilitation, tunnel rehabilitation and heightening, and the addition of new siding tracks. Enhancements at Union Pacific's Eugene rail yard, including the installation of an interchange yard, will accommodate increased CBRL traffic and ensure a seamless connection to the Class I national rail network.

RECOMMENDED MOTION:

Approve the CRISI grant agreement and authorize Port Chief Executive Officer Lanelle Comstock to execute the CRISI grant agreement between the Port and the Federal Railroad Administration for the Coos Bay Rail Line Upgrades Planning Project.

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

DATE: July 11, 2025

PROJECT TITLE: FR-RCE-2122-25-01-00 Rail Crossing Elimination (RCE) Grant

ACTION REQUESTED: Approve RCE grant agreement and Authorize Port Chief Executive Officer Lanelle Comstock to execute the RCE grant agreement between the Port and the Federal Railroad Administration for the Reedsport Grade Separation Project

BACKGROUND:

The Port of Coos Bay is the grant applicant for the Rail Crossing Elimination Reedsport Grade Separation Grant through the Federal Railroad Administration/Office of Passenger and Freight Programs. In 2024, we were notified that the Rail Crossing Elimination Grant for the Reedsport Grade Separation (RCE) Grant was awarded to the Port in the amount of \$3,993,224. The RCE grant requires a match of \$998,306, which will be funded using state funds.

The Reedsport Grade Separation Project entails Preliminary Engineering (PE), environmental studies (NEPA), and permitting. This work will provide a clear and reliable project plan for a capital project which includes the elimination of an at-grade crossing at OR 38 in Reedsport. This project is a connected action to the larger Pacific Coast Intermodal Port (“PCIP”) project and will be delivered by the PCIP project team, in partnership with the City of Reedsport and in consultation with ODOT and other local stakeholders. This grant will support NEPA/Environmental, major Project planning and engineering and design elements up to 90% for the OR 38 overcrossing, the Winchester Avenue grade crossing upgrades, and all related civil improvements.

RECOMMENDED MOTION:

Approve RCE grant agreement and Authorize Port Chief Executive Officer Lanelle Comstock to execute the RCE grant agreement between the Port and the Federal Railroad Administration for the Reedsport Grade Separation Project.

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 / 2021-2025

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

	2021		2022		2023		2024		2025	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads						
Jan	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9	269	887.7
Feb	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4	379	1,250.7
Mar	566	1,867.8	694	2,290.2	498	1,643.4	488	1,610.4	415	1,369.5
Apr	621	2,049.3	668	2,204.4	407	1,343.1	456	1,504.8	476	1,570.8
May	599	1,976.7	707	2,333.1	454	1,498.2	548	1,808.4	286	943.8
Jun	625	2,062.5	595	1,963.5	468	1,544.4	420	1,386.0	260	858.0
Jul	503	1,659.9	530	1,749.0	473	1,560.9	465	1,534.5		0.0
Aug	485	1,600.5	597	1,970.1	388	1,280.4	433	1,428.9		0.0
Sep	556	1,834.8	524	1,729.2	372	1,227.6	351	1,158.3		0.0
Oct	521	1,719.3	488	1,610.4	393	1,296.9	498	1,643.4		0.0
Nov	548	1,808.4	512	1,689.6	409	1,349.7	335	1,105.5		0.0
Dec	453	1,494.9	493	1,626.9	440	1,452.0	347	1,145.1		0.0
Total	6,213	20,502.9	6,755	22,291.5	5,168	17,054.4	5,302	17,496.6	2,085	6,880.5

Coos Bay Rail Line-CBRL operates at the U.S. shortline railroad industry standard of 286,000 lbs/143 short tons (weight of car

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2025 are as follows:

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	5,302	rail carloads =	530,200	short tons =	17,496.6	highway truck loads
2025:	2,085	rail carloads =	208,500	short tons =	6,880.5	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.