



M E M O R A N D U M

TO: Interested Parties  
FROM: Eric Farm, President  
DATE: May 10, 2023  
SUBJECT: Port of Coos Bay Commission Meeting Notice

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The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **10:00 a.m., Tuesday, May 16, 2023**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Tuesday, May 16, 2023. Written comment will be accepted until 8:30 a.m. on Tuesday, May 16, 2023 by sending an email to [portcoos@portofcoosbay.com](mailto:portcoos@portofcoosbay.com) with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, May 16, 2023**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

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

EF/lf

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

**10:00 a.m., Tuesday, May 16, 2023**

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

Watch Live on YouTube: [www.youtube.com/portcoos](http://www.youtube.com/portcoos)

**T E N T A T I V E   A G E N D A**

**1. CALL MEETING TO ORDER**

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

**3. PUBLIC COMMENT**

<b>4. CONSENT ITEMS</b>	<b>Page</b>
A. Approval of April 18, 2023 Regular Commission Meeting Minutes .....	4
B. Approval of April Invoices.....	9
C. Approval of April Contracts Awarded .....	10

<b>5. MANAGEMENT REPORTS</b>	<b>Page</b>
A. Administration.....	12
B. Finance .....	14
C. Commercial / External Affairs / Marketing.....	31
D. Port Operations / Asset Management .....	34
E. Charleston Operations .....	36

<b>6. ACTION ITEMS</b>	<b>Page</b>
A. 2023Res05: Port Policy 6.6: Disposition of Surplus Personal Property.....	Lanelle Comstock, 39
B. Port Issued Letter to BOEM.....	John Burns, 43

<b>7. INFORMATION ITEMS</b>	<b>Page</b>
A. Charleston Advisory Committee Meeting Minutes - February 15, 2023.....	46
B. Coos Bay Rail Revenue Car Loads – April 2022.....	51

**8. COMMISSION COMMENTS**

<b>9. NEXT MEETING DATES</b>	
A. Port of Coos Bay Budget Committee Meeting: Wednesday, May 24, 2023, 12:00 p.m.	
B. Commission Work Session: Tuesday, June 6, 2023, 10:00 a.m.	
C. Budget Hearing, Supplemental Budget Hearing & Regular Commission Meeting: Tuesday, June 20, 2023, 10:00 a.m.	

**10. RECESS TO EXECUTIVE SESSION**

**11. ADJOURN**

# Consent Items

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**10:00 a.m., Tuesday, April 18, 2023**

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

**ATTENDANCE**

**Commission:**

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

**Staff:**

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Margaret Barber, Director of External Affairs and Business Development; Rick Adamek, Director of Asset Management; Steve Bawn, Charleston Marina Manager; and Laura Fortin, Administrative Assistant.

**Media & Guests:**

Anne Bellomy, Citizen of Coos Bay; Kyle Cox, Tarheel Aluminum; and Knute Nemeth, Charleston Advisory Committee member.

**1. CALL MEETING TO ORDER**

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

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

**3. PUBLIC COMMENT**

**Anne Bellomy, Citizen of Coos Bay**

Ms. Bellomy stated she is in opposition to Oregon House Bill 3382. She said this Bill will exempt select deep-water Ports from compliance with many environmental protection laws and strips Oregon citizens of their right and ability to shape what happens in their communities. She said the exemption from oversight allows the Port to engage in practices that are likely to cause a negative impact to the environment, communities and to the ecosystems in surrounding areas. Ms. Bellomy said the Coos Bay Estuary is the largest in the state of Oregon, and these Estuaries store 20% of the global organic carbon, create organic matter, and provide fish and wildlife habitats. Ms. Bellomy urged the Port of Coos Bay to follow the example of the Port of Portland and ask to be removed from the HB3382 list of exempt ports. She said she hoped the Port would allow community involvement in planning future dredging activities and follow a thorough environmental assessment with mitigation measures put in place to safeguard the Coos Bay Estuaries ecology.

#### 4. PORT PROJECT UPDATE

##### A. Charleston Marina Insurance Compliance Update

Steve Bawn, Charleston Marina Manager provided an update showing the process and progression of Port Ordinance 147. Ordinance 147 was put into effect May 2022 and is a requirement for all vessels moored, stored, or using the travel lift service, to obtain and maintain a designated minimal amount of insurance coverage. Notifications for this Ordinance were sent in April 2022, with an initial compliance due date of July 19, 2022. In August 2022, extensions were granted until September of that year. Staff continued to work with customers and a second extension was granted until December 2022.

Phase I began on December 6, 2022, and 72-Hour eviction notices were sent out to customers not in compliance at that time. Vessel owners who did not respond were sent a 30-day abandonment letter and notified their vessel may be seized. Staff continued working with the vessel owners who were communicating and trying to obtain the required surveys and insurance coverage. Before taking custody of the vessels not in compliance, staff developed a 14-day final notice to give vessel owners a last opportunity.

For Phase I, as of April 2023, 17 vessels have acquired insurance or have been removed from Port property, 5 vessels are awaiting dismantling or will be moved, 4 vessels are awaiting surveys and 3 have yet to respond. Mr. Bawn reported there are approximately 23 vessels still needing to be addressed as staff moves into the next phases of the process.

#### 5. CONSENT ITEMS

- A. Approval of March 7, 2023 Commission Work Session Minutes
- B. Approval of March 21, 2023 Regular Commission Meeting Minutes
- C. Approval of March Invoices
- D. Approval of March Contracts Awarded
- E. Approval of Community Giving Donations

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners voted to approve the March 7, 2023 Commission Work Session Minutes, March 21, 2023 Regular Commission Meeting Minutes, March Invoices, March Contracts Awarded and the Community Giving Donations. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill and Edwards. Nays: None).

#### 6. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

#### 7. ACTION ITEMS/REPORTS

##### A. **2023Res04: Authorizing the Execution of a Locomotive Lease Agreement**

The Port of Coos Bay currently owns six locomotives and leases two locomotives from Wells Fargo Rail Corporation. Due to the need for additional reliable locomotives, Port and Rail Staff have solicited a proposal from Wells Fargo Rail Corporation to lease up to four locomotives to join the existing rail fleet.

Wells Fargo Rail Corporation provided a proposal to lease four GP38-2 locomotives for a term of 36 months at the rental rate of \$130.00 per unit per day. During the term of the agreement, Port/Rail is responsible for the maintenance, service, and repair of each unit. Upon expiration of the agreement, the term shall continue on a month-to-month basis.

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

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners approved Resolution 2023Res04 authorizing Oregon International Port of Coos Bay Chief Executive Officer John Burns to execute a 36-month lease agreement for up to four locomotives at the rental rate of \$130.00 per unit per day with Wells Fargo Rail Corporation. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill and Edwards. Nays: None).

### **B. Port of Coos Bay Budget Committee Appointments**

The Port of Coos Bay's Budget Committee is made up of the five Port Commissioners and five citizen members who serve for a term of three years.

After Elise Hamner was appointed to the Budget Committee at the March Commission Meeting, it was discovered that the terms of both Maeora Mosier and Steve Scheer ended with the 2022/23 budget process.

Ms. Mosier has agreed to renew her term on the Committee. Ms. Mosier is also a member of the Budget Committee for Coos Bay Rail Line, Inc.

To fill the vacancy of Mr. Scheer, Port Staff contacted Shane McGowne, who is also a member of the Budget Committee for Coos Bay Rail Line, Inc. Mr. McGowne has agreed to join the Port's Budget Committee. The terms for Ms. Mosier and Mr. McGowne will end after the 2025/26 budget planning process.

Upon a motion by Commissioner Edwards (second by Commissioner Hanson), the Board of Commissioners appointed Maeora Mosier and Shane McGowne to the Port of Coos Bay's Budget Committee with terms expiring June 30, 2026. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill and Edwards. Nays: None)

### **C. Charleston Advisory Committee Appointments**

The Charleston Advisory Committee was established by the Board of Commissioners of the Oregon International Port of Coos Bay on September 17, 2003 to serve in an advisory capacity to the Port Commission in developing strategies and guidelines for various projects and issues concerning the Charleston Marina Complex. The function of the Committee includes but is not limited to:

- Review of proposed projects within or affecting the Charleston Marina, RV Park and Shipyard.
- Review and monitor project progress.
- Monitor and make recommendations to the Port Commission regarding various issues. Any recommendations or proposals submitted by the Committee shall be considered in an advisory nature and shall be given due consideration by the Port Commission for feasibility and implementation.

The following three terms expired January 2023:

- Nick Nylander
- Kyle Cox
- Mark Fleck

Nick Nylander and Kyle Cox have expressed interest in continuing their representation on the Committee and are being recommended for re-appointment for additional three-year term. Mark Fleck is unable to renew his term, thus Port Staff has reached out to Tyler Long, a Charleston customer, who has agreed to join the Committee.

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners reappointed Nick Nylander and Kyle Cox, and newly appointed Tyler Long to the Charleston Advisory Committee for three-year terms expiring January 31, 2026. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill and Edwards. Nays: None).

#### **D. Buildings 6/7 Lease Agreement**

Port staff were approached by Jon McUne, owner of Monkey Business in the Charleston Marina. The previous tenants in buildings 6/7 had provided a termination notice. Mr. McUne was interested in relocating his restaurant to provide indoor eating space for guests as Monkey Business was previously operating in a food trailer with no indoor dining.

Mr. McUne is an existing tenant of the Port and is in good standing. Mr. McUne provided Port staff with a business plan for review and a credit check was completed. The initial term of the lease is for two years, with four (4) two-year renewal terms.

The tenant will be making minor improvements to the facility with the written consent of the Port, including interior and exterior paint.

Upon a motion by Commissioner Hanson (second by Commissioner Edwards), the Board of Commissioners approved the Oregon International Port of Coos Bay to execute a lease agreement with Jon McUne, dba Monkey Business for buildings 6/7 in the Charleston Marina. **Motion Passed Unanimously.** (Ayes: Farm, Hanson, ViksneHill and Edwards. Nays: None).

#### **8. OTHER**

#### **9. COMMISSION COMMENTS**

#### **10. NEXT MEETING DATES**

- Commission Work Session: Tuesday, May 2, 2023 at 10:00 a.m.
- Regular Commission Meeting: Tuesday, May 16, 2023 at 10:00 a.m.
- Port of Coos Bay Budget Committee Meeting: Wednesday, May 24, 2023 at 12:00 p.m.

## **11. ADJOURN**

President Farm adjourned the meeting at 10:27 a.m. and entered into Executive Session to:

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





M E M O R A N D U M

**To:** John Burns, Chief Executive Officer  
**From:** Mary Green, Accounting Clerk  
**Date:** May 10, 2023  
**Subject:** Invoices Paid for Commission Approval through April 2023

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A/P checks issued per NetSuite financial system	1,278,704.05
Payroll disbursement per Umpqua Bank statement	139,571.54
Misc electronic disbursements per Umpqua Bank statement	886,395.66
<b>Total Disbursements</b>	<b><u>\$ 2,304,671.25</u></b>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Director of Finance and Accounting

DATE: May 10, 2023

SUBJECT: April 2023 Contracts Awarded

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

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

<b>Contract</b>	<b>Description</b>	<b>Cost</b>
West Coast Contractors	Change Order #1: Vaughn Viaduct Rehabilitation	\$165,976.00
Reese Electric	Reedsport Swingsapn DTMF	\$95,500.00
<b>Total Contracts Awarded for April:</b>		\$261,476.00

# **Management Reports**



M E M O R A N D U M

TO: John Burns, Chief Executive Officer  
FROM: Lanelle Comstock, Chief Administrative Officer  
DATE: May 10, 2023  
SUBJECT: Administrative Services Management Report

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**Upcoming Scheduled Meetings and Events:**

- May Regular Commission Meeting: Tuesday, May 16, 10:00 am
- Coos County Urban Renewal Agency Budget Meeting: Tuesday, May 23, 7:30 am
- Port Budget Committee Meeting: Wednesday, May 24, noon
- Rail Budget Committee Meeting: Wednesday, May 24, 2:00 pm
- Memorial Day (Offices Closed): Monday, May 29
- June Commission Work Session: Tuesday, June 6, 10:00 am
- Juneteenth (Offices Closed): Monday, June 19
- June Budget Hearing & Regular Commission Meeting: Tuesday, June 20, 10:00 am

**ADMINISTRATION**

**Legal Counsel RFP:** An Attorney Services Agreement has been signed with Local Government Law Group (LGLG) of Eugene to provide advice and counsel on the general legal affairs of the Port and Board of Commissioners. LGLG has begun providing services, starting with writing an opinion letter for the Wells Fargo locomotive lease.

**Budget Planning:** The 2023/24 fiscal year budget planning process is a daily project for the Administration department this time of year. Budget planning is required for the separate budgets of the Port of Coos Bay, Coos Bay Rail Line, and Coos County Urban Renewal Agency. Budget planning not only includes meticulously preparing the proposed budget and budget message, but ensuring a fully appointed Budget Committee, strategically scheduling Budget Committee meetings, publishing Budget Committee Meeting and Budget Hearing notices within the required ORS stated timeframe, preparing for, and conducting Budget Committee Meetings and Budget Hearings, and approving and adopting the budget.

**Hub Building:**

- **Space for Lease:**
  - **125 Central Avenue, Suite 250:** Suite 250 in the Hub Building is available for lease. The space is approximately 650 square feet, has two private offices, a built in receptionist desk, a space that can be used as a third office or conference room.

- **125 Central Avenue, Suite 380:** Suite 380 in the Hub Building is available for lease. The space is approximately 1,140 square feet, has two private offices, a kitchenette, and a large open space that is ideal for a large conference room or can accommodate multiple cubicles.
- **125 Central Avenue, Suite 400 (Penthouse Offices):** The 4 floor of the Hub Building is available for lease. The Penthouse, which is approximately 3,122 square feet, has seven office/conference room spaces, two private restrooms, a kitchenette, large reception area, a library closet, and outside decks with views of the bay.
- **HVAC Replacement:** Due to aging and failed equipment, two HVAC systems have been replaced in Suite 400. The total costs, including electrical, were \$27,000. HVAC replacements were budgeted for in the current fiscal year budget.

## **HUMAN RESOURCES**

**Railroad All Staff Meeting:** The Port CEO and Directors met with all Rail Staff on Tuesday, April 25, 2023, as a regularly scheduled All Staff Meeting. The meeting was an open discussion forum which included an update on projects and budget planning followed by Roadway Worker Protection training for all Rail staff. It was another productive meeting in an effort to continue open communication with staff.

**Procurement, Purchasing, and Inventory Specialist:** After a very long wait to fulfill his departing Charleston Marina Security position, Thomas Morton finally began his new role May 1 as Procurement, Purchasing, and Inventory Specialist in the Administrative office. In the 2022/23 Budget, this position was budgeted as a new position to procure and purchase goods and services for all departments, evaluate the quality and appropriateness of requested goods or services, conduct cost and quality comparisons and analyses, and develop and implement an inventory management system for Port assets. We are excited to see the time and cost savings this position will ultimately create for all departments for both Port and Rail.

### **Recruitment:**

- **Maintenance Apprentice:** Essential job functions of the Charleston Maintenance Apprentice include the routine maintenance and repair of facilities, disinfecting and cleaning public restrooms and marina office, performing landscaping tasks and general grounds keeping functions, collecting trash, fish waste, and recycling from the dumpsters, as well as operating heavy equipment such as boats, forklifts, and travel lift.
- **Maintenance Operator:** The Charleston Maintenance Operator position possesses advanced mechanical skills, operates heavy equipment and leads major projects. Essential job functions include safely operating heavy equipment such as boats, forklifts, travel lift, and dredge, conducting routine maintenance and repair of facilities to ensure cleanliness and safety for Port customers, and leading small teams on complex projects. Required education and experience include a high school diploma or GED and 6 years of relevant work experience.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer  
FROM: Megan Richardson, Director of Finance & Accounting  
DATE: May 10, 2023  
SUBJECT: Accounting & Finance Management Report

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We hereby present March and March Year-to-Date (9 months) of financial results for the Port.

**Operating Revenue:**

Total operating revenues were \$357K, which was \$56K less than budget. All departments, with the exception of External Affairs and Charleston Ops reported revenues that fell short of budget. Administration has budgeted for full tenancy, but they are currently down two lessees. External Affairs has increased revenues due to the original projection end date of the lobbying agreement. The department will still see expenses for lobbying that match the received revenue. Port Ops has lower revenue due to timing of when property agreements are effective. Rail Ops fell short this month due to lower rail car movements. They had 498 total car movements for March compared to a budget projection of 1,400 cars. Charleston Ops had increased “other” revenues this period. It is projected that this will be uncollectable as it is vessel destruction fees charged to boats that were seized because they failed to obtain vessel insurance. Once they are written off, they will be sent to collections.

**Operating Expense:**

Operating expenses totaled \$438K, which was \$64K less than the budget. All departments underspent their budgets this month except for Charleston Ops. Their overspending is related to repairs on the stormwater system in the Shipyard.

**Operating Result:**

The Port ended March with a net loss of \$84K against a planned deficit of \$89K, which is more positive than planned by \$6K. All departments, except for Admin and Rail Ops, performed better than planned this month. Unfavorable operating results for Admin and Rail Ops are due to the lower than projected revenues.

**Other Income & Expense:**

Total other revenues totaled \$123K, which is greater than the budget by \$78K. This increase in revenue is due to the timing of the grant revenue that was projected to be received earlier in the year and reimbursement for insurance claims. Other Expenses are underspent this period by \$84K. This underspending is due to the timing of capital projects. Debt Service line is over budget for this period due to the timing of interest on the line of credit. The interest was allocated monthly, but the interest billing is done quarterly. The overstatement is due to timing, not excess expense.

**Net Result & Year to Date:**

March had a net gain of \$7K compared to a budgeted net loss of \$160K resulting in a \$167K positive variance. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

**Other Comments:**

Total Cash	Restricted			
April Cash Balance	Total Restricted	Project Crafty	State Dredge Funds	IFA Channel Mod
8,197,470.00	5,083,906.10	33,315.38	641,394.86	4,409,195.86

The total cash balances in all bank accounts for the April month end were \$8,197,470 which is a decrease of \$854K from March. Restricted funds are detailed in the table above. Total interest earnings totaled \$23,781.52 with \$6,676.99 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 3.75% pa. This is an increase of the pool interest rate by 2.50% since the start of the fiscal year.

Finance, with the help of the management team, has completed the proposed budget. We are scheduled to send out the proposed budget to the budget committee the week of May 8, 2023. The first budget committee meeting is scheduled for May 24, 2023. Staff have put a lot of time and hard work into preparing the proposed budget this year. They are focused on making sure that we put the best plan together to be able to meet as many of the operational needs and goals of the Port as possible.

Financial Report - Actual vs. Budget - General Fund

For Period Ending Mar 2023



	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
Administration	11,076	17,712	(6,635)	(37%)	14,598	(3,522)	(24%)	118,226	159,404	(41,178)	(26%)	92,398	25,828	28%	171,361	212,539	(19%)
External Affairs	15,000	25	14,975	59900%	15,029	(29)	(0%)	135,149	90,225	44,924	50%	45,128	90,021	199%	135,224	90,300	50%
Port Operations	17,399	27,290	(9,890)	(36%)	21,726	(4,327)	(20%)	198,537	245,607	(47,070)	(19%)	179,603	18,934	11%	280,406	327,475	(14%)
Railroad Operations	102,434	169,118	(66,684)	(39%)	122,151	(19,716)	(16%)	808,860	1,356,931	(548,071)	(40%)	791,097	17,764	2%	3,693,249	4,241,320	(13%)
<b>Charleston Operations</b>																	
Building & Dock Leases	24,535	28,502	(3,966)	(14%)	23,955	581	2%	233,924	256,517	(22,593)	(9%)	219,998	13,927	6%	319,430	342,023	(7%)
Marina	85,845	104,667	(18,822)	(18%)	98,793	(12,947)	(13%)	751,185	795,069	(43,884)	(6%)	788,429	(37,244)	(5%)	1,067,376	1,111,260	(4%)
Shipyard	22,858	26,431	(3,573)	(14%)	26,298	(3,440)	(13%)	207,944	237,877	(29,933)	(13%)	212,688	(4,744)	(2%)	287,236	317,170	(9%)
RV Park	19,137	28,667	(9,530)	(33%)	33,323	(14,186)	(43%)	332,926	328,346	4,580	1%	369,733	(36,808)	(10%)	447,280	442,700	1%
Ice Plant	9,026	11,280	(2,255)	(20%)	8,360	665	8%	170,356	209,760	(39,404)	(19%)	155,458	14,898	10%	260,596	300,000	(13%)
Travel Lift	4,386	2,925	1,461	50%	2,415	1,971	82%	34,769	45,274	(10,505)	(23%)	33,804	965	3%	49,495	60,000	(18%)
Other	45,478	(3,333)	48,811	(1464%)	(49,399)	94,877	(192%)	45,189	15,000	30,189	201%	(38,670)	83,859	(217%)	50,189	20,000	151%
<b>Total Charleston Operations</b>	<b>211,264</b>	<b>199,138</b>	<b>12,127</b>	<b>6%</b>	<b>143,744</b>	<b>67,520</b>	<b>47%</b>	<b>1,776,293</b>	<b>1,887,843</b>	<b>(111,550)</b>	<b>(6%)</b>	<b>1,741,440</b>	<b>34,853</b>	<b>2%</b>	<b>2,481,602</b>	<b>2,593,152</b>	<b>(4%)</b>
<b>Total Operating Income</b>	<b>357,174</b>	<b>413,282</b>	<b>(56,108)</b>	<b>(14%)</b>	<b>317,248</b>	<b>39,926</b>	<b>13%</b>	<b>3,037,066</b>	<b>3,740,010</b>	<b>(702,945)</b>	<b>(19%)</b>	<b>2,849,666</b>	<b>187,400</b>	<b>7%</b>	<b>6,761,842</b>	<b>7,464,786</b>	<b>(9%)</b>
<b>Operating Expenses</b>																	
Administration	140,837	143,376	2,538	2%	148,256	7,419	5%	1,260,525	1,454,308	193,783	13%	1,121,535	(138,990)	(12%)	2,359,065	2,552,848	8%
External Affairs	39,649	44,225	4,577	10%	39,840	191	0%	322,035	411,719	89,684	22%	241,565	(80,470)	33%	453,710	543,394	(17%)
Port Operations	71,971	100,690	28,719	29%	86,028	14,057	16%	659,385	1,000,784	341,399	34%	540,892	(118,493)	22%	961,455	1,302,854	(26%)
Railroad Operations	21,391	53,872	32,481	60%	18,188	(3,204)	(18%)	1,093,413	484,848	(608,566)	(126%)	134,997	(958,416)	710%	1,255,029	646,463	94%
Charleston Operations	167,366	160,730	(6,636)	(4%)	163,685	(3,681)	(2%)	1,510,668	1,753,250	242,581	14%	1,315,431	(195,237)	15%	1,999,295	2,241,877	(11%)
<b>Total Expenses</b>	<b>441,214</b>	<b>502,893</b>	<b>61,679</b>	<b>12%</b>	<b>455,996</b>	<b>14,782</b>	<b>3%</b>	<b>4,846,026</b>	<b>5,104,907</b>	<b>258,881</b>	<b>5%</b>	<b>3,354,420</b>	<b>(1,491,607)</b>	<b>(44%)</b>	<b>7,028,555</b>	<b>7,287,436</b>	<b>4%</b>
<b>Operating Results</b>																	
Administration	(129,761)	(125,664)	(4,097)	3%	(133,658)	3,897	(3%)	(1,142,299)	(1,294,904)	152,605	(12%)	(1,029,137)	(113,162)	11%	(2,187,704)	(2,340,309)	(7%)
External Affairs	(24,649)	(44,200)	19,552	(44%)	(24,811)	162	(1%)	(186,886)	(321,494)	134,608	(42%)	(196,437)	9,551	(5%)	(318,486)	(453,094)	(30%)
Port Operations	(54,572)	(73,401)	18,829	(26%)	(64,301)	9,730	(15%)	(460,848)	(755,177)	294,329	(39%)	(361,289)	(99,559)	28%	(681,049)	(975,379)	(30%)
Railroad Operations	81,043	115,246	(34,203)	(30%)	103,963	(22,920)	(22%)	(284,553)	872,084	(1,156,637)	(133%)	656,100	(940,653)	(143%)	2,438,220	3,594,857	(32%)
Charleston Operations	43,899	38,407	5,491	14%	(19,941)	63,839	(320%)	265,625	134,593	131,031	97%	426,009	(160,385)	(38%)	482,307	351,275	37%
<b>Totals Operating Results</b>	<b>(84,040)</b>	<b>(89,611)</b>	<b>5,571</b>	<b>(6%)</b>	<b>(138,748)</b>	<b>54,708</b>	<b>(39%)</b>	<b>(1,808,960)</b>	<b>(1,364,897)</b>	<b>(444,064)</b>	<b>33%</b>	<b>(504,754)</b>	<b>(1,304,207)</b>	<b>258%</b>	<b>(266,713)</b>	<b>177,350</b>	<b>(250%)</b>
Tax Collected	38,331	37,405	926	2%	38,155	176	0%	2,634,646	2,706,985	(72,339)	(3%)	2,364,776	269,870	11%	2,705,662	2,778,001	(3%)
Financial Income	19,077	8,374	10,703	128%	8,425	10,652	126%	127,992	75,365	52,626	70%	77,403	50,589	65%	153,113	100,487	52%
Grant Income	59,556	0	59,556	-	0	59,556	-	69,282	85,000	(15,718)	(18%)	3,000	66,282	2209%	69,282	85,000	(18%)
Other Income	6,593	0	6,593	-	255,288	(248,695)	(97%)	146,791	0	146,791	-	556,538	(409,747)	(74%)	146,791	0	-
<b>Total Other Income</b>	<b>123,557</b>	<b>45,779</b>	<b>77,778</b>	<b>170%</b>	<b>301,868</b>	<b>(178,311)</b>	<b>(59%)</b>	<b>2,978,711</b>	<b>2,867,351</b>	<b>111,360</b>	<b>4%</b>	<b>3,001,717</b>	<b>(23,006)</b>	<b>(1%)</b>	<b>3,074,848</b>	<b>2,963,488</b>	<b>4%</b>
Financial Expenses & Taxes	4,018	5,042	1,024	(20%)	4,647	629	(14%)	76,941	40,875	(36,066)	88%	158,563	81,622	(51%)	87,066	51,000	(71%)
Debt Service	20,538	13,745	(6,793)	49%	25,930	5,392	(21%)	956,294	1,061,081	104,787	(10%)	907,922	(48,372)	5%	1,184,321	1,289,108	8%
Capital Outlays	7,997	97,811	89,814	(92%)	78,002	70,005	(90%)	82,384	907,298	824,914	(91%)	1,053,557	971,174	(92%)	375,816	1,200,730	69%
Interfund Transfers	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,000,000	1,000,000	0%
<b>Total Other Expenses</b>	<b>32,553</b>	<b>116,597</b>	<b>84,045</b>	<b>(72%)</b>	<b>108,578</b>	<b>76,026</b>	<b>(70%)</b>	<b>1,115,619</b>	<b>2,009,254</b>	<b>893,635</b>	<b>(44%)</b>	<b>2,120,042</b>	<b>1,004,424</b>	<b>(47%)</b>	<b>2,647,203</b>	<b>3,540,838</b>	<b>(25%)</b>
<b>Net Result</b>	<b>6,965</b>	<b>(160,429)</b>	<b>167,394</b>	<b>104%</b>	<b>54,542</b>	<b>(47,578)</b>	<b>(87%)</b>	<b>54,132</b>	<b>(506,800)</b>	<b>560,932</b>	<b>111%</b>	<b>376,921</b>	<b>(322,789)</b>	<b>86%</b>	<b>160,932</b>	<b>(400,000)</b>	<b>140%</b>



Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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			
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	10,076	16,712	(6,635)	-40%	13,598	(3,522)	-26%	108,506	150,404	(41,898)	-28%	83,378	25,128	30%	158,641	200,539	-21%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	9,000	9,000	0	0%	9,000	0	0%	12,000	12,000	0%
4290 Other	0	0	0	-	0	0	-	720	0	720	-	20	700	3500%	720	0	-
<b>Total Operating Income</b>	<b>11,076</b>	<b>17,712</b>	<b>(6,635)</b>	<b>-37%</b>	<b>14,598</b>	<b>(3,522)</b>	<b>-24%</b>	<b>118,226</b>	<b>159,404</b>	<b>(41,178)</b>	<b>-26%</b>	<b>92,398</b>	<b>25,828</b>	<b>28%</b>	<b>171,361</b>	<b>212,539</b>	<b>-19%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	60,044	61,905	1,861	3%	77,973	17,930	23%	577,203	619,288	42,085	7%	498,530	(78,673)	-16%	762,917	805,002	5%
5010 Other compensation	0	1,637	1,637	100%	0	0	-	0	16,379	16,379	100%	0	0	-	4,912	21,291	77%
5015 Overtime	0	0	0	-	0	0	-	13	0	(13)	-	0	(13)	-	13	0	-
5050 Merit Pool	0	1,769	1,769	100%	0	0	-	0	17,694	17,694	100%	0	0	-	5,306	23,000	77%
<b>Total Compensation</b>	<b>60,044</b>	<b>65,311</b>	<b>5,267</b>	<b>8%</b>	<b>77,973</b>	<b>17,930</b>	<b>23%</b>	<b>577,216</b>	<b>653,361</b>	<b>76,145</b>	<b>12%</b>	<b>498,530</b>	<b>(78,686)</b>	<b>-16%</b>	<b>773,148</b>	<b>849,293</b>	<b>9%</b>
5100 Federal Payroll taxes	4,510	4,500	(10)	0%	5,860	1,351	23%	37,305	45,016	7,711	17%	32,465	(4,840)	-15%	50,805	58,516	13%
5105 State Payroll taxes	236	0	(236)	-	18	(218)	-1201%	919	0	(919)	-	115	(804)	-698%	919	0	-
5110 Unemployment Insurance	1,242	1,195	(47)	-4%	1,893	651	34%	8,611	11,952	3,341	28%	7,339	(1,271)	-17%	12,196	15,537	22%
5115 Workers compensation	234	257	23	9%	256	22	9%	1,511	2,571	1,060	41%	2,300	790	34%	2,281	3,341	32%
<b>Total Payroll Taxes</b>	<b>6,221</b>	<b>5,952</b>	<b>(269)</b>	<b>-5%</b>	<b>8,027</b>	<b>1,806</b>	<b>22%</b>	<b>48,346</b>	<b>59,539</b>	<b>11,193</b>	<b>19%</b>	<b>42,220</b>	<b>(6,125)</b>	<b>-15%</b>	<b>66,201</b>	<b>77,394</b>	<b>14%</b>
5200 Medical insurance	8,621	9,481	860	9%	6,834	(1,787)	-26%	76,484	94,847	18,362	19%	61,509	(14,975)	-24%	104,927	123,289	15%
5205 Dental insurance	1,086	1,084	(2)	0%	882	(203)	-23%	9,508	10,844	1,336	12%	7,940	(1,568)	-20%	12,760	14,096	9%
5215 Term life insurance	108	104	(4)	-4%	200	92	46%	961	1,039	78	7%	1,017	56	5%	1,272	1,350	6%
5220 Long Term Disability insurance	354	371	17	5%	619	265	43%	3,167	3,711	544	15%	3,052	(115)	-4%	4,280	4,824	11%
5225 PERS Employer Contributions	18,482	12,830	(5,653)	-44%	16,767	(1,715)	-10%	111,710	128,348	16,639	13%	97,098	(14,612)	-15%	150,199	166,838	10%
5230 PERS Employee Contributions	5,159	3,584	(1,575)	-44%	4,678	(481)	-10%	31,145	35,858	4,713	13%	26,644	(4,501)	-17%	41,898	46,611	10%
5295 Allocations	0	(141)	(141)	100%	0	0	-	0	(1,412)	(1,412)	100%	0	0	-	(423)	(1,835)	77%
<b>Total Insured Benefits</b>	<b>33,810</b>	<b>27,313</b>	<b>(6,497)</b>	<b>-24%</b>	<b>29,981</b>	<b>(3,829)</b>	<b>-13%</b>	<b>232,975</b>	<b>273,235</b>	<b>40,260</b>	<b>15%</b>	<b>197,260</b>	<b>(35,715)</b>	<b>-18%</b>	<b>314,913</b>	<b>355,173</b>	<b>11%</b>
<b>Total Personnel Services</b>	<b>100,075</b>	<b>98,575</b>	<b>(1,500)</b>	<b>-2%</b>	<b>115,982</b>	<b>15,907</b>	<b>14%</b>	<b>858,536</b>	<b>986,135</b>	<b>127,598</b>	<b>13%</b>	<b>738,011</b>	<b>(120,526)</b>	<b>-16%</b>	<b>1,154,262</b>	<b>1,281,860</b>	<b>10%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	7,626	196	(7,430)	-3794%	35	(7,591)	-21688%	10,347	1,762	(8,584)	-487%	1,409	(8,938)	-634%	10,934	2,350	-365%
6010 Educational reimbursement	0	83	83	100%	0	0	-	0	750	750	100%	0	0	-	250	1,000	75%
<b>Total Staff Training</b>	<b>7,626</b>	<b>279</b>	<b>(7,347)</b>	<b>-2632%</b>	<b>35</b>	<b>(7,591)</b>	<b>-21688%</b>	<b>10,347</b>	<b>2,512</b>	<b>(7,834)</b>	<b>-312%</b>	<b>1,409</b>	<b>(8,938)</b>	<b>-634%</b>	<b>11,184</b>	<b>3,350</b>	<b>-234%</b>
6020 Travel - airfare	1,317	167	(1,150)	-690%	0	(1,317)	-	3,964	1,500	(2,464)	-164%	0	(3,964)	-	4,464	2,000	-123%
6025 Travel - lodging & transportation	28	333	305	92%	0	(28)	-	1,369	3,000	1,631	54%	0	(1,369)	-	2,369	4,000	41%
6030 Travel - Per Diem & mileage reimbursement	0	333	333	100%	0	0	-	586	3,000	2,414	80%	0	(586)	-	1,586	4,000	60%
6035 Meals & Entertainment	111	208	97	47%	0	(111)	-	1,450	1,875	425	23%	1,066	(384)	-36%	2,075	2,500	17%
<b>Total Travel &amp; Entertainment</b>	<b>1,456</b>	<b>1,042</b>	<b>(414)</b>	<b>-40%</b>	<b>0</b>	<b>(1,456)</b>	<b>-</b>	<b>7,370</b>	<b>9,375</b>	<b>2,005</b>	<b>21%</b>	<b>1,066</b>	<b>(6,304)</b>	<b>-591%</b>	<b>10,495</b>	<b>12,500</b>	<b>16%</b>

**Financial Report - Actual vs. Budget  
For Period Ending Mar 2023**

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			
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	1,701	779	(922)	-118%	160	(1,541)	-962%	7,659	7,013	(646)	-9%	3,827	(3,832)	-100%	9,996	9,350	-7%
6055 Kitchen supplies	252	284	32	11%	210	(42)	-20%	1,381	2,556	1,175	46%	1,476	96	6%	2,233	3,408	34%
6060 IT supplies	556	1,433	878	61%	0	(556)	-	11,008	12,900	1,892	15%	3,504	(7,503)	-214%	15,308	17,200	11%
6070 Postage & courier services	429	333	(95)	-29%	400	(29)	-7%	2,829	3,000	171	6%	2,516	(312)	-12%	3,829	4,000	4%
6080 Office lease	0	0	0	-	0	0	-	0	0	0	-	24,139	24,139	100%	0	0	-
6085 Office equipment lease	462	189	(273)	-144%	535	73	14%	1,531	1,701	170	10%	1,604	73	5%	2,098	2,268	8%
6087 Office equipment repairs & maintenance	384	375	(9)	-2%	203	(181)	-89%	2,212	3,375	1,163	34%	1,667	(545)	-33%	3,337	4,500	26%
6090 IT SW subscriptions & licenses	13,310	12,235	(1,075)	-9%	9,574	(3,736)	-39%	115,978	110,116	(5,863)	-5%	96,221	(19,757)	-21%	152,684	146,821	-4%
6095 Commission expenses	1,265	292	(973)	-334%	0	(1,265)	-	3,004	2,625	(379)	-14%	38	(2,966)	-7849%	3,879	3,500	-11%
<b>Total Office Expense</b>	<b>18,358</b>	<b>15,921</b>	<b>(2,438)</b>	<b>-15%</b>	<b>11,082</b>	<b>(7,276)</b>	<b>-66%</b>	<b>145,601</b>	<b>143,286</b>	<b>(2,316)</b>	<b>-2%</b>	<b>134,993</b>	<b>(10,608)</b>	<b>-8%</b>	<b>193,363</b>	<b>191,047</b>	<b>-1%</b>
6100 Telephone - landline	440	503	63	13%	490	50	10%	4,221	4,529	307	7%	4,172	(50)	-1%	5,731	6,038	5%
6105 Telephone - mobile	0	572	572	100%	443	443	100%	4,000	5,145	1,146	22%	3,586	(414)	-12%	5,715	6,860	17%
6110 Internet services	619	625	6	1%	604	(15)	-3%	5,539	5,625	86	2%	5,433	(106)	-2%	7,414	7,500	1%
6130 Electricity	1,872	900	(972)	-108%	964	(907)	-94%	10,270	8,100	(2,170)	-27%	6,267	(4,003)	-64%	12,970	10,800	-20%
6135 Water/Sewer	221	250	29	12%	237	16	7%	1,818	2,250	432	19%	1,186	(632)	-53%	2,568	3,000	14%
6140 Garbage/Sanitation Collection	287	300	13	4%	272	(15)	-5%	2,520	2,700	180	7%	1,635	(885)	-54%	3,420	3,600	5%
6155 Environmental Remediation/Mitigation/Monitoring	0	0	0	-	0	0	-	0	0	0	-	5,400	5,400	100%	0	0	-
<b>Total Utilities</b>	<b>3,438</b>	<b>3,150</b>	<b>(288)</b>	<b>-9%</b>	<b>3,010</b>	<b>(428)</b>	<b>-14%</b>	<b>28,368</b>	<b>28,349</b>	<b>(19)</b>	<b>0%</b>	<b>27,678</b>	<b>(690)</b>	<b>-2%</b>	<b>37,817</b>	<b>37,798</b>	<b>0%</b>
6205 Janitorial services	1,324	1,417	93	7%	1,284	(40)	-3%	12,582	12,750	169	1%	9,352	(3,230)	-35%	16,831	17,000	1%
6215 Payroll services	210	715	505	71%	722	512	71%	6,743	7,154	411	6%	5,883	(860)	-15%	8,889	9,300	4%
6245 Legal advertising	0	167	167	100%	91	91	100%	170	1,500	1,330	89%	104	(66)	-64%	670	2,000	66%
6250 Legal services	375	12,500	12,125	97%	9,353	8,978	96%	26,386	112,500	86,114	77%	124,549	98,163	79%	63,886	150,000	57%
6255 Auditing	0	0	0	-	0	0	-	66,950	60,000	(6,950)	-12%	48,950	(18,000)	-37%	66,950	60,000	-12%
6260 Consulting services	0	1,258	1,258	100%	5	5	100%	10,770	11,325	555	5%	3,750	(7,020)	-187%	14,545	15,100	4%
6265 Recruiting services	0	625	625	100%	0	0	-	2,151	5,625	3,474	62%	0	(2,151)	-	4,026	7,500	46%
6290 Commercial insurance	2,484	2,537	53	2%	2,366	(118)	-5%	22,848	22,837	(11)	0%	10,314	(12,534)	-122%	30,460	30,449	0%
<b>Total Professional Services</b>	<b>4,393</b>	<b>19,219</b>	<b>14,827</b>	<b>77%</b>	<b>13,821</b>	<b>9,428</b>	<b>68%</b>	<b>148,600</b>	<b>233,691</b>	<b>85,092</b>	<b>36%</b>	<b>202,902</b>	<b>54,302</b>	<b>27%</b>	<b>206,257</b>	<b>291,349</b>	<b>29%</b>
6351 Awards & Recognitions	0	0	0	-	0	0	-	3,985	4,250	265	6%	2,199	(1,786)	-81%	4,085	4,350	6%
<b>Total Marketing Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>3,985</b>	<b>4,250</b>	<b>265</b>	<b>6%</b>	<b>2,199</b>	<b>(1,786)</b>	<b>-81%</b>	<b>4,085</b>	<b>4,350</b>	<b>6%</b>
6400 Small equipment & tools	202	417	215	51%	0	(202)	-	343	3,750	3,407	91%	271	(72)	-26%	1,593	5,000	68%
6420 Janitorial supplies	257	208	(49)	-23%	0	(257)	-	991	1,875	884	47%	667	(324)	-49%	1,616	2,500	35%
6425 Operational supplies	15	0	(15)	-	30	14	48%	33	0	(33)	-	30	(3)	-11%	33	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	94	0	(94)	-	0	(94)	-	94	0	-
6450 Fuel - Gas	361	83	(278)	-334%	52	(310)	-601%	3,078	750	(2,328)	-310%	430	(2,648)	-617%	3,328	1,000	-233%
<b>Total Operational Expense</b>	<b>836</b>	<b>708</b>	<b>(127)</b>	<b>-18%</b>	<b>81</b>	<b>(755)</b>	<b>-931%</b>	<b>4,539</b>	<b>6,375</b>	<b>1,836</b>	<b>29%</b>	<b>1,397</b>	<b>(3,141)</b>	<b>-225%</b>	<b>6,664</b>	<b>8,500</b>	<b>22%</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	200	0	(200)	-	0	(200)	-	200	0	-
6505 Repairs & maintenance vehicles	17	33	16	48%	202	184	91%	551	300	(251)	-84%	570	19	3%	651	400	-63%
6510 Repairs & maintenance buildings	4,639	4,407	(232)	-5%	4,043	(597)	-15%	51,879	39,660	(12,219)	-31%	11,271	(40,608)	-360%	65,099	52,880	-23%
6580 Permits	0	0	0	-	0	0	-	525	0	(525)	-	0	(525)	-	525	0	-
<b>Total Repair and Maintenance</b>	<b>4,657</b>	<b>4,482</b>	<b>(175)</b>	<b>-4%</b>	<b>4,246</b>	<b>(411)</b>	<b>-10%</b>	<b>53,165</b>	<b>40,335</b>	<b>(12,830)</b>	<b>-32%</b>	<b>11,880</b>	<b>(41,284)</b>	<b>-348%</b>	<b>66,610</b>	<b>53,780</b>	<b>-24%</b>
6599 Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	668,314	668,314	0%
<b>Total Goods &amp; Services</b>	<b>40,763</b>	<b>44,801</b>	<b>4,038</b>	<b>9%</b>	<b>32,275</b>	<b>(8,488)</b>	<b>-26%</b>	<b>401,974</b>	<b>468,173</b>	<b>66,199</b>	<b>14%</b>	<b>383,524</b>	<b>(18,450)</b>	<b>-5%</b>	<b>1,204,789</b>	<b>1,270,988</b>	<b>5%</b>
<b>Total Expenses</b>	<b>140,837</b>	<b>143,376</b>	<b>2,538</b>	<b>2%</b>	<b>148,256</b>	<b>7,419</b>	<b>5%</b>	<b>1,260,510</b>	<b>1,454,308</b>	<b>193,798</b>	<b>13%</b>	<b>1,121,535</b>	<b>(138,975)</b>	<b>-12%</b>	<b>2,359,050</b>	<b>2,552,848</b>	<b>8%</b>
<b>Operating Results</b>	<b>(129,761)</b>	<b>(125,664)</b>	<b>(4,097)</b>	<b>3%</b>	<b>(133,658)</b>	<b>3,897</b>	<b>-3%</b>	<b>(1,142,284)</b>	<b>(1,294,904)</b>	<b>152,620</b>	<b>-12%</b>	<b>(1,029,137)</b>	<b>(113,147)</b>	<b>11%</b>	<b>(2,187,689)</b>	<b>(2,340,309.00)</b>	<b>-7%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	36,106	33,680	2,426	7%	33,377	2,729	8%	1,909,105	1,865,913	43,192	2%	1,849,155	59,950	3%	1,959,328	1,916,136	2%
4410 Property Taxes - Prior Years	2,225	3,725	(1,500)	-40%	4,778	(2,553)	-53%	44,168	59,207	(15,039)	-25%	75,940	(31,772)	-42%	64,961	80,000	-19%
4505 Interest - Bank	11,703	1,000	10,703	1070%	1,051	10,652	1013%	61,626	9,000	52,626	585%	11,038	50,589	458%	64,626	12,000	439%
4506 Interest - Southport Note	1,615	1,615	0	0%	1,785	(170)	-10%	15,049	15,049	0	0%	16,563	(1,515)	-9%	19,807	19,807	0%
4515 Principal Repayment - Southport Note	5,759	5,759	0	0%	5,589	170	3%	51,317	51,317	0	0%	49,802	1,515	3%	68,680	68,680	0%
4905 Other	243	0	243	-	2	241	12444%	48,210	0	48,210	-	102,239	(54,029)	-53%	48,210	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	1,250	0	1,250	-	139,060	(137,810)	-99%	1,250	0	-
<b>Total Other Income</b>	<b>57,651</b>	<b>45,779</b>	<b>11,872</b>	<b>26%</b>	<b>46,582</b>	<b>11,069</b>	<b>24%</b>	<b>2,130,725</b>	<b>2,000,486</b>	<b>130,239</b>	<b>7%</b>	<b>2,243,796</b>	<b>(113,072)</b>	<b>-5%</b>	<b>2,226,862</b>	<b>2,096,623</b>	<b>6%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	0	0	0	-	125	125	100%	2,856	0	(2,856)	-	18,416	15,560	84%	2,856	0	-
6740 Merchant fees	1,768	2,500	732	29%	1,978	210	11%	25,931	22,500	(3,431)	-15%	24,969	(962)	-4%	33,431	30,000	-11%
6745 Banking fees	182	42	(141)	-338%	204	22	11%	1,154	375	(779)	-208%	1,585	431	27%	1,279	500	-156%
6755 Insurance Claims	0	0	0	-	0	0	-	1,250	0	(1,250)	-	0	(1,250)	-	1,250	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>1,951</b>	<b>2,542</b>	<b>591</b>	<b>23%</b>	<b>2,308</b>	<b>357</b>	<b>15%</b>	<b>31,192</b>	<b>22,875</b>	<b>(8,317)</b>	<b>-36%</b>	<b>44,971</b>	<b>13,779</b>	<b>31%</b>	<b>38,817</b>	<b>30,500</b>	<b>-27%</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	115,000	115,000	0%
7010 Interest payment	0	0	0	-	0	0	-	35,897	0	(35,897)	-	0	(35,897)	-	107,690	71,794	-50%
7020 Principal repayment - Vehicles	558	550	(8)	-1%	1,207	649	54%	4,945	4,949	4	0%	4,210	(735)	-17%	6,595	6,599	0%
7025 Interest payment - Vehicles	104	116	11	10%	80	(25)	-31%	1,014	1,042	28	3%	551	(463)	-84%	1,362	1,390	2%
8010 CIP Buildings	7,997	0	(7,997)	-	0	(7,997)	-	7,997	0	(7,997)	-	0	(7,997)	-	7,997	0	-
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	10,225	27,000	16,775	62%	0	(10,225)	-	10,225	27,000	62%
9005 Transfers out	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,000,000	1,000,000	0%
<b>Total Debt Services</b>	<b>8,659</b>	<b>666</b>	<b>(7,993)</b>	<b>-1201%</b>	<b>1,286</b>	<b>(7,373)</b>	<b>-573%</b>	<b>60,078</b>	<b>32,991</b>	<b>(27,086)</b>	<b>-82%</b>	<b>4,761</b>	<b>(55,317)</b>	<b>-1162%</b>	<b>1,248,869</b>	<b>1,221,783</b>	<b>-2%</b>
<b>Total Other Expenses</b>	<b>10,610</b>	<b>3,207</b>	<b>(7,403)</b>	<b>-231%</b>	<b>3,594</b>	<b>(7,016)</b>	<b>-195%</b>	<b>91,269</b>	<b>55,867</b>	<b>(35,403)</b>	<b>-63%</b>	<b>49,732</b>	<b>(41,537)</b>	<b>-84%</b>	<b>1,287,685</b>	<b>1,252,283</b>	<b>-3%</b>
<b>Net Other Income</b>	<b>47,041</b>	<b>42,571</b>	<b>4,470</b>	<b>10%</b>	<b>42,988</b>	<b>4,053</b>	<b>9%</b>	<b>2,039,456</b>	<b>1,944,619</b>	<b>94,837</b>	<b>5%</b>	<b>2,194,065</b>	<b>(154,609)</b>	<b>-7%</b>	<b>939,177</b>	<b>844,341</b>	<b>11%</b>
<b>Net Result</b>	<b>(82,720)</b>	<b>(83,093)</b>	<b>373</b>	<b>0%</b>	<b>(90,670)</b>	<b>7,950</b>	<b>-9%</b>	<b>897,172</b>	<b>649,716</b>	<b>247,456</b>	<b>38%</b>	<b>1,164,928</b>	<b>(267,756)</b>	<b>-23%</b>	<b>(1,248,512)</b>	<b>(1,495,969)</b>	<b>-17%</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	24,535	28,502	(3,966)	-14%	23,955	581	2%	233,924	256,517	(22,593)	-9%	219,998	13,927	6%	319,430	342,023	-7%
4100 Annual Moorage	33,840	44,500	(10,660)	-24%	40,845	(7,005)	-17%	257,184	305,700	(48,516)	-16%	280,590	(23,406)	-8%	406,026	454,542	-11%
4105 Semi-Annual Moorage	8,024	16,105	(8,081)	-50%	16,549	(8,525)	-52%	70,028	80,106	(10,078)	-13%	82,314	(12,286)	-15%	104,922	115,000	-9%
4110 Monthly Moorage	14,353	16,788	(2,435)	-15%	16,235	(1,882)	-12%	135,571	153,869	(18,298)	-12%	148,800	(13,229)	-9%	186,702	205,000	-9%
4115 Transient Moorage	5,898	8,127	(2,228)	-27%	1,985	3,913	197%	74,847	73,140	1,707	2%	72,265	2,582	4%	99,227	97,520	2%
4118 Work Dock	1,518	6,250	(4,732)	-76%	8,815	(7,297)	-83%	27,019	56,250	(29,231)	-52%	55,904	(28,884)	-52%	45,769	75,000	-39%
4120 Metered Utilities	30	63	(33)	-52%	30	0	0%	270	563	(293)	-52%	270	0	0%	458	750	-39%
4125 Launch Ramp	3,968	2,964	1,004	34%	2,856	1,112	39%	32,299	36,605	(4,307)	-12%	35,268	(2,969)	-8%	40,693	45,000	-10%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	150	(150)	-100%	0	0	-	50	200	-75%
4135 Storage Yard	3,755	3,533	222	6%	3,204	551	17%	29,741	31,800	(2,059)	-6%	27,575	2,167	8%	40,341	42,400	-5%
4140 Storage Unit	16,691	16,104	587	4%	17,818	(1,127)	-6%	149,826	144,936	4,890	3%	141,752	8,074	6%	198,138	193,248	3%
4145 Long Term Boat Storage	11,253	10,236	1,018	10%	7,991	3,262	41%	86,380	92,121	(5,741)	-6%	79,261	7,119	9%	117,087	122,828	-5%
4150 Short Term Boat Storage	4,748	3,412	1,336	39%	4,087	660	16%	45,702	30,706	14,995	49%	29,355	16,347	56%	55,937	40,942	37%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	0	750	(750)	-100%	665	(665)	-100%	250	1,000	-75%
4165 Space Rents	16,896	27,520	(10,624)	-39%	30,843	(13,946)	-45%	307,303	315,218	(7,915)	-3%	353,270	(45,967)	-13%	417,085	425,000	-2%
4173 Laundry	313	356	(44)	-12%	486	(173)	-36%	4,909	4,079	829	20%	4,646	263	6%	6,329	5,500	15%
4175 Propane	1,920	855	1,065	125%	1,222	698	57%	12,418	9,790	2,628	27%	10,020	2,398	24%	15,828	13,200	20%
4180 Merchandise	21	32	(11)	-35%	36	(15)	-41%	365	371	(6)	-2%	337	28	8%	494	500	-1%
4185 Visitor Convention Bureau Fee	0	227	(227)	-100%	172	(172)	-100%	2,157	2,596	(439)	-17%	2,911	(754)	-26%	3,061	3,500	-13%
4190 Ice	9,026	11,280	(2,255)	-20%	8,360	665	8%	170,356	209,760	(39,404)	-19%	155,458	14,898	10%	260,596	300,000	-13%
4200 Boat Lifts	4,386	2,925	1,461	50%	2,415	1,971	82%	36,595	45,274	(8,679)	-19%	37,380	(784)	-2%	51,321	60,000	-14%
4230 Environmental Fee	3,508	2,917	592	20%	2,616	892	34%	30,924	26,250	4,674	18%	22,288	8,636	39%	39,674	35,000	13%
4235 Customer Discounts	(13)	(324)	311	-96%	(134)	121	-90%	(2,976)	(3,708)	732	-20%	(4,451)	1,474	-33%	(4,268)	(5,000)	-15%
4290 Other	61,650	4,167	57,483	1380%	3,832	57,818	1509%	98,271	37,500	60,771	162%	38,505	59,766	155%	110,771	50,000	122%
4295 Bad Debt Expense	(15,054)	(7,500)	(7,554)	101%	(50,472)	35,417	-70%	(26,821)	(22,500)	(4,321)	19%	(52,941)	26,121	-49%	(34,321)	(30,000)	14%
<b>Total Operating Income</b>	<b>211,264</b>	<b>199,138</b>	<b>12,127</b>	<b>6%</b>	<b>143,744</b>	<b>67,520</b>	<b>47%</b>	<b>1,776,293</b>	<b>1,887,843</b>	<b>(111,550)</b>	<b>-6%</b>	<b>1,741,440</b>	<b>34,853</b>	<b>2%</b>	<b>2,481,602</b>	<b>2,593,152</b>	<b>-4%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	31,875	35,307	3,432	10%	57,127	25,252	44%	269,610	353,209	83,599	24%	327,352	57,741	18%	375,532	459,130	18%
5010 Other compensation	100	951	851	89%	0	(100)	-	8,846	9,510	663	7%	3,216	(5,631)	-175%	11,698	12,361	5%
5015 Overtime	664	1,682	1,018	61%	0	(664)	-	10,576	16,824	6,248	37%	2,840	(7,736)	-272%	15,622	21,870	29%
<b>Total Compensation</b>	<b>32,639</b>	<b>37,940</b>	<b>5,300</b>	<b>14%</b>	<b>57,127</b>	<b>24,488</b>	<b>43%</b>	<b>289,033</b>	<b>379,543</b>	<b>90,510</b>	<b>24%</b>	<b>333,407</b>	<b>44,374</b>	<b>13%</b>	<b>402,851</b>	<b>493,361</b>	<b>18%</b>
5100 Federal Payroll taxes	2,479	2,902	423	15%	4,277	1,798	42%	21,887	29,035	7,148	25%	24,702	2,815	11%	30,594	37,742	19%
5105 State Payroll taxes	130	0	(130)	-	20	(109)	-537%	505	0	(505)	-	120	(385)	-321%	505	0	-
5110 Unemployment Insurance	875	1,032	157	15%	1,621	746	46%	7,815	10,322	2,507	24%	6,724	(1,091)	-16%	10,910	13,417	19%
5115 Workers compensation	4,445	2,672	(1,773)	-66%	3,323	(1,122)	-34%	33,481	26,731	(6,750)	-25%	29,907	(3,574)	-12%	41,497	34,747	-19%
<b>Total Payroll Taxes</b>	<b>7,929</b>	<b>6,606</b>	<b>(1,323)</b>	<b>-20%</b>	<b>9,242</b>	<b>1,313</b>	<b>14%</b>	<b>63,688</b>	<b>66,088</b>	<b>2,399</b>	<b>4%</b>	<b>61,453</b>	<b>(2,235)</b>	<b>-4%</b>	<b>83,507</b>	<b>85,906</b>	<b>3%</b>
5200 Medical insurance	10,427	11,306	879	8%	10,379	(48)	0%	82,764	113,107	30,343	27%	93,397	10,633	11%	116,683	147,026	21%
5205 Dental insurance	724	826	102	12%	814	89	11%	6,268	8,263	1,995	24%	7,325	1,057	14%	8,746	10,740	19%
5215 Term life insurance	113	104	(9)	-9%	250	137	55%	947	1,039	92	9%	1,143	196	17%	1,258	1,350	7%
5220 Long Term Disability insurance	212	226	14	6%	509	297	58%	1,799	2,257	459	20%	2,323	525	23%	2,476	2,934	16%
5225 PERS Employer Contributions	9,321	8,303	(1,018)	-12%	12,095	2,774	23%	44,094	83,062	38,968	47%	72,606	28,512	39%	69,002	107,971	36%
5230 PERS Employee Contributions	2,609	2,219	(390)	-18%	3,235	626	19%	12,196	22,202	10,006	45%	19,298	7,102	37%	18,854	28,860	35%
5295 Allocations	0	(3,160)	(3,160)	100%	0	0	-	0	(31,608)	(31,608)	100%	0	0	-	(9,479)	(41,086)	77%
<b>Total Insured Benefits</b>	<b>23,407</b>	<b>19,824</b>	<b>(3,582)</b>	<b>-18%</b>	<b>27,281</b>	<b>3,874</b>	<b>14%</b>	<b>148,068</b>	<b>198,322</b>	<b>50,254</b>	<b>25%</b>	<b>196,091</b>	<b>48,023</b>	<b>24%</b>	<b>207,541</b>	<b>257,795</b>	<b>19%</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Total Personnel Services</b>	63,975	64,370	395	1%	93,650	29,675	32%	500,789	643,953	143,163	22%	590,952	90,162	15%	693,899	837,063	17%
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
<b>Total Staff Training</b>	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	634	375	(259)	-69%	0	(634)	-	759	500	-52%
6030 Travel - Per Diem & mileage reimbursement	0	21	21	100%	0	0	-	0	187	187	100%	407	407	100%	63	250	75%
6035 Meals & Entertainment	0	25	25	100%	0	0	-	170	225	55	24%	60	(110)	-181%	245	300	18%
<b>Total Travel &amp; Entertainment</b>	0	88	88	100%	0	0	-	804	788	(16)	-2%	468	(336)	-72%	1,066	1,050	-2%
6050 Office supplies	0	0	0	-	0	0	-	151	0	(151)	-	0	(151)	-	151	0	-
6055 Kitchen supplies	191	250	59	24%	239	48	20%	1,631	2,250	619	28%	1,304	(328)	-25%	2,381	3,000	21%
6070 Postage & courier services	0	63	63	100%	0	0	-	60	189	129	68%	182	122	67%	122	250	51%
<b>Total Office Expense</b>	191	313	122	39%	239	48	20%	1,842	2,439	596	24%	1,486	(357)	-24%	2,654	3,250	18%
6100 Telephone - landline	231	208	(23)	-11%	177	(55)	-31%	1,859	1,875	16	1%	1,618	(242)	-15%	2,484	2,500	1%
6105 Telephone - mobile	0	530	530	100%	532	532	100%	4,218	4,770	552	12%	4,109	(109)	-3%	5,808	6,360	9%
6110 Internet services	1,922	1,850	(72)	-4%	1,145	(777)	-68%	17,333	16,650	(683)	-4%	11,094	(6,239)	-56%	22,883	22,200	-3%
6115 Cable TV	925	1,066	141	13%	919	(6)	-1%	8,296	9,594	1,299	14%	8,088	(207)	-3%	11,494	12,792	10%
6130 Electricity	24,622	18,502	(6,120)	-33%	19,529	(5,093)	-26%	181,201	193,971	12,770	7%	173,850	(7,351)	-4%	242,490	255,260	5%
6131 Propane - Operations	130	167	37	22%	194	64	33%	1,535	1,500	(35)	-2%	1,444	(90)	-6%	2,035	2,000	-2%
6135 Water/Sewer	7,755	6,412	(1,344)	-21%	6,005	(1,750)	-29%	80,168	64,185	(15,983)	-25%	70,143	(10,024)	-14%	100,983	85,000	-19%
6140 Garbage/Sanitation Collection	6,920	8,333	1,414	17%	6,676	(243)	-4%	60,633	75,000	14,367	19%	57,559	(3,073)	-5%	85,633	100,000	14%
6145 Hazardous material disposal	225	583	358	61%	150	(75)	-50%	5,920	5,250	(670)	-13%	5,967	47	1%	7,670	7,000	-10%
6150 Derelict boat disposal	0	0	0	-	1,790	1,790	100%	114,693	90,000	(24,693)	-27%	4,406	(110,288)	-2503%	114,693	90,000	-27%
6155 Environmental Remediation/Mitigation/Monitoring	276	500	224	45%	1,011	735	73%	1,328	4,500	3,172	70%	5,420	4,092	75%	2,828	6,000	53%
<b>Total Utilities</b>	43,006	38,151	(4,855)	-13%	38,128	(4,878)	-13%	477,183	467,295	(9,888)	-2%	343,698	(133,485)	-39%	599,000	589,112	-2%
6200 Temporary/Contract help	0	4,133	4,133	100%	0	0	-	0	37,200	37,200	100%	16,709	16,709	100%	12,400	49,600	75%
6205 Janitorial services	32	30	(2)	-6%	56	24	43%	305	270	(35)	-13%	293	(12)	-4%	395	360	-10%
6210 Vending machine services	125	417	292	70%	0	(125)	-	2,587	3,750	1,163	31%	1,156	(1,431)	-124%	3,837	5,000	23%
6245 Legal advertising	0	250	250	100%	0	0	-	584	2,250	1,666	74%	1,430	845	59%	1,334	3,000	56%
6250 Legal services	0	0	0	-	0	0	-	0	0	0	-	713	713	100%	0	0	-
6260 Consulting services	1,042	6,667	5,625	84%	374	(668)	-179%	74,087	60,000	(14,087)	-23%	4,358	(69,728)	-1600%	94,087	80,000	-18%
6290 Commercial insurance	9,132	8,674	(457)	-5%	7,940	(1,191)	-15%	75,039	78,069	3,030	4%	70,356	(4,683)	-7%	101,062	104,092	3%
<b>Total Professional Services</b>	10,330	20,171	9,841	49%	8,370	(1,960)	-23%	152,602	181,539	28,937	16%	95,015	(57,588)	-61%	213,115	242,052	12%
6350 Employee sponsorships	0	0	0	-	0	0	-	0	0	0	-	786	786	100%	0	0	-
<b>Total Marketing Expense</b>	0	0	0	-	0	0	-	0	0	0	-	786	786	100%	0	0	-
6400 Small equipment & tools	471	500	29	6%	2,344	1,873	80%	8,804	4,500	(4,304)	-96%	4,730	(4,074)	-86%	10,304	6,000	-72%
6405 Safety/hazardous materials	0	0	0	-	0	0	-	0	0	0	-	639	639	100%	0	0	-
6410 Signage	0	63	63	100%	0	0	-	0	563	563	100%	132	132	100%	188	750	75%
6415 Clothing	321	283	(38)	-13%	0	(321)	-	1,733	2,550	817	32%	872	(861)	-99%	2,583	3,400	24%
6420 Janitorial supplies	920	1,417	497	35%	65	(855)	-1326%	8,258	12,750	4,492	35%	11,145	2,888	26%	12,508	17,000	26%
6425 Operational supplies	745	2,542	1,797	71%	4,993	4,248	85%	18,211	22,875	4,664	20%	137,286	119,075	87%	25,836	30,500	15%
6430 Equipment Rental	106	625	519	83%	2,240	2,134	95%	3,223	5,625	2,402	43%	2,341	(883)	-38%	5,098	7,500	32%
6450 Fuel - Gas	0	833	833	100%	1,850	1,850	100%	8,181	7,500	(681)	-9%	7,252	(929)	-13%	10,681	10,000	-7%
6455 Fuel - Diesel	91	333	243	73%	208	117	56%	5,623	3,000	(2,623)	-87%	1,806	(3,816)	-211%	6,623	4,000	-66%
6481 Propane - Retail	1,003	625	(378)	-60%	804	(199)	-25%	8,423	5,625	(2,798)	-50%	8,291	(132)	-2%	10,298	7,500	-37%
<b>Total Operational Expense</b>	3,657	7,221	3,564	49%	12,503	8,846	71%	62,455	64,987	2,533	4%	174,494	112,039	64%	84,117	86,650	3%

Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

amounts in \$US dollars

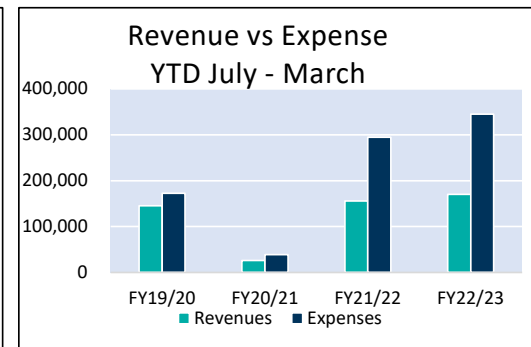
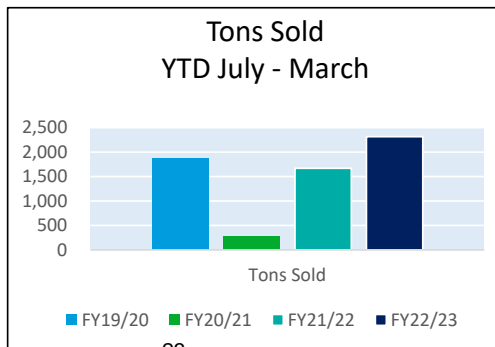
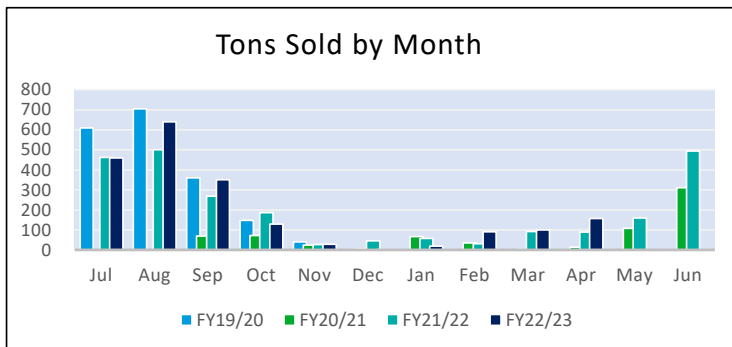
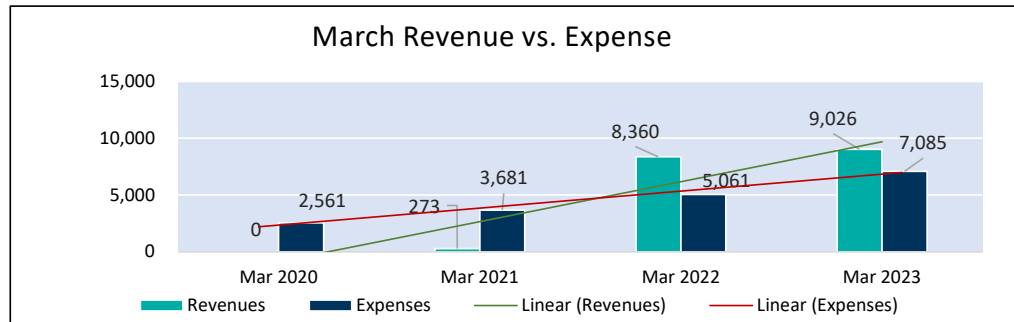
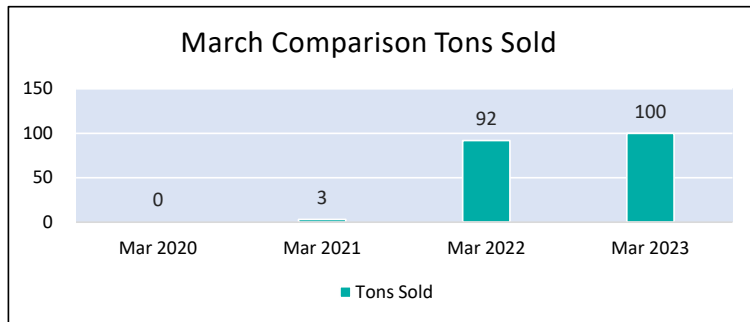
Fund: General Fund Department: Charleston Ops Location: All Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	27,745	5,000	(22,745)	-455%	1,450	(26,295)	-1813%	79,950	45,000	(34,950)	-78%	29,297	(50,653)	-173%	94,950	60,000	-58%
6505 Repairs & maintenance vehicles	2,518	1,542	(976)	-63%	53	(2,465)	-4678%	34,515	13,875	(20,640)	-149%	3,903	(30,612)	-784%	39,140	18,500	-112%
6510 Repairs & maintenance buildings	12,303	3,125	(9,178)	-294%	(1,935)	(14,238)	736%	22,632	28,125	5,493	20%	15,833	(6,799)	-43%	32,007	37,500	15%
6515 Repairs & maintenance land improvements	89	250	161	64%	0	(89)	-	1,316	2,250	934	41%	1,038	(279)	-27%	2,066	3,000	31%
6520 Repairs & maintenance docks	3,551	5,000	1,449	29%	10,957	7,406	68%	20,475	45,000	24,525	55%	19,415	(1,059)	-5%	35,475	60,000	41%
6540 Marina dredging	0	15,000	15,000	100%	0	0	-	124,730	215,000	90,270	42%	0	(124,730)	-	169,730	260,000	35%
6575 Waterway Leases	0	0	0	-	0	0	-	28,632	38,000	9,368	25%	34,492	5,861	17%	28,632	38,000	25%
6580 Permits	0	500	500	100%	269	269	100%	2,743	5,000	2,257	45%	4,554	1,810	40%	3,443	5,700	40%
<b>Total Repair and Maintenance</b>	<b>46,207</b>	<b>30,417</b>	<b>(15,790)</b>	<b>-52%</b>	<b>10,794</b>	<b>(35,413)</b>	<b>-328%</b>	<b>314,993</b>	<b>392,250</b>	<b>77,257</b>	<b>20%</b>	<b>108,533</b>	<b>(206,460)</b>	<b>-190%</b>	<b>405,443</b>	<b>482,700</b>	<b>16%</b>
<b>Total Goods &amp; Services</b>	<b>103,391</b>	<b>96,360</b>	<b>(7,031)</b>	<b>-7%</b>	<b>70,035</b>	<b>(33,356)</b>	<b>-48%</b>	<b>1,009,879</b>	<b>1,109,297</b>	<b>99,418</b>	<b>9%</b>	<b>724,479</b>	<b>(285,400)</b>	<b>-39%</b>	<b>1,305,396</b>	<b>1,404,814</b>	<b>7%</b>
<b>Total Expenses</b>	<b>167,366</b>	<b>160,730</b>	<b>(6,636)</b>	<b>-4%</b>	<b>163,685</b>	<b>(3,681)</b>	<b>-2%</b>	<b>1,510,668</b>	<b>1,753,250</b>	<b>242,581</b>	<b>14%</b>	<b>1,315,431</b>	<b>(195,237)</b>	<b>-15%</b>	<b>1,999,295</b>	<b>2,241,877</b>	<b>11%</b>
<b>Operating Results</b>	<b>43,899</b>	<b>38,407</b>	<b>5,491</b>	<b>14%</b>	<b>(19,941)</b>	<b>63,839</b>	<b>-320%</b>	<b>265,625</b>	<b>134,593</b>	<b>131,031</b>	<b>97%</b>	<b>426,009</b>	<b>(160,385)</b>	<b>-38%</b>	<b>482,307</b>	<b>351,275</b>	<b>37%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4450 Lodging Tax	0	0	0	-	0	0	-	118	0	118	-	99	19	19%	118	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
4695 Grants Received - Other	59,556	0	59,556	-	0	59,556	-	69,282	75,000	(5,718)	-8%	0	69,282	-	69,282	75,000	-8%
4905 Other	150	0	150	-	126	24	19%	12,612	0	12,612	-	59,312	(46,700)	-79%	12,612	0	-
4915 Insurance Reimbursement	6,200	0	6,200	-	0	6,200	-	47,894	0	47,894	-	0	47,894	-	47,894	0	-
<b>Total Other Income</b>	<b>65,906</b>	<b>0</b>	<b>65,906</b>	<b>-</b>	<b>126</b>	<b>65,780</b>	<b>52377%</b>	<b>129,905</b>	<b>80,000</b>	<b>49,905</b>	<b>62%</b>	<b>59,411</b>	<b>70,494</b>	<b>119%</b>	<b>129,905</b>	<b>80,000</b>	<b>62%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	0	0	0	-	-	-	-	10,754	10,500	(254)	-2%	10,112	(642)	-6%	10,754	10,500.00	-2%
6745 Banking fees	-	-	-	-	0	0	-	5	-	(5)	-	0	(5)	-	5	-	-
6755 Insurance Claims	0	0	0	-	0	0	-	29,024	0	(29,024)	-	65,150	36,126	55%	29,024	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>39,783</b>	<b>10,500.00</b>	<b>(29,283)</b>	<b>-279%</b>	<b>75,262</b>	<b>35,480</b>	<b>47%</b>	<b>39,783</b>	<b>10,500.00</b>	<b>-279%</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	223,162	223,162	0	0%	218,878	(4,283)	-2%	223,162	223,162	0%
7010 Interest payment	0	0	0	-	0	0	-	131,238	149,490	18,252	12%	129,488	(1,749)	-1%	131,238	149,490	12%
7020 Vehicle Principal repayment	2,001	1,305	(695)	-53%	759	(1,242)	-164%	10,531	11,749	1,218	10%	8,059	(2,472)	-31%	14,447	15,665	8%
7025 Vehicle Interest payment	285	164	(120)	-73%	45	(239)	-529%	1,149	1,478	330	22%	697	(451)	-65%	1,641	1,971	17%
8010 CIP Buildings	0	2,500	2,500	100%	2,748	2,748	100%	0	22,500	22,500	100%	2,748	2,748	100%	7,500	30,000	75%
8011 CIP Docks	0	4,167	4,167	100%	0	0	-	50,000	37,500	(12,500)	-33%	99,500	49,500	50%	62,500	50,000	-25%
8020 CIP Machinery & Equipment	0	0	0	-	68,494	68,494	100%	9,100	0	(9,100)	-	68,494	59,394	87%	9,100	0	-
<b>Total Debt Services</b>	<b>2,285</b>	<b>8,136</b>	<b>5,851</b>	<b>72%</b>	<b>72,046</b>	<b>69,761</b>	<b>97%</b>	<b>425,179</b>	<b>445,879</b>	<b>20,700</b>	<b>5%</b>	<b>527,864</b>	<b>102,685</b>	<b>19%</b>	<b>449,588</b>	<b>470,288</b>	<b>4%</b>
<b>Total Other Expenses</b>	<b>2,285</b>	<b>8,136</b>	<b>5,851</b>	<b>72%</b>	<b>72,046</b>	<b>69,761</b>	<b>97%</b>	<b>464,962</b>	<b>456,379</b>	<b>(8,583)</b>	<b>-2%</b>	<b>603,127</b>	<b>138,165</b>	<b>23%</b>	<b>489,371</b>	<b>480,788</b>	<b>-2%</b>
<b>Net Other Income</b>	<b>63,621</b>	<b>(8,136)</b>	<b>71,757</b>	<b>-882%</b>	<b>(71,920)</b>	<b>135,541</b>	<b>-188%</b>	<b>(335,057)</b>	<b>(376,379)</b>	<b>41,322</b>	<b>-11%</b>	<b>(543,716)</b>	<b>208,659</b>	<b>-38%</b>	<b>(359,466)</b>	<b>(400,788)</b>	<b>-10%</b>
<b>Net Result</b>	<b>107,519</b>	<b>30,271</b>	<b>77,248</b>	<b>255%</b>	<b>(91,861)</b>	<b>199,380</b>	<b>-217%</b>	<b>(69,432)</b>	<b>(241,786)</b>	<b>172,353</b>	<b>-71%</b>	<b>(117,707)</b>	<b>48,274</b>	<b>-41%</b>	<b>122,840</b>	<b>(49,513)</b>	<b>-348%</b>

Ice Plant	Current Period		Same Month Prior Years			Year to Date				Year End			
	Mar 2023		Mar 2022	Mar 2021	Mar 2020	Jul 2022 - Mar 2023		Prior FYTD vs Current FYTD			Jul 2022 - Jul 2021		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	100	124	92	3	0	1,819	2,305	1,667	152	9.11%	2,810	3,296	-14.75%
<b>Revenues</b>													
Ice Sales	9,026	11,280	8,360	273	0	170,356	209,760	155,458	14,898	9.58%	260,596	300,000	-13.13%
Insurance Reimbursement	0	0	0	0	114,240	18,500	0	0	18,500	-	18,500	0	-
<b>Total Revenues</b>	<b>9,026</b>	<b>11,280</b>	<b>8,360</b>	<b>273</b>	<b>114,240</b>	<b>188,856</b>	<b>209,760</b>	<b>155,458</b>	<b>33,398</b>	<b>21.48%</b>	<b>279,096</b>	<b>300,000</b>	<b>-6.97%</b>
<b>Expenses</b>													
Personnel Services	127	2,620	62	0	0	13,466	26,208	18,426	(4,960)	-26.92%	21,325	34,068	-37.40%
Utilities	4,677	3,642	2,618	3,605	1,459	48,918	66,711	47,571	1,348	2.83%	67,208	85,000	-20.93%
Repairs & Maintenance	0	1,667	0	76	0	39,733	15,000	7,436	32,297	434.31%	44,733	20,000	123.66%
Operational Supplies & Service	2,281	1,501	2,382	0	(684)	22,794	11,910	20,662	2,132	10.32%	26,697	15,814	68.82%
Debt Services	0	0	0	0	0	220,000	220,000	200,000	20,000	10.00%	220,000	220,000	0.00%
<b>Total Expenses</b>	<b>7,085</b>	<b>9,429</b>	<b>5,061</b>	<b>3,681</b>	<b>2,561</b>	<b>344,911</b>	<b>339,829</b>	<b>294,782</b>	<b>50,129</b>	<b>17.01%</b>	<b>379,963</b>	<b>374,881</b>	<b>1.36%</b>
<b>Net Result</b>	<b>1,940</b>	<b>1,851</b>	<b>3,299</b>	<b>(3,408)</b>	<b>(2,561)</b>	<b>(156,055)</b>	<b>(130,070)</b>	<b>(139,324)</b>	<b>(16,731)</b>	<b>12.01%</b>	<b>(100,866)</b>	<b>(74,881)</b>	<b>34.70%</b>

Fisheries	Current Period		Same Month Prior Years			Year to Date			Prior FYTD vs Current FYTD		
	Mar 2023		Mar 2022	Mar 2021	Mar 2020	FY22/23			Last FY	Ton Diff	% Diff
Albacore Tuna (Oregon) MT	0.0		0.0	0.0	0.0			2,840.6	1,460.5	1,380	94.50%
Pink Shrimp (Oregon) MT	0.0		0.0	0.0	0.0			14,162.9	14,433.1	(270)	-1.87%
Dungeness Crab (Coos Bay) MT	874.0		43.9	105.7	89.5			3,085.8	1,641.8	1,444	87.95%



Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4180 Merchandise	0	0	0	-	4	(4)	-100%	4	0	4	-	78	(74)	-95%	4	0	-
4290 Other	15,000	25	14,975	59900%	15,025	(25)	0%	135,145	90,225	44,920	50%	45,050	90,095	200%	135,220	90,300	50%
<b>Total Operating Income</b>	<b>15,000</b>	<b>25</b>	<b>14,975</b>	<b>59900%</b>	<b>15,029</b>	<b>(29)</b>	<b>0%</b>	<b>135,149</b>	<b>90,225</b>	<b>44,924</b>	<b>50%</b>	<b>45,128</b>	<b>90,021</b>	<b>199%</b>	<b>135,224</b>	<b>90,300</b>	<b>50%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	7,658	12,501	4,842	39%	10,627	2,968	28%	73,313	125,055	51,742	41%	68,049	(5,264)	-8%	110,815	162,556	32%
5010 Other compensation	0	337	337	100%	0	0	-	0	3,367	3,367	100%	0	0	-	1,010	4,377	77%
<b>Total Compensation</b>	<b>7,658</b>	<b>12,837</b>	<b>5,179</b>	<b>40%</b>	<b>10,627</b>	<b>2,968</b>	<b>28%</b>	<b>73,313</b>	<b>128,421</b>	<b>55,109</b>	<b>43%</b>	<b>68,049</b>	<b>(5,264)</b>	<b>-8%</b>	<b>111,824</b>	<b>166,933</b>	<b>33%</b>
5100 Federal Payroll taxes	584	982	398	41%	809	225	28%	5,576	9,824	4,249	43%	5,173	(403)	-8%	8,522	12,770	33%
5105 State Payroll taxes	31	0	(31)	-	2	(29)	-1625%	117	0	(117)	-	13	(104)	-786%	117	0	-
5110 Unemployment Insurance	206	264	58	22%	307	101	33%	728	2,642	1,914	72%	715	(13)	-2%	1,520	3,434	56%
5115 Workers compensation	80	65	(15)	-23%	37	(43)	-119%	638	650	12	2%	329	(309)	-94%	833	845	1%
<b>Total Payroll Taxes</b>	<b>900</b>	<b>1,311</b>	<b>411</b>	<b>31%</b>	<b>1,154</b>	<b>254</b>	<b>22%</b>	<b>7,058</b>	<b>13,116</b>	<b>6,058</b>	<b>46%</b>	<b>6,229</b>	<b>(829)</b>	<b>-13%</b>	<b>10,991</b>	<b>17,050</b>	<b>36%</b>
5200 Medical insurance	1,163	3,120	1,957	63%	1,090	(73)	-7%	10,466	31,215	20,748	66%	9,808	(659)	-7%	19,827	40,576	51%
5205 Dental insurance	108	263	155	59%	108	0	0%	969	2,629	1,660	63%	969	0	0%	1,757	3,417	49%
5215 Term life insurance	13	23	11	46%	25	13	50%	113	231	118	51%	124	12	9%	182	300	39%
5220 Long Term Disability insurance	51	76	26	34%	94	43	46%	455	763	307	40%	463	7	2%	684	992	31%
5225 PERS Employer Contributions	2,417	2,630	213	8%	2,236	(181)	-8%	15,425	26,311	10,886	41%	14,371	(1,054)	-7%	23,315	34,202	32%
5230 PERS Employee Contributions	689	750	61	8%	638	(52)	-8%	4,399	7,503	3,104	41%	4,083	(316)	-8%	6,649	9,753	32%
<b>Total Insured Benefits</b>	<b>4,440</b>	<b>6,863</b>	<b>2,423</b>	<b>35%</b>	<b>4,189</b>	<b>(250)</b>	<b>-6%</b>	<b>31,827</b>	<b>68,652</b>	<b>36,825</b>	<b>54%</b>	<b>29,817</b>	<b>(2,010)</b>	<b>-7%</b>	<b>52,414</b>	<b>89,239</b>	<b>41%</b>
<b>Total Personnel Services</b>	<b>12,998</b>	<b>21,011</b>	<b>8,012</b>	<b>38%</b>	<b>15,970</b>	<b>2,972</b>	<b>19%</b>	<b>112,198</b>	<b>210,190</b>	<b>97,992</b>	<b>47%</b>	<b>104,095</b>	<b>(8,103)</b>	<b>-8%</b>	<b>175,230</b>	<b>273,222</b>	<b>36%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	750	750	100%	0	0	-	250	1,000	75%
6025 Travel - lodging & transportation	151	83	(67)	-81%	0	(151)	-	618	750	132	18%	0	(618)	-	868	1,000	13%
6030 Travel - Per Diem & mileage reimbursement	0	83	83	100%	0	0	-	0	750	750	100%	0	0	-	250	1,000	75%
6035 Meals & Entertainment	72	92	20	21%	666	594	89%	4,101	825	(3,276)	-397%	811	(3,290)	-406%	4,376	1,100	-298%
<b>Total Travel &amp; Entertainment</b>	<b>223</b>	<b>342</b>	<b>119</b>	<b>35%</b>	<b>666</b>	<b>444</b>	<b>67%</b>	<b>4,720</b>	<b>3,075</b>	<b>(1,645)</b>	<b>-53%</b>	<b>811</b>	<b>(3,909)</b>	<b>-482%</b>	<b>5,745</b>	<b>4,100</b>	<b>-40%</b>
6050 Office supplies	0	0	0	-	0	0	-	0	0	0	-	101	101	100%	0	0	-
6075 Memberships & dues	3,352	3,194	(158)	-5%	2,476	(876)	-35%	29,430	28,749	(681)	-2%	21,886	(7,544)	-34%	39,013	38,332	-2%
<b>Total Office Expense</b>	<b>3,352</b>	<b>3,194</b>	<b>(158)</b>	<b>-5%</b>	<b>2,476</b>	<b>(876)</b>	<b>-35%</b>	<b>29,430</b>	<b>28,749</b>	<b>(681)</b>	<b>-2%</b>	<b>21,986</b>	<b>(7,443)</b>	<b>-34%</b>	<b>39,013</b>	<b>38,332</b>	<b>-2%</b>
6260 Consulting services	16	1,120	1,104	99%	0	(16)	-	129	10,080	9,951	99%	481	352	73%	3,489	13,440	74%
<b>Total Professional Services</b>	<b>16</b>	<b>1,120</b>	<b>1,104</b>	<b>99%</b>	<b>0</b>	<b>(16)</b>	<b>-</b>	<b>129</b>	<b>10,080</b>	<b>9,951</b>	<b>99%</b>	<b>481</b>	<b>352</b>	<b>73%</b>	<b>3,489</b>	<b>13,440</b>	<b>74%</b>



Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				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	425	425	100%	0	0	-	20	3,825	3,805	99%	215	195	91%	1,295	5,100	75%
6315 Advertising	0	1,383	1,383	100%	1	1	100%	1,361	12,450	11,089	89%	3,830	2,469	64%	5,511	16,600	67%
6320 Cargo recruitment & development	0	0	0	-	0	0	-	0	0	0	-	185	185	100%	0	0	-
6340 Legislative support	20,923	15,500	(5,423)	-35%	20,726	(196)	-1%	171,158	139,500	(31,658)	-23%	108,462	(62,696)	-58%	217,658	186,000	-17%
6345 Community affairs	0	1,250	1,250	100%	0	0	-	858	3,850	2,992	78%	1,500	642	43%	3,608	6,600	45%
<b>Total Marketing Expense</b>	<b>20,923</b>	<b>18,558</b>	<b>(2,364)</b>	<b>-13%</b>	<b>20,727</b>	<b>(195)</b>	<b>-1%</b>	<b>173,397</b>	<b>159,625</b>	<b>(13,772)</b>	<b>-9%</b>	<b>114,192</b>	<b>(59,205)</b>	<b>-52%</b>	<b>228,072</b>	<b>214,300</b>	<b>-6%</b>
6450 Fuel - Gas	12	0	(12)	-	0	(12)	-	12	0	(12)	-	0	(12)	-	12	0	-
<b>Total Operational Expense</b>	<b>12</b>	<b>0</b>	<b>(12)</b>	<b>-</b>	<b>0</b>	<b>(12)</b>	<b>-</b>	<b>12</b>	<b>0</b>	<b>(12)</b>	<b>-</b>	<b>0</b>	<b>(12)</b>	<b>-</b>	<b>12</b>	<b>0</b>	<b>-</b>
6580 Permits	0	0	0	-	0	0	-	25	0	(25)	-	0	(25)	-	25	0	-
<b>Total Repair and Maintenance</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>25</b>	<b>0</b>	<b>(25)</b>	<b>-</b>	<b>0</b>	<b>(25)</b>	<b>-</b>	<b>25</b>	<b>0</b>	<b>-</b>
<b>Total Goods &amp; Services</b>	<b>24,525</b>	<b>23,214</b>	<b>(1,311)</b>	<b>-6%</b>	<b>23,870</b>	<b>(655)</b>	<b>-3%</b>	<b>207,712</b>	<b>201,529</b>	<b>(6,183)</b>	<b>-3%</b>	<b>137,470</b>	<b>(70,242)</b>	<b>-51%</b>	<b>276,355</b>	<b>270,172</b>	<b>-2%</b>
<b>Total Expenses</b>	<b>37,524</b>	<b>44,225</b>	<b>6,702</b>	<b>15%</b>	<b>39,840</b>	<b>2,316</b>	<b>6%</b>	<b>319,910</b>	<b>411,719</b>	<b>91,809</b>	<b>22%</b>	<b>241,565</b>	<b>(78,345)</b>	<b>-32%</b>	<b>451,585</b>	<b>543,394</b>	<b>17%</b>
<b>Operating Results</b>	<b>(22,524)</b>	<b>(44,200)</b>	<b>21,677</b>	<b>-49%</b>	<b>(24,811)</b>	<b>2,287</b>	<b>-9%</b>	<b>(184,761)</b>	<b>(321,494)</b>	<b>136,733</b>	<b>-43%</b>	<b>(196,437)</b>	<b>11,676</b>	<b>-6%</b>	<b>(316,361)</b>	<b>(453,094)</b>	<b>-30%</b>
<b>Net Result</b>	<b>(22,524)</b>	<b>(44,200)</b>	<b>21,677</b>	<b>-49%</b>	<b>(24,811)</b>	<b>2,287</b>	<b>-9%</b>	<b>(184,761)</b>	<b>(321,494)</b>	<b>136,733</b>	<b>-43%</b>	<b>(196,437)</b>	<b>11,676</b>	<b>-6%</b>	<b>(316,361)</b>	<b>(453,094)</b>	<b>-30%</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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					
	Mar 2023		\$ Diff	% Diff	Mar 2022		% Diff	Jul 2022 - Mar 2023		% Diff	Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023				
	Actual	Budget			Actual	\$ Diff		Actual	Budget		\$ Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	10,579	17,350	(6,771)	-39%	15,668	(5,089)	-32%	123,648	156,152	(32,504)	-21%	106,630	17,018	16%	175,699	208,203	-16%
4010 Property Agreements	6,820	8,439	(1,619)	-19%	6,059	761	13%	74,889	75,955	(1,066)	-1%	67,972	6,917	10%	100,207	101,273	-1%
4290 Other	0	1,500	(1,500)	-100%	0	0	-	0	13,500	(13,500)	-100%	5,000	(5,000)	-100%	4,500	18,000	-75%
<b>Total Operating Income</b>	<b>17,399</b>	<b>27,290</b>	<b>(9,890)</b>	<b>-36%</b>	<b>21,726</b>	<b>(4,327)</b>	<b>-20%</b>	<b>198,537</b>	<b>245,607</b>	<b>(47,070)</b>	<b>-19%</b>	<b>179,603</b>	<b>18,934</b>	<b>11%</b>	<b>280,406</b>	<b>327,475</b>	<b>-14%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	38,168	48,662	10,494	22%	48,287	10,119	21%	360,179	486,810	126,631	26%	311,969	(48,210)	-15%	506,165	632,796	20%
5010 Other compensation	0	1,180	1,180	100%	0	0	-	0	11,804	11,804	100%	0	0	-	3,540	15,344	77%
5015 Overtime	123	169	46	27%	0	(123)	-	123	1,691	1,568	93%	108	(15)	-14%	630	2,198	71%
5050 Merit Pool	0	623	623	100%	0	0	-	0	6,231	6,231	100%	0	0	-	1,869	8,100	77%
<b>Total Compensation</b>	<b>38,291</b>	<b>50,634</b>	<b>12,343</b>	<b>24%</b>	<b>48,287</b>	<b>9,996</b>	<b>21%</b>	<b>360,301</b>	<b>506,537</b>	<b>146,235</b>	<b>29%</b>	<b>312,076</b>	<b>(48,225)</b>	<b>-15%</b>	<b>512,203</b>	<b>658,438</b>	<b>22%</b>
5100 Federal Payroll taxes	2,887	3,873	987	25%	3,639	752	21%	26,831	38,750	11,919	31%	23,383	(3,448)	-15%	38,451	50,371	24%
5105 State Payroll taxes	151	0	(151)	-	15	(136)	-884%	629	0	(629)	-	103	(526)	-508%	629	0	-
5110 Unemployment Insurance	1,019	1,270	251	20%	1,380	361	26%	6,531	12,703	6,172	49%	5,765	(766)	-13%	10,340	16,513	37%
5115 Workers compensation	170	2,211	2,041	92%	37	(134)	-366%	1,372	22,121	20,750	94%	329	(1,043)	-317%	8,005	28,755	72%
<b>Total Payroll Taxes</b>	<b>4,227</b>	<b>7,355</b>	<b>3,128</b>	<b>43%</b>	<b>5,070</b>	<b>844</b>	<b>17%</b>	<b>35,362</b>	<b>73,574</b>	<b>38,212</b>	<b>52%</b>	<b>29,580</b>	<b>(5,783)</b>	<b>-20%</b>	<b>57,426</b>	<b>95,638</b>	<b>40%</b>
5200 Medical insurance	7,560	14,292	6,732	47%	4,266	(3,294)	-77%	64,596	142,976	78,380	55%	50,723	(13,873)	-27%	107,472	185,852	42%
5205 Dental insurance	637	1,150	513	45%	374	(263)	-70%	5,457	11,503	6,046	53%	4,305	(1,152)	-27%	8,907	14,953	40%
5215 Term life insurance	100	127	27	21%	163	63	38%	863	1,269	407	32%	907	44	5%	1,243	1,650	25%
5220 Long Term Disability insurance	249	302	52	17%	390	140	36%	2,171	3,018	847	28%	2,055	(116)	-6%	3,076	3,923	22%
5225 PERS Employer Contributions	9,186	10,405	1,219	12%	9,714	528	5%	62,618	104,092	41,473	40%	62,856	238	0%	93,834	135,307	31%
5230 PERS Employee Contributions	2,620	2,967	348	12%	2,770	151	5%	17,857	29,684	11,827	40%	17,859	2	0%	26,759	38,586	31%
<b>Total Insured Benefits</b>	<b>20,352</b>	<b>29,243</b>	<b>8,891</b>	<b>30%</b>	<b>17,677</b>	<b>(2,676)</b>	<b>-15%</b>	<b>153,562</b>	<b>292,542</b>	<b>138,980</b>	<b>48%</b>	<b>138,704</b>	<b>(14,858)</b>	<b>-11%</b>	<b>241,290</b>	<b>380,271</b>	<b>37%</b>
<b>Total Personnel Services</b>	<b>62,870</b>	<b>87,231</b>	<b>24,362</b>	<b>28%</b>	<b>71,034</b>	<b>8,165</b>	<b>11%</b>	<b>549,226</b>	<b>872,653</b>	<b>323,427</b>	<b>37%</b>	<b>480,360</b>	<b>(68,865)</b>	<b>-14%</b>	<b>810,919</b>	<b>1,134,347</b>	<b>29%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	750	750	100%	0	0	-	250	1,000	75%
6025 Travel - lodging & transportation	0	125	125	100%	0	0	-	0	1,125	1,125	100%	0	0	-	375	1,500	75%
6030 Travel - Per Diem & mileage reimbursement	0	125	125	100%	0	0	-	214	1,125	912	81%	0	(214)	-	589	1,500	61%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	187	187	100%	59	59	100%	63	250	75%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>354</b>	<b>354</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>214</b>	<b>3,187</b>	<b>2,974</b>	<b>93%</b>	<b>59</b>	<b>(155)</b>	<b>-263%</b>	<b>1,276</b>	<b>4,250</b>	<b>70%</b>
6105 Telephone - mobile	0	0	0	-	0	0	-	30	0	(30)	-	0	(30)	-	30	0	-
6130 Electricity	1,228	1,508	281	19%	1,393	165	12%	8,931	13,575	4,644	34%	2,940	(5,992)	-204%	13,456	18,100	26%
6131 Propane - Operations	0	0	0	-	0	0	-	162	0	(162)	-	88	(74)	-85%	162	0	-
6135 Water/Sewer	412	350	(62)	-18%	458	46	10%	5,676	3,150	(2,526)	-80%	585	(5,091)	-870%	6,726	4,200	-60%
6140 Garbage/Sanitation Collection	0	0	0	-	0	0	-	665	0	(665)	-	0	(665)	-	665	0	-
6155 Environmental Remediation/Mitigation/Monitoring	380	708	328	46%	0	(380)	-	2,104	6,375	4,271	67%	538	(1,566)	-291%	4,229	8,500	50%
<b>Total Utilities</b>	<b>2,020</b>	<b>2,567</b>	<b>547</b>	<b>21%</b>	<b>1,851</b>	<b>(169)</b>	<b>-9%</b>	<b>17,568</b>	<b>23,100</b>	<b>5,532</b>	<b>24%</b>	<b>4,150</b>	<b>(13,418)</b>	<b>-323%</b>	<b>25,268</b>	<b>30,800</b>	<b>18%</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				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	3,750	3,750	100%	3,240	3,240	100%	9,372	33,750	24,378	72%	17,448	8,076	46%	20,622	45,000	54%
6245 Legal advertising	0	125	125	100%	0	0	-	468	1,125	657	58%	522	54	10%	843	1,500	44%
6260 Consulting services	116	1,025	909	89%	5,040	4,924	98%	34,211	9,225	(24,986)	-271%	15,323	(18,888)	-123%	37,286	12,300	-203%
6290 Commercial insurance	4,266	2,477	(1,789)	-72%	2,240	(2,027)	-90%	26,236	22,292	(3,944)	-18%	12,127	(14,109)	-116%	33,667	29,723	-13%
<b>Total Professional Services</b>	<b>4,382</b>	<b>7,377</b>	<b>2,995</b>	<b>41%</b>	<b>10,520</b>	<b>6,137</b>	<b>58%</b>	<b>70,287</b>	<b>66,392</b>	<b>(3,895)</b>	<b>-6%</b>	<b>45,421</b>	<b>(24,867)</b>	<b>-55%</b>	<b>92,418</b>	<b>88,523</b>	<b>-4%</b>
6400 Small equipment & tools	0	83	83	100%	326	326	100%	593	750	157	21%	461	(132)	-29%	843	1,000	16%
6405 Safety/hazardous materials	516	1,417	900	64%	1,139	623	55%	5,548	12,750	7,202	56%	5,965	417	7%	9,798	17,000	42%
6410 Signage	0	125	125	100%	67	67	100%	95	1,125	1,030	92%	67	(27)	-41%	470	1,500	69%
6415 Clothing	535	411	(124)	-30%	0	(535)	-	1,120	3,701	2,581	70%	0	(1,120)	-	2,354	4,935	52%
6420 Janitorial supplies	0	42	42	100%	0	0	-	0	375	375	100%	0	0	-	125	500	75%
6425 Operational supplies	0	42	42	100%	125	125	100%	158	375	217	58%	416	257	62%	283	500	43%
6450 Fuel - Gas	0	0	0	-	0	0	-	129	0	(129)	-	0	(129)	-	129	0	-
6455 Fuel - Diesel	0	0	0	-	63	63	100%	0	0	0	-	63	63	100%	0	0	-
<b>Total Operational Expense</b>	<b>1,051</b>	<b>2,120</b>	<b>1,068</b>	<b>50%</b>	<b>1,720</b>	<b>669</b>	<b>39%</b>	<b>7,644</b>	<b>19,076</b>	<b>11,433</b>	<b>60%</b>	<b>6,972</b>	<b>(672)</b>	<b>-10%</b>	<b>14,002</b>	<b>25,435</b>	<b>45%</b>
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	8	0	(8)	-	0	(8)	-	8	0	-
6510 Repairs & maintenance buildings	0	417	417	100%	802	802	100%	9,155	3,750	(5,405)	-144%	1,064	(8,091)	-760%	10,405	5,000	-108%
6515 Repairs & maintenance land improvements	0	208	208	100%	226	226	100%	(500)	1,875	2,375	127%	226	726	321%	125	2,500	95%
6520 Repairs & maintenance docks	0	417	417	100%	0	0	-	51	3,750	3,699	99%	32	(19)	-60%	1,301	5,000	74%
6575 Waterway Leases	0	0	0	-	0	0	-	2,256	0	(2,256)	-	2,250	(6)	0%	2,256	0	-
6580 Permits	1,648	0	(1,648)	-	(125)	(1,773)	1416%	3,475	7,000	3,525	50%	357	(3,118)	-873%	3,475	7,000	50%
<b>Total Repair and Maintenance</b>	<b>1,648</b>	<b>1,042</b>	<b>(606)</b>	<b>-58%</b>	<b>902</b>	<b>(746)</b>	<b>-83%</b>	<b>14,446</b>	<b>16,375</b>	<b>1,929</b>	<b>12%</b>	<b>3,930</b>	<b>(10,517)</b>	<b>-268%</b>	<b>17,571</b>	<b>19,500</b>	<b>10%</b>
<b>Total Goods &amp; Services</b>	<b>9,101</b>	<b>13,459</b>	<b>4,358</b>	<b>32%</b>	<b>14,993</b>	<b>5,892</b>	<b>39%</b>	<b>110,159</b>	<b>128,131</b>	<b>17,972</b>	<b>14%</b>	<b>60,531</b>	<b>(49,628)</b>	<b>-82%</b>	<b>150,536</b>	<b>168,508</b>	<b>11%</b>
<b>Total Expenses</b>	<b>71,971</b>	<b>100,690</b>	<b>28,719</b>	<b>29%</b>	<b>86,028</b>	<b>14,057</b>	<b>16%</b>	<b>659,385</b>	<b>1,000,784</b>	<b>341,399</b>	<b>34%</b>	<b>540,892</b>	<b>(118,493)</b>	<b>-22%</b>	<b>961,455</b>	<b>1,302,854</b>	<b>26%</b>
<b>Operating Results</b>	<b>(54,572)</b>	<b>(73,401)</b>	<b>18,829</b>	<b>-26%</b>	<b>(64,301)</b>	9,730	-15%	<b>(460,848)</b>	<b>(755,177)</b>	294,329	-39%	<b>(361,289)</b>	<b>(99,559)</b>	28%	<b>(681,049)</b>	<b>(975,379)</b>	-30%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	3,000	(3,000)	-100%	0	5,000	-100%
4905 Other	0	0	0	-	221,501	(221,501)	-100%	15,000	0	15,000	-	221,501	(206,501)	-93%	15,000	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>221,501</b>	<b>(221,501)</b>	<b>-100%</b>	<b>15,000</b>	<b>5,000</b>	<b>10,000</b>	<b>200%</b>	<b>224,501</b>	<b>(209,501)</b>	<b>-93%</b>	<b>15,000</b>	<b>5,000</b>	<b>200%</b>
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	0	0	0	-	125	125	100%	73	0	(73)	-	125	52	42%	73	0	-
6745 Banking fees	2,067	2,500	433	17%	2,214	147	7%	5,894	7,500	1,606	21%	20,645	14,751	71%	8,394	10,000	16%
<b>Total Taxes &amp; Misc Expenses</b>	<b>2,067</b>	<b>2,500</b>	<b>433</b>	<b>17%</b>	<b>2,339</b>	<b>272</b>	<b>12%</b>	<b>5,967</b>	<b>7,500</b>	<b>1,533</b>	<b>20%</b>	<b>20,770</b>	<b>14,803</b>	<b>71%</b>	<b>8,467</b>	<b>10,000</b>	<b>15%</b>
7010 Interest payment	17,146	9,583	(7,563)	-79%	2,492	(14,654)	-588%	45,531	86,250	40,719	47%	10,455	(35,076)	-336%	74,281	115,000	35%
8020 CIP Machinery & Equipment	0	0	0	-	6,760	6,760	100%	0	0	0	-	6,760	6,760	100%	0	0	-
<b>Total Debt Services</b>	<b>17,146</b>	<b>9,583</b>	<b>(7,563)</b>	<b>-79%</b>	<b>9,252</b>	<b>(7,894)</b>	<b>-85%</b>	<b>45,531</b>	<b>86,250</b>	<b>40,719</b>	<b>47%</b>	<b>17,215</b>	<b>(28,316)</b>	<b>-164%</b>	<b>74,281</b>	<b>115,000</b>	<b>35%</b>
<b>Total Other Expenses</b>	<b>19,213</b>	<b>12,083</b>	<b>(7,130)</b>	<b>-59%</b>	<b>11,592</b>	<b>(7,621)</b>	<b>-66%</b>	<b>51,497</b>	<b>93,750</b>	<b>42,253</b>	<b>45%</b>	<b>37,984</b>	<b>(13,513)</b>	<b>-36%</b>	<b>82,747</b>	<b>125,000</b>	<b>34%</b>
<b>Net Other Income</b>	<b>(19,213)</b>	<b>(12,083)</b>	<b>(7,130)</b>	<b>59%</b>	<b>209,909</b>	<b>(229,122)</b>	<b>-109%</b>	<b>(36,497)</b>	<b>(88,750)</b>	<b>52,253</b>	<b>-59%</b>	<b>186,517</b>	<b>(223,014)</b>	<b>-120%</b>	<b>(67,747)</b>	<b>(120,000)</b>	<b>-44%</b>
<b>Net Result</b>	<b>(73,785)</b>	<b>(85,484)</b>	<b>11,699</b>	<b>-14%</b>	<b>145,608</b>	<b>(219,392)</b>	<b>-151%</b>	<b>(497,345)</b>	<b>(843,927)</b>	<b>346,582</b>	<b>-41%</b>	<b>(174,772)</b>	<b>(322,573)</b>	<b>185%</b>	<b>(748,797)</b>	<b>(1,095,379)</b>	<b>-32%</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Jul 2022 - Jun 2023					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4010 Property Agreements	39,436	44,533	(5,098)	-11%	38,167	1,269	3%	247,812	235,668	12,144	5%	221,908	25,903	12%	312,144	300,000	4%
4260 Rail Operations Revenue	30,220	75,309	(45,090)	-60%	39,164	(8,945)	-23%	271,125	677,783	(406,658)	-60%	262,048	9,076	3%	497,052	903,710	-45%
4265 Rail Surcharges	32,779	49,276	(16,497)	-33%	44,819	(12,040)	-27%	289,924	443,481	(153,557)	-35%	307,140	(17,216)	-6%	437,751	591,308	-26%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	2,446,302	2,446,302	0%
<b>Total Operating Income</b>	<b>102,434</b>	<b>169,118</b>	<b>(66,684)</b>	<b>-39%</b>	<b>122,151</b>	<b>(19,716)</b>	<b>-16%</b>	<b>808,860</b>	<b>1,356,931</b>	<b>(548,071)</b>	<b>-40%</b>	<b>791,097</b>	<b>17,764</b>	<b>2%</b>	<b>3,693,249</b>	<b>4,241,320</b>	<b>-13%</b>
<b>Expenses</b>																	
<b>Goods &amp; Services</b>																	
6260 Consulting services	4,439	11,250	6,811	61%	0	(4,439)	-	154,215	101,250	(52,965)	-52%	85,573	(68,641)	-80%	187,965	135,000	-39%
6290 Commercial insurance	(438)	4,114	4,552	111%	3,528	3,966	112%	25,059	37,022	11,964	32%	30,250	5,191	17%	37,400	49,363	24%
<b>Total Professional Services</b>	<b>4,001</b>	<b>15,364</b>	<b>11,363</b>	<b>74%</b>	<b>3,528</b>	<b>(473)</b>	<b>-13%</b>	<b>179,274</b>	<b>138,272</b>	<b>(41,001)</b>	<b>-30%</b>	<b>115,823</b>	<b>(63,451)</b>	<b>-55%</b>	<b>225,364</b>	<b>184,363</b>	<b>-22%</b>
6410 Signage	0	667	667	100%	0	0	-	0	6,000	6,000	100%	0	0	-	2,000	8,000	75%
<b>Total Operational Expense</b>	<b>0</b>	<b>667</b>	<b>667</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>6,000</b>	<b>6,000</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2,000</b>	<b>8,000</b>	<b>75%</b>
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	830	830	100%	0	0	-
6510 Repairs & maintenance buildings	17,390	37,500	20,110	54%	0	(17,390)	-	914,070	337,500	(576,570)	-171%	3,684	(910,386)	-24711%	1,026,570	450,000	-128%
6515 Repairs & maintenance land improve	0	0	0	-	14,660	14,660	100%	70	0	(70)	-	14,660	14,590	100%	70	0	-
<b>Total Repair and Maintenance</b>	<b>17,390</b>	<b>37,842</b>	<b>20,451</b>	<b>54%</b>	<b>14,660</b>	<b>(2,730)</b>	<b>-19%</b>	<b>914,140</b>	<b>340,575</b>	<b>(573,565)</b>	<b>-168%</b>	<b>19,174</b>	<b>(894,966)</b>	<b>-4668%</b>	<b>1,027,665</b>	<b>454,100</b>	<b>-126%</b>
<b>Total Goods &amp; Services</b>	<b>21,391</b>	<b>53,872</b>	<b>32,481</b>	<b>60%</b>	<b>18,188</b>	<b>(3,204)</b>	<b>-18%</b>	<b>1,093,413</b>	<b>484,848</b>	<b>(608,566)</b>	<b>-126%</b>	<b>134,997</b>	<b>(958,416)</b>	<b>-710%</b>	<b>1,255,029</b>	<b>646,463</b>	<b>-94%</b>
<b>Total Expenses</b>	<b>21,391</b>	<b>53,872</b>	<b>32,481</b>	<b>60%</b>	<b>18,188</b>	<b>(3,204)</b>	<b>-18%</b>	<b>1,093,413</b>	<b>484,848</b>	<b>(608,566)</b>	<b>-126%</b>	<b>134,997</b>	<b>(958,416)</b>	<b>-710%</b>	<b>1,255,029</b>	<b>646,463</b>	<b>-94%</b>
<b>Operating Results</b>	<b>81,043</b>	<b>115,246</b>	<b>(34,203)</b>	<b>-30%</b>	<b>103,963</b>	<b>(22,920)</b>	<b>-22%</b>	<b>(284,553)</b>	<b>872,084</b>	<b>(1,156,637)</b>	<b>-133%</b>	<b>656,100</b>	<b>(940,653)</b>	<b>-143%</b>	<b>2,438,220</b>	<b>3,594,857</b>	<b>-32%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	0	0	0	-	0	0	-	681,255	781,865	(100,610)	-13%	439,582	241,673	55%	681,255	781,865	-13%
4905 Other	0	0	0	-	0	0	-	21,826	0	21,826	-	0	21,826	-	21,826	0	-
4915 Insurance Reimbursement	0	0	0	-	33,660	(33,660)	-100%	0	0	0	-	34,427	(34,427)	-100%	0	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>33,660</b>	<b>(33,660)</b>	<b>-100%</b>	<b>703,081</b>	<b>781,865</b>	<b>(78,784)</b>	<b>-10%</b>	<b>474,009</b>	<b>229,072</b>	<b>48%</b>	<b>703,081</b>	<b>781,865</b>	<b>-10%</b>
<b>Other Expenses</b>																	
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	17,560	17,560	100%	0	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>17,560</b>	<b>17,560</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	421,916	421,916	0	0%	479,402	57,486	12%	421,916	421,916	0%
7010 Interest payment	0	0	0	-	0	0	-	76,913	142,812	65,899	46%	26,362	(50,551)	-192%	76,913	142,812	46%
7020 Principal repayment - Vehicles	437	1,699	1,262	74%	21,335	20,898	98%	3,921	15,288	11,367	74%	29,706	25,785	87%	9,017	20,384	56%
7025 Interest payment - Vehicles	7	327	320	98%	11	4	35%	78	2,945	2,866	97%	114	36	31%	1,060	3,926	73%
8013 CIP Construction Bridges	0	53,750	53,750	100%	0	0	-	5,062	483,750	478,689	99%	853,192	848,130	99%	166,312	645,000	74%
8016 CIP Construction Track	0	37,394	37,394	100%	0	0	-	0	336,548	336,548	100%	0	0	-	112,182	448,730	75%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	21,864	21,864	100%	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	1,000	1,000	100%	0	0	-
<b>Total Debt Services</b>	<b>444</b>	<b>93,170</b>	<b>92,726</b>	<b>100%</b>	<b>21,347</b>	<b>20,902</b>	<b>98%</b>	<b>507,890</b>	<b>1,403,258</b>	<b>895,368</b>	<b>64%</b>	<b>1,411,639</b>	<b>903,749</b>	<b>64%</b>	<b>787,400</b>	<b>1,682,768</b>	<b>53%</b>
<b>Total Other Expenses</b>	<b>444</b>	<b>93,170</b>	<b>92,726</b>	<b>100%</b>	<b>21,347</b>	<b>20,902</b>	<b>98%</b>	<b>507,890</b>	<b>1,403,258</b>	<b>895,368</b>	<b>64%</b>	<b>1,429,199</b>	<b>921,309</b>	<b>64%</b>	<b>787,400</b>	<b>1,682,768</b>	<b>53%</b>
<b>Net Other Income</b>	<b>(444)</b>	<b>(93,170)</b>	<b>92,726</b>	<b>-100%</b>	<b>12,313</b>	<b>(12,757)</b>	<b>-104%</b>	<b>195,191</b>	<b>(621,393)</b>	<b>816,584</b>	<b>-131%</b>	<b>(955,190)</b>	<b>1,150,382</b>	<b>-120%</b>	<b>(84,319)</b>	<b>(900,903)</b>	<b>-91%</b>
<b>Net Result</b>	<b>80,598</b>	<b>22,076</b>	<b>58,522</b>	<b>265%</b>	<b>116,276</b>	<b>(35,677)</b>	<b>-31%</b>	<b>(89,362)</b>	<b>250,691</b>	<b>(340,053)</b>	<b>-136%</b>	<b>(299,091)</b>	<b>209,729</b>	<b>-70%</b>	<b>2,353,901</b>	<b>2,693,954</b>	<b>-13%</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Jul 2022 - Jun 2023					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4287 Dredging Services	0	0	0	-	0	0	-	190,194	0	190,194	-	0	190,194	-	190,194	0	-
4290 Other	0	22,759	(22,759)	-100%	0	0	-	76,073	204,827	(128,753)	-63%	82,015	(5,941)	-7%	144,349	273,102	-47%
<b>Total Operating Income</b>	<b>0</b>	<b>22,759</b>	<b>(22,759)</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>266,268</b>	<b>204,827</b>	<b>61,441</b>	<b>30%</b>	<b>82,015</b>	<b>184,253</b>	<b>225%</b>	<b>334,543</b>	<b>273,102</b>	<b>22%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	679	1,715	1,036	60%	0	(679)	-	60,094	17,157	(42,936)	-250%	55	(60,039)	-109620%	65,239	22,303	-193%
5015 Overtime	0	0	0	-	0	0	-	10,107	0	(10,107)	-	0	(10,107)	-	10,107	0	-
<b>Total Compensation</b>	<b>679</b>	<b>1,715</b>	<b>1,036</b>	<b>60%</b>	<b>0</b>	<b>(679)</b>	<b>-</b>	<b>70,201</b>	<b>17,157</b>	<b>(53,043)</b>	<b>-309%</b>	<b>55</b>	<b>(70,146)</b>	<b>-128074%</b>	<b>75,346</b>	<b>22,303</b>	<b>-238%</b>
5100 Federal Payroll taxes	51	229	178	78%	0	(51)	-	5,283	2,289	(2,994)	-131%	4	(5,279)	-137129%	5,970	2,976	-101%
5105 State Payroll taxes	3	0	(3)	-	0	(3)	-	66	0	(66)	-	0	(66)	-329250%	66	0	-
5110 Unemployment Insurance	18	50	32	64%	0	(18)	-	1,836	498	(1,339)	-269%	1	(1,835)	-130125%	1,985	647	-207%
5115 Workers compensation	0	133	133	100%	0	(0)	-	2	1,333	1,330	100%	0	(2)	-	402	1,732	77%
<b>Total Payroll Taxes</b>	<b>72</b>	<b>412</b>	<b>340</b>	<b>83%</b>	<b>0</b>	<b>(72)</b>	<b>-</b>	<b>7,188</b>	<b>4,120</b>	<b>(3,068)</b>	<b>-74%</b>	<b>5</b>	<b>(7,182)</b>	<b>-136032%</b>	<b>8,423</b>	<b>5,355</b>	<b>-57%</b>
5200 Medical insurance	0	706	706	100%	0	0	-	4,216	7,059	2,843	40%	14	(4,202)	-30122%	6,333	9,176	31%
5205 Dental insurance	0	58	58	100%	0	0	-	299	581	282	49%	0	(299)	-	473	755	37%
5215 Term life insurance	0	4	4	100%	0	0	-	54	41	(13)	-33%	0	(54)	-38436%	66	53	-25%
5220 Long Term Disability insurance	0	10	10	100%	0	0	-	94	105	10	10%	0	(94)	-29347%	126	136	8%
5225 PERS Employer Contributions	240	390	150	39%	0	(240)	-	9,759	3,905	(5,855)	-150%	12	(9,748)	-84542%	10,930	5,076	-115%
5230 PERS Employee Contributions	68	103	35	34%	0	(68)	-	2,773	1,029	(1,744)	-169%	3	(2,770)	-84198%	3,082	1,338	-130%
<b>Total Insured Benefits</b>	<b>308</b>	<b>1,271</b>	<b>964</b>	<b>76%</b>	<b>0</b>	<b>(308)</b>	<b>-</b>	<b>17,196</b>	<b>12,719</b>	<b>(4,477)</b>	<b>-35%</b>	<b>29</b>	<b>(17,166)</b>	<b>-58728%</b>	<b>21,010</b>	<b>16,533</b>	<b>-27%</b>
<b>Total Personnel Services</b>	<b>1,059</b>	<b>3,398</b>	<b>2,339</b>	<b>69%</b>	<b>0</b>	<b>(1,059)</b>	<b>-</b>	<b>94,584</b>	<b>33,996</b>	<b>(60,588)</b>	<b>-178%</b>	<b>89</b>	<b>(94,495)</b>	<b>-105841%</b>	<b>104,779</b>	<b>44,191</b>	<b>-137%</b>
<b>Goods &amp; Services</b>																	
6105 Telephone - mobile	53	60	7	12%	52	(1)	-2%	468	540	72	13%	352	(116)	-33%	648	720	10%
<b>Total Utilities</b>	<b>53</b>	<b>60</b>	<b>7</b>	<b>12%</b>	<b>52</b>	<b>(1)</b>	<b>-2%</b>	<b>468</b>	<b>540</b>	<b>72</b>	<b>13%</b>	<b>352</b>	<b>(116)</b>	<b>-33%</b>	<b>648</b>	<b>720</b>	<b>10%</b>
6260 Consulting services	0	0	0	-	0	0	-	800	0	(800)	-	0	(800)	-	800	0	-
6290 Commercial insurance	5,300	5,266	(34)	-1%	4,787	(513)	-11%	45,352	47,394	2,042	4%	41,314	(4,038)	-10%	61,150	63,191	3%
<b>Total Professional Services</b>	<b>5,300</b>	<b>5,266</b>	<b>(34)</b>	<b>-1%</b>	<b>4,787</b>	<b>(513)</b>	<b>-11%</b>	<b>46,152</b>	<b>47,394</b>	<b>1,242</b>	<b>3%</b>	<b>41,314</b>	<b>(4,838)</b>	<b>-12%</b>	<b>61,950</b>	<b>63,191</b>	<b>2%</b>
6400 Small equipment & tools	0	0	0	-	0	0	-	19,410	0	(19,410)	-	214	(19,196)	-8983%	19,410	0	-
6425 Operational supplies	0	0	0	-	0	0	-	103,373	0	(103,373)	-	0	(103,373)	-	103,373	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	1,054	0	(1,054)	-	0	(1,054)	-	1,054	0	-
6450 Fuel - Gas	0	0	0	-	0	0	-	2,065	0	(2,065)	-	0	(2,065)	-	2,065	0	-
6455 Fuel - Diesel	0	0	0	-	0	0	-	7,405	0	(7,405)	-	0	(7,405)	-	7,405	0	-
<b>Total Operational Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>133,307</b>	<b>0</b>	<b>(133,307)</b>	<b>-</b>	<b>214</b>	<b>(133,093)</b>	<b>-62280%</b>	<b>133,307</b>	<b>0</b>	<b>-</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2023

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					
	Mar 2023				Mar 2022			Jul 2022 - Mar 2023				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	1,250	1,250	100%	0	0	-	9,793	11,250	1,457	13%	0	(9,793)	-	13,543	15,000	10%
6505 Repairs & maintenance vehicles	2,148	4,167	2,018	48%	0	(2,148)	-	18,529	37,500	18,971	51%	81,681	63,152	77%	31,029	50,000	38%
6580 Permits	0	0	0	-	0	0	-	7	0	(7)	-	0	(7)	-	7	0	-
<b>Total Repair and Maintenance</b>	<b>2,148</b>	<b>5,417</b>	<b>3,268</b>	<b>60%</b>	<b>0</b>	<b>(2,148)</b>	<b>-</b>	<b>28,329</b>	<b>48,750</b>	<b>20,421</b>	<b>42%</b>	<b>81,681</b>	<b>53,352</b>	<b>65%</b>	<b>44,579</b>	<b>65,000</b>	<b>31%</b>
<b>Total Goods &amp; Services</b>	<b>7,501</b>	<b>10,743</b>	<b>3,241</b>	<b>30%</b>	<b>4,839</b>	<b>(2,662)</b>	<b>-55%</b>	<b>208,255</b>	<b>96,684</b>	<b>(111,571)</b>	<b>-115%</b>	<b>123,560</b>	<b>(84,695)</b>	<b>-69%</b>	<b>240,483</b>	<b>128,911</b>	<b>-87%</b>
<b>Total Expenses</b>	<b>8,560</b>	<b>14,141</b>	<b>5,581</b>	<b>39%</b>	<b>4,839</b>	<b>(3,721)</b>	<b>-77%</b>	<b>302,839</b>	<b>130,679</b>	<b>(172,159)</b>	<b>-132%</b>	<b>123,650</b>	<b>(179,189)</b>	<b>-145%</b>	<b>345,262</b>	<b>173,102</b>	<b>-99%</b>
<b>Operating Results</b>	<b>(8,560)</b>	<b>8,618</b>	<b>(17,178)</b>	<b>-199%</b>	<b>(4,839)</b>	<b>(3,721)</b>	<b>77%</b>	<b>(36,571)</b>	<b>74,147</b>	<b>(110,718)</b>	<b>-149%</b>	<b>(41,635)</b>	<b>5,064</b>	<b>-12%</b>	<b>(10,718)</b>	<b>100,000</b>	<b>-111%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4505 Interest - Bank	2,020	0	2,020	-	228	1,792	786%	11,312	0	11,312	-	2,094	9,219	440%	11,312	0	-
<b>Total Other Income</b>	<b>2,020</b>	<b>0</b>	<b>2,020</b>	<b>-</b>	<b>228</b>	<b>1,792</b>	<b>786%</b>	<b>11,312</b>	<b>0</b>	<b>11,312</b>	<b>-</b>	<b>2,094</b>	<b>9,219</b>	<b>440%</b>	<b>11,312</b>	<b>0</b>	<b>-</b>
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	100,000	100,000	100%	0	0	-	0	100,000	100%
<b>Total Debt Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>100,000</b>	<b>100,000</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>100,000</b>	<b>100%</b>
<b>Total Other Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>100,000</b>	<b>100,000</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>100,000</b>	<b>100%</b>
<b>Net Other Income</b>	<b>2,020</b>	<b>0</b>	<b>2,020</b>	<b>-</b>	<b>228</b>	<b>1,792</b>	<b>786%</b>	<b>11,312</b>	<b>(100,000)</b>	<b>111,312</b>	<b>-111%</b>	<b>2,094</b>	<b>9,219</b>	<b>440%</b>	<b>11,312</b>	<b>(100,000)</b>	<b>-111%</b>
<b>Net Result</b>	<b>(6,540)</b>	<b>8,618</b>	<b>(15,157)</b>	<b>-176%</b>	<b>(4,611)</b>	<b>(1,929)</b>	<b>42%</b>	<b>(25,259)</b>	<b>(25,853)</b>	<b>594</b>	<b>-2%</b>	<b>(39,541)</b>	<b>14,282</b>	<b>-36%</b>	<b>594</b>	<b>0</b>	<b>-</b>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

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

DATE: May 10, 2023

SUBJECT: Commercial/External Affairs/Marketing Management Report

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**Commercial:**

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

Staff attended the Northwest Marine Terminal Association Spring meeting at the Port of Portland to gain insight into activities, challenges, and trends at other ports in the Pacific Northwest. The Spring meeting was also open to members of CAPA, a sister organization representing California ports.

Staff met with the rail department to review the existing CBRL tariff to evaluate the need to make updates to the document. Staff also conducted meetings with multiple rail customers to receive an update on market conditions and discuss railroad customer service.

Staff continue working on market research regarding imported products at west coast ports.

**Port Property:**

Monthly Commercial lease revenue for the month of April 2023 was down 14% from April 2022 year over year. This is due to the loss of two lease tenants, Crow Clay Architecture and Stacie Tessman of the Cape Café. The Port has just executed a new lease agreement with Jon McUne, owner of Monkey Business for buildings 6 and 7, the former Cape Cafe, which will increase revenues beginning in May 2023.

Vacant Port owned properties include Fishermen’s Wharf and two small office spaces adjacent to the Post Office in Charleston. Vacant spaces in the Hub Building include an individual office in the shared space of 145 Central, Suite 250, Suite 380, and the Penthouse Suite 400. The office building at Terminal One is also now available for lease.

Staff continue to work in partnership with the West Coast Seafood Processors Association to explore the potential of creating a multi-user wastewater treatment facility on Port owned property. A final feasibility report was issued by the project consultant, SLR Engineering. Staff will now work with WCSPA and local processors to determine what, if any, next steps will take place.

Staff are working to define and put into place standard operating procedures for establishing new leases, both commercial as well as railroad agreements.

**Marketing, Media, and Outreach:**

Staff have been working with members of the NorthPoint Development team on communications and outreach planning for the Pacific Coast Intermodal Port project. Outreach efforts to generate letters of support for the next round of Mega Grant funding have begun, with many letters already received to date.

The consultant with AMPM Communications is currently working on a final draft communications plan, it is anticipated that a full draft will be received for review this coming month. Staff continue to provide feedback to ensure that the document generated will have tangible action items and direction to guide both internal and external communications.

Staff provided a Port tour and overview of Port operations and projects for Catherine Simons with MARAD. This created an opportunity to discuss future upcoming projects that may be eligible for future Federal grant opportunities.

Staff have been working to draft budget message documents for both the Port and the CBRL.

Staff participated in the Chamber of Commerce Natural Resource committee meeting and provided updates to attendees regarding the PCIP project as well as other port projects.

The Port was featured in the following news outlets:

RT&S: [Coos Bay Rail Line to Undergo Bridge Rehabilitation](#)

Trains: [Coos Bay Rail Line Completes Bridge Project](#)

KVAL: [Hoyle selects 15 local projects for U.S. House Appropriations Committee](#)

Progressive Railroading: [Oregon port rehabs bridges to prep Coos Bay Rail Line for growth](#)

The News Review: [Hoyle focused on bringing jobs, healthcare to Southern Oregon](#)

The Port's Instagram account grew to a total of 1,893 followers. A total of 838 accounts were reached with engagement of 126 accounts. The top post of the past month was: "Work has recently been completed by Scott Partney Construction on ten additional steel bridges in the Wild Cat Creek area. Work included tie replacement on the bridges and certain approaches, complete replacement of a section of rail on one of the bridges improving wing walls to aid in ballast retention, replacing rivets with high strength bolts, stringer replacement, and web stiffeners. In total, the project cost approximately \$1.88 million and took just over a year to complete. Legacy Construction has initiated the third phase of the project, which will include repairs to all three of the swing span bridges on the line in North Bend, Reedsport, and Cushman. The final phase of this project will include significant repairs to the Vaughn Viaduct bridge on the north end of the line, which nearly every rail car must pass over. In the coming months, the Port will also be kicking off a comprehensive tie and ballast replacement project throughout the line. This work will be funded by a \$10 million grant through the Port Infrastructure and Development program, with the goal of



increasing overall train speeds on the line.” This post received 47 likes and reached a total of 357 accounts and had 399 impressions.

The Port’s LinkedIn page gained 9 new followers for a total of 1,101, had 92 page views and 71 unique visitors. The top post for the month was: “We had the pleasure of having Catherine Simons from the Maritime Administration (MARAD) at the Port of Coos Bay to discuss current and future projects, and to tour Port assets. MARAD has been a key partner in many Port projects and has administered many of our federal grants. Thank you, Catherine!” This post received 41 reactions and 556 impressions.

The Port’s Facebook page had a reach of 5,300 accounts in the last 28 days. The post with the greatest reach was: “Beginning April 1, until December 2025 or until notified otherwise; the public will have beach access north of Coos Bay North Jetty via Trans Pacific Lane and South Dike Road. Public access to the beach via South Dike Road will be closed to the public from sundown each Sunday through sundown each Friday and open to the public at sunup each Saturday through sundown each Sunday. This will allow for public beach access and day-use during weekends until the Coos Bay North Jetty construction project is complete.” This post received 553 engagements reactions and was shared 56 times.

**Legislative/Advocacy Work:**

Staff provided oral testimony this month on SB 814 regarding Port anti-trust immunity, HB 5030 regarding the Lottery Bond bill and funding for the Channel Modification project, and HB 2965 regarding uncollectable property taxes. For HB 5030, staff also solicited additional testimony from community leaders and prepared draft comments for testimony.

Staff submitted written comments regarding the Environmental Impact Statement for Modifications to the National Flood Insurance Program (NFIP) and Endangered Species Act (ESA), as well as participation in the BiOp Coalition meeting regarding the same issue.

Staff participated in the Oregon Public Ports Federal Coordinating meeting.

**Industry Articles/Information Items:**

FreightWaves: [Container lines still up vs. pre-Covid despite fall from peak](#)

FreightWaves: [Morgan Stanley sees freight upcycle nearing](#)

ProPublica: [The True Dangers of Long Trains](#)



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: May 10, 2023

SUBJECT: Port Operations/Asset Management Report

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**Channel Modification Project:**

Full bridge ship simulations were conducted at MITAGS in Baltimore, Maryland last month. Post-processing of the results is still underway, and the final report should be completed by the end of May. Inbound and outbound runs for the Neo Post Panamax Vessel (13,000 TEU) were successful in the previously proposed channel, with slight modifications at the entrance turn. The project team is working with the USACE Portland District to schedule a meeting in Portland to develop final scoping for engineering and design.

The resistivity study work was completed in April, but after processing the data, the contractor found that some of the data captured was not reliable. As a result, the contractor will remobilize at their expense in mid-May to resurvey selected areas of the project.

**Rail Bridge Rehabilitation Project:**

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

Vaughn Viaduct: Port staff and engineers are working with the contractor to complete final engineering and design of the new towers. The contractor will be mobilizing towards the end of May to begin earthwork and site preparations.

Wildcat Creek Bridges: Partney Construction has completed approximately 99% of the scheduled work for this project. The only remaining work is four rail welds. Once these are completed and certified, staff will begin project closeout.

Steel Swing Bridges: The contractor continues to replace lacing bars and is preparing to conduct post repairs on the North Bend Bridge. The contractor has mobilized their barge and materials to the sight and will begin stringer replacement in mid-May.

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

The Notice of Intent to award has been advertised. Port staff is still waiting for MARAD approval for the reduction in scope for the project. Once the agreement modification is executed, a contract will be issued to the selected contractor. Once the contractor mobilizes, we expect the work to take approximately eight months to complete.

**Dredging:**

The Unified dredging permit application and approvals are moving ahead. The Port received the land use signoffs from both cities and the county. The DEQ 401 certification request has been submitted and is under review.

**North Jetty Project:**

The contractor continues to mobilize and conduct earthwork for the project. We anticipate the first loads of jetty rock to arrive in Coos Bay in mid-May. The rock is being brought in on a barged from southern California. Repairs to the jetty are not expected to begin until Spring of 2024.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Stephen Bawn, Charleston Marina Complex Manager

DATE: May 10, 2023

SUBJECT: Charleston Operations Management Report

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Of the 550 moorage slips, there were 143 annuals (26%), 44 semi-annuals (8%), 39 monthlies (7%) and 170 transient nights, for a total occupancy of 41.85% for the month. All categories are down from the previous month.

The RV Park had an average capacity of 21% in April. Out of 104 RV Park spaces, we had 29 new check-ins with total sales of \$12,364.45. Occupancy in April 2022 was 50%.

The Ice Plant sold a volume of 187 tons of ice from 30 individual sales, for total sales of \$17,016.50.

**Maintenance Projects:**

Charleston Maintenance Projects and Budget Plan: With the Port's budget for 23/24 almost finished, Charleston Maintenance staff will be focusing on continuing maintenance of the Outer Basin Docks and fingers.

Charleston Ice Plant: The Ice Plant has had issues with the cooling and compressor units, and fan motors have failed. Ice cannot be produced without these fan motors working, thus the Ice Plant was down for 4 days. A contractor was on site to conduct emergency repairs. Port staff is currently looking at the options for repairing or upgrading the units which will be a potential expense of \$40,000 to \$50,000.

Shipyard Stormwater System: Port Staff is waiting on test results from the lab to determine how to properly dispose of the filtration media.

**Staffing:**

Staffing continues to be an issue. The Maintenance department is down three members. Port staff continues to look for suitable candidates for one Operator I and two Apprentice I positions.

**Insurance Compliance Update:**

The Port is now in possession of eleven vessels that have been abandoned due to the inability to obtain insurance coverage. The Port is working with approximately ten vessel owners who are in

the process of trying to obtain insurance or determining whether to dispose of their vessel. The next phase is to address approximately twenty-two uninsured vessels that have not been in contact with the Port.

**Inner Basin Shower Project:**

The new access security system has been ordered and the first stages of the project are underway. Port Staff is repairing and securing the doors on two of the shower stalls. Staff is also in process of installing the software for the access security system and configuring the new lock mechanisms.

**Miscellaneous:**

There has been another closure for Recreational Crabbing effective May 1, 2023. This is having a significant impact on RV Park reservations.

Security Gate and Fencing: The Port is now proceeding with the Security Gate and Fencing project. There will be two gates/fences that will be closed at night to help control traffic and confine the entrance to the Marina via Kingfisher Rd. Port Staff will be working with a fencing contractor for the installation of the chain link fencing and the gates. This project is funded 50% by an SDIS safety grant. No timeline has been set yet.

Port Security staff continue to deal with night-time vandalism, people loitering and abusing Port facilities.

# Action Items

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

**DATE:** May 10, 2023

**PROJECT TITLE:** 2023Res05: Amendment of Port Policy 6.6: Disposition of Surplus Personal Property

**ACTION REQUESTED:** Adopt resolution 2023Res05 amending Port Policy 6.6: Disposition of Surplus Personal Property

**BACKGROUND:**

Over time, the Port accumulates surplus personal property as older equipment and materials are replaced with newer materials, areas of operations are phased out, or when items are abandoned and/or obtained through the auction process. When sufficient quantities of such materials and equipment are accumulated, it becomes necessary to dispose of the surplus property. The surplus property includes property the Port has determined is not needed and unlikely to be needed for Port operations.

Section 6 of the Port's Local Public Contracting Rules, Disposition of Surplus Personal Property, currently requires the Chief Executive Officer (CEO) to identify Port surplus property and recommend the means of its disposal to the Port Commission, as the designated Local Contract Review Board (LCRB). The policy sets forth specific criteria for the disposition of surplus personal property.

Much of the Port's surplus property has little to no value to the Port or its operations. It is inefficient to continue to bring individual action items to the Commission for the disposal of such property. Therefore, Port staff has drafted a revision to the policy authorizing the CEO to determine the methods of disposal of surplus personal property with little to no value to the Port and which does not warrant the cost of conducting a sale.

In addition, the value of surplus property in which an auction sale is required has been increased from \$20,000 to a proposed \$100,000. The CEO will make a recommendation to the LCRB to dispose of any property over \$100,000. Surplus property valued less than the proposed \$100,000 may be directly solicited from any interested buyer by the CEO.

All surplus property will be evaluated against policy before disposition.

A copy of the red lined draft revision is included as an exhibit to the resolution.

**RECOMMENDED MOTION:**

Adopt resolution 2023Res05 amending Port Policy 6.6: Disposition of Surplus Personal Property.

**RESOLUTION 2023Res05**

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

**RESOLUTION AUTHORIZING THE AMENDMENTS TO  
PORT POLICY MANUAL CHAPTER 6: LOCAL PUBLIC CONTRACTING RULES,  
SECTION 6: DISPOSITION OF SURPLUS PERSONAL PROPERTY**

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

**WHEREAS**, ORS 279A.065 (5) provides that a local contracting agency may adopt its own rules of procedure; and

**WHEREAS**, Section 6 of the Port’s Local Public Contracting Rules addresses disposition of surplus personal property, and

**WHEREAS**, Section 6 of the Local Public Contracting Rules have been revised to increase the value of surplus property from \$20,000 to \$100,000, in which an auction sale is required, and

**WHEREAS**, Section 6 of the Local Public Contracting Rules have been revised to authorize the Chief Executive Officer to determine the methods of disposal of surplus personal property with little to no value to the Port and which does not warrant the cost of conducting a sale.

**THEREFORE, BE IT RESOLVED**, the Board of Commissioners of the Oregon International Port of Coos Bay approves and adopts the amendments to Port Policy Manual Chapter 6: Local Public Contracting Rules, Section 6: Disposition of Surplus Personal Property, identified as Exhibit A, attached hereto and incorporated herein by reference.

**APPROVED and ADOPTED**, by the Board of Commissioners of the Oregon International Port of Coos Bay this 16th day of May 2023.

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Eric Farm, President

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Brianna Hanson, Vice President



## **POLICY 6.6: DISPOSITION OF SURPLUS PERSONAL PROPERTY**

**6.1** The Chief Executive Officer shall have the authority to determine when personal property owned by the Port is surplus.

**6.2** The Chief Executive Officer shall make a recommendation to the LCRB identifying Port personal property with a value over \$100,000 which he/she has determined to be surplus and the means of disposing of the surplus property.

The Chief Executive Officer shall select the method of disposal which maximizes the value the Port will realize from the disposal of the surplus property. Permitted methods of disposal include, but are not limited to, transfers to other departments, transfers to other government agencies, transfers to other non-profit organizations, sale, lease, trade on the purchase of replacement personal property, auction, destruction or, where the cost of disposing of the surplus personal property exceeds the reasonable value of such property, donation to any other person or entity.

**6.3** Sale of surplus property may be made as follows:

**6.3.1** When the value of each item, or combination of items, offered for sale is less than ~~\$20,000~~100,000, purchase offers may be directly solicited from any interested buyer. The Chief Executive Officer, or his/her designee, is not required to advertise for the sale of personal property if the value of each item, or combination of items, is less than ~~\$20,000.00~~100,000, but it may do so. In the event the Chief Executive Officer, or his/her designee, chooses to advertise for the sale of such surplus personal property, the advertisement must be made at least once in a newspaper of general circulation not less than one week prior to the sale. As an alternative to newspaper advertisements, the Port may give notice of the sale by posting notice of the property to be disposed of, and the means by which the property will be disposed of, on the Port internet website.

**6.3.2** When the value of each item, or combination of items, offered for sale as surplus property is greater than ~~\$20,000.00~~100,000, the surplus personal property shall be sold at public auction. The LCRB shall give notice of the public auction by posting notice of the means by which the property will be disposed of either on the Port Internet website, or by at least one advertisement in a newspaper of local circulation not less than one week prior to the auction. The published notice shall specify the time, place, and terms upon which the personal property shall be offered and a general description of the personal property to be sold.

**6.3.3** Auction sales of surplus personal property may be conducted entirely on the internet. Any such sales shall be for cash, or cashier's check, to the highest bidder.

**6.4** Surplus personal property may be sold at a fixed price retail sale where the number, value and nature of the items to be sold make it probable that the cost of conducting a sale by competitive bidding will be such that a liquidation sale will result in substantially greater net revenue to the Port.

**6.5** All surplus personal property sold pursuant to this section shall be sold “as is” without any warranty, either expressed or implied, of any kind, including but not limited to warranties of title or fitness for any purpose. Upon receiving payment for the personal property from the successful purchaser, the Chief Executive Officer, or his/her designee, shall execute an appropriate bill of sale, which shall recite that the sale is without warranty as provided in this subsection.

**6.6** Surplus personal property may be leased to or rented to one or more private or public entities. Any such contract shall be approved by the LCRB, which shall determine that the contract will either provide net revenue to the Port or, in the alternative, would promote the economic interests or development of the Port.

**6.7** The ~~LCRB~~ Chief Executive Officer may authorize personal property to be destroyed; ~~disposed of;~~ transferred to another government agency, a non-profit organization or any private entity without cost; or recycled, if the ~~LCRB~~ Chief Executive Officer determines that ~~the value and condition of the~~ property is of little to no value to the Port and does not warrant the cost of conducting a sale.

**6.8** The LCRB may accept donations of personal property from any entity, and may distribute any such property so donated to the Port to other public or private entities.

**6.9** Net revenues received from the sale, rental, or lease of surplus personal property shall be deposited in the general fund of the Port.

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

**DATE:** May 10, 2023

**PROJECT TITLE:** Port Issued Letter to BOEM

**ACTION REQUESTED:** Determine whether the Port issued letter to BOEM should be modified.

**BACKGROUND:**

In June 2022, the Port sent a letter to BOEM stating the Port’s support in wind energy, but also requesting BOEM “to consider all factors related to and the intersection between [wind energy] and all ocean users,” and encouraging “a balanced approach to mitigate potential impacts to other industry.” A copy of the letter is following this backgrounder.

The Port has received requests to modify the letter to ask BOEM to rescind the current wind energy call area and to reexamine the best placement for offshore wind turbines outside the 1300 meter depths that may be less impactful to the fishing industries.

The Port Commission should determine whether the letter should be revised and resent, or remain as is.

**MOTION OPTIONS:**

1. Modify the letter to BOEM, requesting BOEM to rescind the current wind energy call area and to reexamine the best placement for offshore wind turbines outside the 1300 meter depths that may be less impactful to the fishing industries.
2. Do not modify the letter, retaining a neutral stance on the wind energy project.
3. Other option as discussed by the Board of Commissioners.



June 28, 2022

Mr. Douglas Boren  
Pacific Regional Director  
Bureau of Ocean Energy Management  
US Department of the Interior  
Pacific OCS Region  
760 Paseo Camarillo  
Camarillo, CA 93010

Dear Director Boren:

I write you today in reference to the Department of Interior's desire to create Wind Energy Areas off the Oregon Coast. Over the last several months, we at the Port have been listening to concerns and requested considerations from local fishing fleet as well as others involved with our seafood industry regarding the future of wind energy off our shoreline. Specifically, the potential impacts to those who make a living on or near our ocean.

The mission of the Oregon International Port of Coos Bay is to promote sustainable development that enhances the economy of southwest Oregon and the State. It is a priority for the Port to foster and encourage a robust and diverse economy in our area- to promote job growth and sustain existing industry while fostering new economic development opportunities. We appreciate the potential benefits offshore wind development is projected to provide to our coastal communities, however, we urge you to consider all factors related to and the intersection between this emerging technology and all ocean users.

The seafood industry has long played an important role on Oregon's south coast and is an important economic driver for the state at large. As you move forward, we encourage a balanced approach to mitigate potential impacts to other industry. The development of clean energy opportunities presents exciting opportunities in reduced greenhouse gas emissions while building and diversifying the local economy.

Sincerely,

John Burns  
Chief Executive Officer

# **Informational Items**

**OREGON INTERNATIONAL PORT OF COOS BAY  
CHARLESTON MARINA ADVISORY COMMITTEE MEETING  
12:00 p.m., Wednesday, February 15, 2023  
Charleston Marina RV Park, Recreation Room**

**MINUTES**

**ATTENDANCE**

**Advisory Members:**

Nick Nylander, Chair; Mark Fleck, Vice Chair; Lou Leberti; Kyle Cox; Kathleen Hornstuen; and Knute Nemeth.

**Port Staff:**

Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance & Accounting; Steve Bawn, Charleston Marina Manager; Ray Dwire, Security; Kevin Riddle, Maintenance; Julie Williams, Marina Office Assistant, Krystal Karcher, Human Resources Generalist; and Laura Fortin, Administrative Assistant.

**Guests:**

John Payne, and Karie Silva were present. Ed Fleming, Susan Chambers, Steve, and an unknown citizen were in attendance by phone.

**1. CALL MEETING TO ORDER**

Chair Nick Nylander called the meeting to order at 12:05 p.m.

**2. INTRODUCTION OF GUESTS**

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

**A. Approval of February 23, 2022, Meeting Minutes.**

Upon a motion by Knute Nemeth (second by Lou Leberti), the Charleston Advisory Committee Members voted to approve the February 23, 2022, Meeting Minutes. **Motion Passed Unanimously.**

**B. Approval of May 4, 2022, Meeting Minutes.**

Upon a motion by Lou Leberti (second by Mark Fleck), the Charleston Advisory Committee Members voted to approve the May 4, 2022, Meeting Minutes. **Motion Passed Unanimously.**

**4. FINANCIAL DATA REVIEW**

Director of Finance & Accounting, Megan Richardson, reviewed the financial data for Charleston Operations as provided in the packet. The financial data review covered the first two quarters of the fiscal year. Charleston had an operating income of \$1,288,652 compared to a budget of \$1,358,172. Ms. Richardson reported this is \$69,520 less than budgeted. Charleston's total operating expense was \$927,540 compared to a budget of \$1,199,595; \$272,055 underspent. Operating results were \$361,112

compared to a budgeted \$158,578; \$202,535 overspent. Other income, Ms. Richardson said, is from property taxes and some grant dollars. For other expenses, \$440,957 compared to a budget of \$431,970, this is \$8,987 overspent. Ms. Richardson explained other expenses included capital items like the piling project; the timing for this is allocated across 12 months so not overspent but just over for the first two quarters. The net other income is a loss of \$377,239 compared to a budgeted loss of \$364,470, this is \$12,769 less than planned.

Ms. Richardson reported Charleston's net results for the first two quarters was a loss of \$16,127 compared to a budgeted loss of \$205,893; \$189,766 better than planned. Chair Nylander said it sounded encouraging to him.

## **5. CURRENT MARINA PROJECTS UPDATE**

### **A. Moorage Insurance Requirement Update**

Steve Bawn, Charleston Marina Manager, presented project updates. Mr. Bawn said starting April of 2022, insurance compliance was implemented for all vessels and vessels in the Marina and stored in the Shipyard. The Port gave ample opportunity for customers to gain insurance or to move their vessels. Phase I process was started in the last quarter of year 2022, when all vessels in the Shipyard without insurance were notified. Mr. Bawn said currently there are approximately 57 vessels without insurance. He said 23 vessels in the Shipyard are receiving final notice prior to the Port disposing of the vessels. Mr. Dunning said there are an additional 18 vessels that the Port owns at this time to be disposed of. The Port is offering one more opportunity to vessel owners to get insurance or move their vessel. Ms. Hornstuen asked if boat owners had received a list of insurance companies that might be helpful. Mr. Dunning said the information has been provided. He said the Port continues to work with the boat owners as long as they are working towards getting their insurance.

### **B. Fishery Biproduct Project**

Regarding the DEQ 900J permit which allows the discharge of fish waste from processing plants into the bay, Mr. Bawn said a preliminary feasibility phase is ongoing. The committee is working on permitting and with DEQ and other advisory committees. It is anticipated construction of a waste treatment plant could begin in 2024 at the earliest. Mr. Dunning said there is an extension in place now, however, unless this facility is built, the fish processing plants in Coos Bay will be shut down. He said the Port is working with the processors and the State to build the plant at a vacant lot near Hallmark Fisheries. Mr. Dunning said the State has offered \$50,000 towards the feasibility study to build the waste treatment plant. Mr. Nemeth asked if there would be a need to transport the waste over to the waste plant. Mr. Dunning said potentially yes. He said there is only one current facility like this operating on the coast at this time. Mr. Cox asked what is being done with fish carcasses currently. Mr. Dunning said the plants currently macerate the fish carcasses and then they are dumped back into the bay. Ms. Hornstuen asked if all Ports are doing the same thing. Mr. Dunning said they will all be required to, he said he thinks Newport has this technology. Mr. Dunning said Mr. Burns is leading this project, but this is going to be a requirement statewide. Mr. Dunning said the Port is looking to build the facility centrally so that all the plants are able to access it. This is going to take a lot of funding and planning. Ms. Hornstuen said she doesn't see how the State could not help as this is a multimillion-dollar industry for the whole coast. Nick Nylander asked what is the "drop dead day" for this DEQ requirement. Mr. Dunning answered, this requirement should be in place now, however extensions have been granted. Mr. Nylander said he is on the Board of the Charleston Sanitary District, and it is a concern to them as well. He said the objective is to keep Charleston a working fishing port. Mr. Cox asked if this is a larger project than the

Ice Plant. Mr. Dunning said this project may not cost as much as the Ice Plant, but it is going to have to be a partnership built with funds from the processors and the Port overseeing the facility and maintenance.

### **C. Ice Plant**

Mr. Bawn said there had been some maintenance issues with the Ice Plant in December and the plant was down for a while. This maintenance issue alone cost \$10,000 to get it up and running. There are parts on order, however delivery is two years out. Supply chains are becoming more difficult, Mr. Bawn said to order pedestals for the docks, they are 50 weeks out. He said staff are working on an annual maintenance plan to be proactive with repairs. Mr. Leberti asked if the parts would be here by shrimp season. Mr. Bawn said the Ice Plant is up and running now. Mr. Dunning said the issue is with one of the four condenser fans. Mr. Dunning said the Ice Plant should be okay to run through the summer with just three fans.

### **D. Charleston Marina Dredging**

Mr. Bawn said dredging operations started in October and finished in December. He said approximately 6,532 cubic yards of sand and rock were moved from Point Adams, along the L&S Seafood plant, the fuel dock and near the OIMB dock. Mr. Nemeth asked if the dredge unit is being farmed out to other ports. Mr. Bawn said yes, if the request comes through, though currently there have not been any requests for the next season. Mr. Nemeth asked if the Port of Coos Bay was paid for dredging other ports. Mr. Dunning said yes there are agreements between the State and the port being dredged; and between the Port of Coos Bay and the port being dredged. The money is initially paid to the State before dredging is done.

Mr. Cox asked if there are any plans to dredge around the Shipyard. Mr. Dunning said a full survey around the Shipyard was completed this last summer showing that dredging is not yet necessary. There are spots that could be done, but it is still maintaining what it was when Mr. Dunning was managing the Marina seven years ago. Mr. Dunning said the Barview upland dredge disposal site is 1.6 miles away so even with the booster pump that elevation is too much for the equipment the Port current has. Mr. Dunning added the Barview site needs about a quarter million dollars of work before anything can be put in it. Mr. Cox asked if the material could be trucked. Mr. Dunning said no, it has to be pumped out. Mr. Dunning said in 2014, the Port worked with Reid Middleton to upgrade the site to the standards needed and the cost was going to be about a quarter million dollars just to get the site ready for use; he said today it would probably be close to \$400,000 dollars.

### **E. Charleston Marina Maintenance Plan**

Mr. Bawn said since November, staff have been creating a maintenance and budget plan for the next year, identifying priorities. Mr. Bawn said there are small, large, and capital projects in three priority levels. He said currently staff are working on F Dock repairing fingers. He said some of the work can now be done internally, which is saving on repair costs. Four fingers have been repaired in the last couple weeks, he said. Mr. Nemeth asked if the State has any economic development funds to help with these projects. Mr. Bawn said the State may possibly have funds, then explained the Marina's revenue sources. Mr. Dunning said the cost to install ten piling two years ago is the cost to install three piling this year.

Mr. Dunning said the Commissioners had met for a workshop that discussed Charleston projects and the dollar amount is enormous. He said every Port on the coast is facing the same problems as Charleston. Mr. Dunning said there is not enough money to fix the 1960 infrastructure. Mr. Cox said if the Port doesn't have the money to maintain the facility maybe selling to private ownership is an option. Mr. Cox said the Shipyard is a good example; he said the Shipyard is a loss for the Port every year. He said the



Port will never be able to come up with funding to fix the Shipyard without gaining outside funding, so the solution is to have the same person own the land and the buildings. Mr. Cox said he sees the demand is up, but the reason less boats are hauling out and less boats are at the docks is due to the facilities being down, not because the demand is down.

Mr. Nemeth asked if the offshore wind projects should be approved. He said if it happens, Charleston will be the repair facilities, and that infrastructure for the facility will be needed. Mr. Nemeth said the Port should look at making money from the wind turbine projects. Mr. Dunning said it will be factored in; however, it is 7-8 years out before the wind turbines are put in. Mr. Cox said one of these major projects is going to land some day and keeping facilities up to par is paramount.

Ms. Hornstuen asked if there were any thoughts on the sale of the Shipyard. Mr. Dunning said the Committee can discuss it, but it is in the hands of the Commissioners and Mr. Burns; he said he is not at liberty to discuss whether the Port is selling the Shipyard or not. Mr. Cox said stakeholders have been bringing it up, and he is not sure how to bring it to a vote. Ms. Hornstuen said maybe put it on the agenda for the Port Commissioners meeting. Mr. Cox asked how the topic could be put on the agenda for the next meeting. Mr. Dunning replied, the Committee could just put it on the next agenda.

Mr. Dunning said it's not that the Port does not want to do everything for the Charleston Marina and Shipyard, the money is just not there. Mr. Dunning said before any major capital projects are done, the Port is already \$626,000 in the hole with overhead. He said 10 million dollars' worth of capital projects have been done since 2015 in Charleston. He explained the Port has to triage projects; the dollars have to be stretched across the board. Mr. Cox said he thinks selling the Shipyard would help the Port cut their losses. Ms. Hornstuen said if the Committee meets and has further discussions, then Mr. Cox could possibly be a spokesperson at the Commissioners meeting. She said the Committee still needs to hear the Port's side. Mr. Dunning said the first thing is to get it on the agenda and then he could discuss it with Mr. Burns.

## **6. CURRENT PORT PROJECTS UPDATE**

### **A. Dredging Section 107**

Regarding Section 107, Mr. Dunning said the Port has approached the Corp of Engineers under their Continuing Authorities Program (CAP). He said USACE receives a certain amount of money to do projects for extensions of Federal Channels. Mr. Dunning explained the south beach channel in Newport is Federally Maintained, the Charleston facility is not. Mr. Fleck asked for the location of 107. Mr. Dunning explained it is from the North entrance of the Marina to just past the launch ramp. He said the Port has asked the Corp to take over the maintenance dredging of that area. Mr. Dunning said the Port paid the Corp contractor almost \$200,0000 in 2017 to dredge that area. He said it will cost the Port money up front, but it will be a huge long-term saving. When the dredging is taken over the Port would still pay 10% of the dredging cost.

### **B. North Jetty Repair Project**

Mr. Dunning said a contract to repair the North Jetty has been awarded to Tri-West, a California Company. Mr. Dunning said the company is now working on site selection for housing some of their staff and it is expected they will start doing groundwork this summer. He said he doesn't think repairs will be seen until next spring. Mr. Nemeth asked what the length of loss on the Jetty was. Mr. Dunning said 900 feet since it was built; 125 feet will be built back above water and the toe will be roughly 150 feet. This project is costing 68 million dollars. Mr. Fleck asked if there are any long-term plans to go out

further than 125 feet. Mr. Dunning said no. Mr. Dunning said this will probably be a two-year construction project.

**7. ROUNDTABLE DISCUSSION ON FACILITIES MAINTENANCE NEEDS / NEW ISSUES FROM THE CUSTOMERS' AND STAFF PERSPECTIVES**

Mr. Nylander asked if there was any discussion on facilities maintenance needs or any new issues from customers and staff perspective. Looking back through the last meeting notes, Ms. Hornstuen asked about the maintenance shop roof and if the gangway had been replaced. Mr. Dunning said both projects have been completed. Mr. Cox asked about bathroom doors. Mr. Dunning said the Port has been trying to get quotes; three vendors have looked at it.

Mr. Dunning said the Port is about to spend another \$24,000 on the stormwater system. Mr. Bawn explained there had been a failure of the piping system, so it must be cleaned out of all the media, fixed, and new media replaced. Mr. Cox asked if there is any warranty on the system. Mr. Dunning said no, not after five years. Mr. Nemeth said the system is really important because it protects the south slough waters. Mr. Dunning said the stormwater system also keeps Giddings and Tarheel open. Mr. Bawn said \$40,000 has been spent on the system in the past six months. Mr. Dunning said DEQ has determined the water in this bay is cleaner than it has been in 80 years.

Ms. Hornstuen said in public comments from the previous meeting minutes, there was a question regarding after hours stay in the Shipyard. Mr. Bawn said yes, they have been reinstated, the stay can be up to two weeks in a year. The person must check in with the Marina Office staff first and must be working on the boat.

Ms. Hornstuen said she called and talked to a County Commissioner, who said that Troller Road is not county anymore and they are not going to do anything about it. Mr. Cox said he had gone back and forth talking with County Commissioners trying to get the road back on the County rolls. Ms. Hornstuen said she was told by the Commissioner there were no houses down that road, and it was all private businesses. Mr. Cox said the homeowners won't speak up about the road conditions. Mr. Dunning said the Port, with the help of one of the homeowners, put a patch on at one time which only lasted one summer. The homeowner had a quote from Knife River to fix the road correctly and it was going to be about \$80,000 dollars. Ms. Hornstuen said it should be put on the agenda for discussion and then take it to the County Commissioners meeting.

**8. PUBLIC COMMENT**

**9. COMMITTEE COMMENTS**

**10. NEXT MEETING DATE**

The next meeting is scheduled for Wednesday, May 3, 2023, at 12:00 p.m.

**11. ADJOURN**

Chair Nick Nylander adjourned the meeting at 1:15 p.m.



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

Owned by the Oregon International Port of Coos Bay

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

**Monthly Revenue Car Loads and Equivalent Highway Truck Loads / 2019 - 2023**

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

	2019		2020		2021		2022		2023	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	611	2,016.3	409	1,349.7	346	1,141.8	445	1,141.8	473	1,560.9
Feb	465	1,534.5	400	1,320.0	390	1,287.0	502	1,287.0	393	1,296.9
Mar	547	1,805.1	432	1,425.6	566	1,867.8	694	1,867.8	498	1,643.4
Apr	521	1,719.3	350	1,155.0	621	2,049.3	668	2,049.3	407	1,343.1
May	438	1,445.4	394	1,300.2	599	1,976.7	707	1,976.7		0.0
Jun	318	1,049.4	534	1,762.2	625	2,062.5	595	2,062.5		0.0
Jul	346	1,141.8	485	1,600.5	503	1,659.9	530	1,659.9		0.0
Aug	329	1,085.7	467	1,541.1	485	1,600.5	597	1,600.5		0.0
Sep	299	986.7	378	1,247.4	556	1,834.8	524	1,834.8		0.0
Oct	425	1,402.5	431	1,422.3	521	1,719.3	488	1,719.3		0.0
Nov	348	1,148.4	349	1,151.7	548	1,808.4	512	1,808.4		0.0
Dec	303	999.9	499	1,646.7	453	1,494.9	493	1,494.9		0.0
<b>Total</b>	<b>4,950</b>	<b>16,335.0</b>	<b>5,128</b>	<b>16,922.4</b>	<b>6,213</b>	<b>20,502.9</b>	<b>6,755</b>	<b>20,502.9</b>	<b>1,771</b>	<b>5,844.3</b>

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

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2023 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:	1,771	rail carloads =	177,100	short tons =	5,844.3	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.