



M E M O R A N D U M

TO: Interested Parties  
FROM: Kyle Stevens, President  
DATE: January 9, 2025  
SUBJECT: Port of Coos Bay Commission Meeting Notice

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The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Thursday, January 16, 2025**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Thursday, January 16, 2025. Written comment will be accepted until 8:30 a.m. on Thursday, January 16, 2025 by sending an email to [portcoos@portofcoosbay.com](mailto:portcoos@portofcoosbay.com) with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Thursday, January 16, 2025**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

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

KS/js

**OREGON INTERNATIONAL PORT OF COOS BAY  
REGULAR COMMISSION MEETING  
11:00 a.m., Thursday, January 16, 2025**

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)

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

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

**TENTATIVE AGENDA**

- 1. CALL MEETING TO ORDER**
- 2. INTRODUCTION OF COMMISSION, GUESTS AND PORT STAFF**
- 3. PORT PROJECT UPDATE**
  - A. Presentation of 2023/24 Annual Financial Report..... Amanda McCleary-Moore, Moss Adams
  - B. Port Financial Update..... Megan Richardson
- 4. PUBLIC COMMENT**
- 5. CONSENT ITEMS** **Page**
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- 8. OTHER**
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- 10. COMMISSION COMMENTS**
- 11. NEXT MEETING DATE** – Thursday, February 20, 2025, 11:00 a.m.
- 12. RECESS TO EXECUTIVE SESSION**
- 13. ADJOURN**

# Consent Items

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**11:00 a.m., Thursday, December 19, 2024**

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

**ATTENDANCE**

**Commission:**

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

**Staff:**

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

**Media & Guests:**

Ross Williamson, Local Government Law Group; Adrienne DeDona, JLA Public Involvement; Franziska Elliott, JLA Public Involvement; Lucy Swartz, Environmental Consultant; Tallon Trentz, IUOE Local 701; Paul Poresky; Christine Moffitt; Ellen Momsen; John Bozzo; Patrick Momsen; Ken Bonetti; Steve Skinner, CCE; Abby Knipp; Nora Terwilliger; Jan Hodder; Sharon Taylor; Todd Buclehotlz; Aaron Simons, ILWU Local 12; Annie Donnelly; Dean Lundie, Divine Nature Academy; Brian Clem, Oregon EcoTerminal/North Point; Rick Osborn, Blue Ridge Strategies; Chris Machhorter; Brenda Jackson; Nate Schwartz, Coos Bay World; Jamie Fereday; Steve Miller; Melissa Cliver; Sue Lee; Eric Lee; Jess Howell; ArdisAnn Szala; Joel Nista; Mike Graybill; and Mark Daily.

**1. CALL MEETING TO ORDER**

President Stevens called the meeting to order at 11:02 a.m.

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

**3. PUBLIC COMMENT**

**A. Mike Graybill** read from his written testimony, which is attached to the end of these minutes.

**B. Patrick Momsen** read from his written testimony, which is attached to the end of these minutes. Mr. Momsen also provided additional documents, which are attached to the end of these minutes.

**C. Christine Moffitt** read from her written testimony, which is attached to the end of these minutes.

**D. Steve Skinner** read from his written testimony, which is attached to the end of these minutes.

**E. Tallon Trentz** read from his written testimony, which is attached to the end of these minutes.

**F. Paul Poresky** read from his written testimony, which is attached to the end of these minutes.

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

**H. Annie Donnelly** made several statements that highlighted some concerns about the way the Commission operates. She emphasized that the Commissioners are unsuccessful in fulfilling their fiduciary duties to the community, as required by state statute. According to her, the Commissioners have not demonstrated any recognition of their responsibility to the community's economic development. She specifically calls attention to the promises of job creation and economic benefits from this project but argues that these promises have not been substantiated with specific details about the jobs, their duration, or how housing will be impacted.

Ms. Donnelly also pointed out that despite the Port's investments—such as buying an office building and Terminal One—there has been no measurable positive impact on job creation in the private sector. Instead, the Port has expanded its own payroll while employment in the community has declined, especially on properties owned and managed by the Port. This, according to Ms. Donnelly, shows a neglect of infrastructure and a failure to improve the local economy.

She further comments that the Commissioners are prioritizing external financial and political interests over the well-being of the community. Rather than making tangible progress, she suggests that the Commissioners are more focused on appearances and securing funding, without delivering real results for the people who are paying taxes to support the Port's operations.

Ultimately, Ms. Donnelly urged the Commissioners to reconsider their priorities, stressing that they should focus on their responsibilities to the community, rather than aligning with outside pressures or agendas.

**I. Dean Lundie** read from his written testimony, which is attached to the end of these minutes.

**J. Melissa Cliver** stated she is a Product and Service Designer from Empire, OR. Ms. Cliver expressed an interest in organizing a community advisory group modeled after similar initiatives in Charleston. She suggested that this group could aim to engage local knowledge and skills to address complex challenges that may overwhelm existing staff resources and address a need to develop a collaborative plan that could assist in drafting comprehensive plans focused on community and environmental sustainability. The group could also focus on specific issues that could address emerging concerns such as the potential for invasive species introduced by incoming ships, ensuring best practices are identified and implemented. Lastly, the advisory group could

serve as a platform for ongoing collaboration to tackle current and future issues and to ensure a proactive and inclusive approach to local challenges, with commitment to community well-being and environmental health.

**K. Steve Miller** read from his written testimony, which is attached to the end of these minutes.

**L. Sue Lee** expressed concerns about losing the Port's charm, emphasizing that the project could lead to environmental and employment issues. She also raised the possibility of it becoming “another boom and bust” scenario, where initial economic gains could be followed by long-term challenges or downturns.

**M. Jess Howell**, who was representing the South Coast Health Equity Coalition, emphasized the importance of community engagement and transparency in addressing local concerns. She highlighted the coalition's commitment to amplifying historically unheard voices and ensuring all sectors of the community are involved in decision-making processes. Ms. Howell expressed concern within Coos County, stressing the need for inclusive participation from all sectors of the community. Ms. Howell stated she supports the draft’s recommendations, specifically the commitment to integrity and dialogue, as outlined on page 14, which serves as a foundation for inclusive and transparent community collaboration. The absence of some groups, such as local fishermen, underscores the challenge of ensuring all voices are represented, particularly when individuals are occupied with essential economic activities. Ms. Howell promoted policies that uphold integrity, transparency, and responsiveness, striving for a process that enables factual and accessible community engagement. Ms. Howell urged community involvement through attending meetings, paying attention to agendas and minutes, and active participation in community sessions and the Board of Commissioners could have an opportunity to respond to the community’s questions and concerns.

**N. Mark Daily** mentioned that at the last board meeting, he had concerns about whether the dock was adequate for LNG ships and wanted information on size. He noted that the consultants had not provided a response to his inquiry. Mr. Daily stated that the lack of response raises concerns about transparency from the Port. Mr. Daily asked about Title VI, particularly in the process of submitting discrimination complaints. Ms. Comstock confirmed that an online form would be available on the website for such complaints. Mr. Daily suggested the Governor appoint a person of color to the board to help alleviate some of the community’s concerns, emphasizing that his suggestion does not reflect negatively on the current board members.

Mr. Daily questioned whether the Port has undertaken projects to address homelessness, noting the Port's ability to secure funding for projects benefiting affluent community members. President Stevens confirmed that the Port has not directly initiated any homelessness-related projects, which Mr. Daily felt was a gap needing attention. Mr. Daily expressed concerns about the board's lack of engagement and responsiveness to community questions and concerns.

**O. ArdisAnn Szala** stated she lives in Bandon, OR and has concerns about a proposed Port container project, specifically in Empire, OR, and its potential impact on the community and quality of life. She raised issues about how the project might immediately affect home values and the long-term implications concerning noise, bright lights, and the need to adjust living conditions to maintain comfort and privacy. Ms. Szala also has some safety concerns, questioning what might be stored in the containers and the possibility of illegal activities such as trafficking or drug-

related operations. Ms. Szala highlighted that the South Coast is already economically challenged, expressing skepticism about job creation, and fearing that jobs will go to outsiders rather than benefiting the local population. She also expressed the need for recreational development and preserving the charm of the area instead of large industrial projects. Ms. Szala views this project as potentially disruptive to the local culture and community.

**P. Ken Bonetti** raised concerns about the economic feasibility and long-term viability of the proposed Port project, particularly in the context of developments along the West Coast. He touched on the justification for the Port based on COVID-era congestion, which he says no longer seems relevant, as the Port's traffic data indicates there isn't significant congestion. The global trend toward larger ships, he suggested, and competing with ports, like Long Beach and Rupert, who are expanding their capacity, channel depth, and rail connectivity, potentially outpacing the demand for a smaller port. The proposed port lacks proximity to class one rail or major interstate highways, a critical disadvantage compared to other West Coast ports. Mr. Bonetti encouraged an independent economic feasibility study conducted by an expert without vested interest in port expansions.

**Q. Brian Clem**, who is a part-owner of Oregon EcoTerminal, LLC, expressed gratitude and highlighted the importance of inclusivity and equity, particularly in relation to Title VI. Mr. Clem expressed appreciation for the commitment to upholding values aligned with Title VI, which prohibits discrimination based on race, color, or national origin. Mr. Clem emphasized that Oregon EcoTerminal, LLC would not allocate any resources to individuals or groups associated with white supremacist ideologies. His position is deeply rooted in his family's experiences with racism, particularly targeting friends and family members. Mr. Clem also highlighted the significant roles that people of color have played in building the county and highlighted the importance of honoring their contributions. Mr. Clem referenced specific conversation and evidence that informed his decision, ensuring that entities promoting discriminatory language or behavior would not receive funding from his company. He concluded by expressing gratitude for the board's commitment to fostering inclusivity and uplifting marginalized communities.

#### **4. PORT PROJECT UPDATE**

##### **A. JLA Public Involvement: Overview of Stakeholder Feedback and Proposed Community Engagement Plan**

Melissa Cribbins explained that the JLA Public Involvement, Inc. was chosen through the competitive RFP process and was selected out of four proposers. The people interviewed by JLA provided favorable comments, highlighting their engagement and rapport with the community. JLA's willingness to visit the community and interact face-to-face underlines their dedication to building genuine connections. Ms. Cribbins continued by saying the community engagement plan serves as a foundational framework for achieving a transparent, collaborative, and an exclusive approach to the project development process. This plan is separate, this stand-alone effort, not associated with or connected to the formal NEPA process. NEPA and the regulatory processes will be led by the selected federal lead agencies. This was a separate effort by the Port to be as transparent as possible and try to get community concerns out before this process starts.

Adrienne DeDona and Franziska Elliott presented highlights from the engagement process that they conducted over the last couple of months as well some recommendations for engagement moving forward. As this project gets into design development and hopefully a collaboration with the lead federal agencies leading the NEPA process and environmental statements.

Ms. DeDona shared that the organization was established 35 years ago with the belief that community members impacted by public projects have the right to be involved in them. Over the decades, JLA has participated in thousands of public engagement projects, supporting government agencies and the communities they serve to stay informed, engaged, and involved while fostering opportunities for feedback. Ms. DeDona expressed gratitude to the community for their willingness to engage and share their perspectives.

Ms. Elliott discussed a major theme expressed by those who participated in the discussion, that everyone really cares about this community, regardless of their stance on the project. The goal was to foster trust, transparency, and collaboration. The extensive stakeholder process involved conducting 63 interviews, that represented 68 different individuals and/or organizations. The purpose of the engagement was to build awareness, to gather meaningful input from stakeholders and tribal government to identify concerns and desired outcomes. Also, to prepare for future engagement by understanding communication preferences and barriers to participation. The JLA utilized a thorough and inclusive approach to gather input and perspectives, using what they call the "snowballing" approach. This technique, where initial contacts lead to further recommendations for others to get involved, particularly to reach a broad and diverse set of voices. By supplementing interviews with online questionnaires, they ensured that even those who couldn't participate in person had an opportunity to contribute.

The distinction they made between stakeholders and rights holders, in particular recognizing the unique status of Tribal governments. They did reach out to the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw, as well as the Coquille Tribe, to engage with these critical groups appropriately.

Ms. Elliott highlighted feedback from community members, as presented on slide nine. She reviewed the opportunities identified by stakeholders, with economic growth ranking as the top priority. Other key opportunities included:

- **Creation of family-wage jobs** and the potential to attract diverse businesses, restaurants, and retail due to population expansion.
- **Small business development**, including opportunities for local contractors and suppliers during construction and operations.
- **Infrastructure upgrades**, such as rail improvements, were viewed positively.
- **Investments in utilities and water systems** to support population growth.
- **Renewable energy and green solutions**, along with habitat restoration projects, like oyster recovery initiatives.
- **Community and workforce development**, which highlighted housing concerns but also opportunities to address shortages through new development.
- **Strengthening public services** via expanded tax revenue, as well as workforce training programs and apprenticeships resulting from the project.

Ms. Elliott also summarized some of the key concerns of the community regarding the proposed project, focusing on environmental concerns involving habitat destruction (e.g., grass-fed salmon

nurseries, oyster habitats) and environmental risks from dredging, pollution, and invasive species. Also, infrastructure and safety that involved the aging infrastructure's capacity to support increased population and utility demands. Other concerns involved public safety risks from temporary workforce population and tsunami vulnerability. The possibility of social challenges dealing with housing shortages and overcrowded schools, the strain on public services and limited healthcare facilities. The fear of losing the small-town character and the natural beauty of the area due to industrialization. Also, trust-related issues in communication due to “historical lapse in communication”, the perception of limited community involvement in decision-making, and concerns that current engagement efforts are too late in the process.

Local tribal governments expressed concerns about potential disturbances to sacred sites, burial grounds, and culturally significant areas. Additionally, they emphasized the importance of environmental stewardship to protect critical ecosystems essential to their traditional practices.

Residents of the Empire neighborhood have voiced worries about noise and light pollution, the impact on their views, and the potential misalignment with waterfront development goals outlined in the Empire area blueprint. Nearby communities, including Reedsport, Mapleton, Veneta, Eugene, and others, have raised concerns about traffic disruptions, delays at crossings that could affect commuters and emergency services, and safety risks associated with increased rail operations. These include issues related to noise, air pollution, and the potential for accidents or derailments.

The Community Engagement Plan draft, as shared by Ms. DeDona, includes several key strategies aimed at building stronger relationships with the community, promoting transparency, and ensuring inclusivity in the project. A summary of the important points from the engagement goals and strategies are outlined (slides 14 and 15):

#### **Engagement Goals**

- **Build Awareness:** There is a perception that the community has limited information about the project. There is a need for regular communication and clear opportunities for community members to learn about the PCIP project.
- **Facilitate Participation:** Offer meaningful opportunities for community members to provide input, increasing involved participation in the process.
- **Strengthen Relationships:** Strengthen existing relationships within the community while fostering new connections with other agencies, community groups, and governmental bodies.
- **Promote Transparency:** A key theme is maintaining consistent communication, keeping the community informed about the project’s progress, and creating opportunities for involvement in decision-making.
- **Support Inclusivity:** Actively invite and provide access to a wide range of community perspectives, ensuring that diverse voices are included in the project’s development.

#### **Key Strategies**

- **Clear Communication:** Transitioning information from an advocacy-focused approach to public-facing communication that is easily understood, with clear and accessible language.

- **Regular Communication:** Maintain regular communication and use accessible formats, including creating a public comment process and a frequently asked questions (FAQ) feature to keep the community updated.
- **Project Advisory Group:** Establish a group that will act as a liaison to the community, ensuring the project remains representative of diverse community perspectives and shaping the direction of the reinvestment plan.
- **Community Engagement Activities:** Hold focus groups, listening sessions, and presentations to community organizations (particularly those serving vulnerable groups like non-English speakers). Provide accommodations to ensure these groups can participate and share their views.
- **Outreach Efforts:** Engage the community through various means like open houses, town halls, and presentations to neighborhood associations, business groups, and other organizations. Add in the online involvement opportunity. This will help to share information, gather feedback, and promote involvement.
- **Accessibility and Location:** Ensure that key milestones and engagement opportunities are spread across different locations such as Eugene, Empire, Reedsport, Charleston, Coos Bay, and Mapleton. Online engagement tools like informational video briefings will also be available, along with outreach through media and mailed surveys.
- **Ongoing Information Sharing:** Consistently provide updated information about the project, ensuring that the community stays informed and involved throughout its development.

In conclusion, the Estimated Timeline created in the draft (slide 16) provides a structure designed to ensure that various community members and stakeholders are involved in different stages of the project, and their input is actively used to shape its outcomes, particularly in areas like environmental impact and community reinvestment.

- **Engagement Activities Aligned with Project Milestones:** The project timeline includes specific points where engagement activities will coincide with project milestones. These activities will allow stakeholders to review and provide feedback on aspects of the environmental statement, as well as social and economic impacts, as detailed in the project report.
- **Opportunities for Feedback:** There are designated moments for stakeholders to learn about the environmental and socio-economic impacts of the project. These opportunities will be paired with structured feedback mechanisms.
- **JLA's Recommendations:**
  - **Three Focus Groups/Listening Sessions:** These would focus on engaging with vulnerable populations, providing them with a space to voice their concerns, suggestions, and feedback.
  - **Five Open Houses/Town Halls:** These events would be both in-person and online, providing an opportunity for the broader community to engage with the project, ask questions, and offer input.
  - **Eleven Project Advisory Group Meetings:** Regular meetings will be held with a specific advisory group to share information, gather feedback, and shape the project's direction.

Commissioner Hamner asked about the section on the timeline where JLA will be connecting with the community from Spring through Summer. The engagement plan included focus groups and listening sessions and utilizing a community organization or local nonprofit to facilitate those engagements. Commissioner Hamner wanted to know which community organization JLA is partnering with. Ms. DeDona responded by saying that at this time they do not have a specific organization to handle the sessions. The proposal mentioned collaboration with an established local nonprofit organization that has deep community connections. This approach is strategic, as it will help with effectively recruiting participants. The Port will need to provide financial support through a subcontracting arrangement with the organization that has been chosen to help with the sessions.

Commissioner Hamner asked if this would be supported by grant money that the Port has already received. Ms. Cribbins responded that there is state funding being used to support the work.

Commissioner Hamner asked how the presentations would be conducted to surrounding communities. Ms. DeDona responded that at this time they do not have a formal procedure for how these gatherings will be conducted, but Port staff could be present at scheduled meetings to share information about the project and answer questions. Ms. Elliott added that JLA could help facilitate those meetings, but it would be helpful for staff to have someone with technical knowledge of the project present. Ms. DeDona added, with the other forms of communication, like FAQ, videos, printed and online distribution of materials will help with a variety of ways community members can find out about the project and get their questions answered.

Commissioner Hamner requested additional clarity on how community members could participate in the advisory groups. Ms. DeDona explained that there would be an open application process. Interested individuals can indicate their interest to staff, who will then review the applicants' information and select members to form a group that reflects a variety of interests and represents the broader community. The advisory group is expected to be sizable, ensuring diverse perspectives. It will likely be formed and convened early next year, beginning with an orientation to the project. Afterward, the group will adopt a regular meeting schedule that continues throughout the project's duration. The advisory group's primary role will include acting as a sounding board for staff, serving as a liaison to the community, and keeping neighbors and colleagues informed throughout the project.

## 5. CONSENT ITEMS

- A. Approval of November 21, 2024 Regular Commission Meeting Minutes
- B. Approval of November Invoices
- C. Approval of November Contracts Awarded

Upon a motion by Commissioner ViksneHill (second by Commissioner Hamner), the Board of Commissioners voted to approve the November 21, 2024 Regular Commission Meeting Minutes, November Invoices and November Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Hamner, and Roblan. Nays: None. Absent: Edwards).

## 6. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

Commissioner ViksneHill asked to receive updates on financial actuals so far and then an update on how the budget might turn out for the second half of the fiscal year. Ms. Richardson responded that she and Ms. Comstock are working on a projection through the end of the year. Commissioner Hamner asked if there will be a work session. Ms. Comstock responded that there will be a work session planned for next month on forecast findings.

## 7. ACTION ITEMS/REPORTS

### A. **2024Res16: Port of Coos Bay Rate Schedule**

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

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

Port Staff compared similar RV Parks in the region and found the Port’s daily, weekly and monthly rates continue to be well below the market average. Port Staff recommends a rate adjustment of 5% for all monthly RV Park Rates. This rate adjustment is based on market analysis, overall maintenance needs, and a projected 11% increase in electrical rates for 2025.

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

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

The following are additional proposed changes:

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

The proposed red lined 2024/25 Port of Coos Bay Rate Schedule is attached as Exhibit A to the resolution within the meeting packet.

Pursuant to Port Policy, the Rate Schedule must be modified by resolution of the Port Commission. Upon Commission approval of the resolution, the revised Port of Coos Bay 2024/25 Rate Schedule will be republished with an effective date of January 1, 2025.

Upon a motion by Commissioner ViksneHill (second by Commissioner Hamner), the Board of Commissioners motioned to approve Resolution 2024Res16 revising the 2024/25 Port of Coos Bay Rate Schedule effective January 1, 2025. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Hamner, and Roblan. Nays: None. Absent: Edwards).

Commissioner Roblan asked if the Port’s rates fall on average based on other facilities. Mr. Dwire confirmed that the rates are below average compared to other facilities. Commissioner Hamner asked if the rate changes go to the Charleston Advisory Committee. Ms. Comstock responded that these do not go to Charleston Advisory Committee.

#### **B. Assignment of Track Miles for 45G Tax Credit**

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

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

Mickelson & Company is able to assign the Port’s 151-track miles solely for the purpose of the Section 45G credit for \$2,200 per track mile or \$332,200. The fee for this Agreement of Assignment is \$20,838, which provides the Port with revenue of \$311,362. The funds will be deposited into the Port's General Fund and are used to offset overhead, and other expenses related to the Port's ownership of the rail line.

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

Upon a motion by Commissioner ViksneHill (second by Commissioner Roblan), the Board of Commissioners motioned to approve agreement to assign track miles for purpose of receiving tax credit revenue under Section 45G of the Internal Revenue Code, including signature authority for

the Port Chief Executive Officer to execute the document. **Motion Passed Unanimously.** (Ayes: Stevens, ViksneHill, Hamner, and Roblan. Nays: None. Absent: Edwards).

**8. OTHER**

**9. COMMISSION COMMENTS**

**10. NEXT MEETING DATE** – Thursday, January 16, 2025, 11:00 a.m.

**11. ADJOURN**

President Stevens adjourned the meeting at 12:40 p.m. and entered Executive Session, as authorized under ORS 192.660(2), to:

(e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;

(f) consider information or records that are exempt by law from public inspection;

(g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;

(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.

✓ Public comments of Michael Graybill

Before the Port of Coos Bay management Commission Meeting

19 December 2024

Members of the Management Commission:

Good morning. I am Mike Graybill from Charleston

At multiple meetings over the past 12 months, I have appeared in person to request information related to the proposed PCIP project. I have submitted specific questions and requested information in oral and written testimony. I am here today to state that I have yet to receive any responses. So, I will repeat these recommendations and questions again today.

1. Has the port commission established decision criteria that will be used to determine whether or not they should pursue the PCIP project and, at what stage in the exploration of the PCIP project will these criteria be used?

2. I have encouraged you to develop a more comprehensive understanding of the origins and history of the plans to expand the navigation channel depth to 45' deep and 450' wide. As far as I can tell, these plans began sometime in 2006.

[https://www.google.com/url?sa=t&source=web&rct=j&opi=89978449&url=https://orule.org/wp-content/uploads/2016/05/ORULE-1.pdf&ved=2ahUKEwjom4vP1bKKAxWbxuYEHR7JOt8QFnoECBcQAQ&usg=AOvVaw1Nqpcw\\_LCSzZJrc7P9cex0](https://www.google.com/url?sa=t&source=web&rct=j&opi=89978449&url=https://orule.org/wp-content/uploads/2016/05/ORULE-1.pdf&ved=2ahUKEwjom4vP1bKKAxWbxuYEHR7JOt8QFnoECBcQAQ&usg=AOvVaw1Nqpcw_LCSzZJrc7P9cex0)

Since that time, the composition of the port commission has completely turned over and Senator Wyden has been briefed on this proposal by no less than six port executive directors. Aside from this significant turnover of personnel, the locations of the shoreside development proposals used as the rationale for the channel expansion have varied as have the proposed types of vessels likely to use an expanded channel.

Given the protracted history of the port's channel expansion efforts and the spectrum of proposals used to justify the costs and consequences of the work, in previous meetings I have recommended that the commission direct the staff to compile a history of the navigation channel expansion plan as well as a history of the proposals and people that have played a role in advancing the plan. Compiling a history will make it possible for the current staff and commission to understand how the specifications for the project were initially developed and how they have been adapted to accommodate the various proposals that have been associated with it. I am here today to ask if the commission has discussed this recommendation or if the commission has any plan to act on this recommendation.

3. Following the news that the Port's 2023 MEGA grant application was not selected, I appeared before you to request information regarding the status of and plan for the \$55 million state bond funds appropriated by the legislature to provide non-federal cost share for the federal MEGA grant. My initial oral and written request was submitted at the December 2023 commission meeting. I never received a response to that request. More recently, I resubmitted this request in oral and written form at the November 2024 commission meeting. I have not received a response to this second request. I am here today to request a response to this question for the third time.

Thank you for this opportunity to raise these issues again. I continue to look forward to receiving your responses.

✓ Good Morning Commissioners,

My name is Patrick Momsen and I live at [REDACTED]. I have owned my home for over 30 years. It is a spectacular spot right on the bay south of the Empire Boar Ramp. You could say I am one of the lucky folks Val Hoyle referred to as “one of the people opposed to the PCIP because they will lose their view.” Yes, I stand to lose my view, and much more.

I realized how much more I will lose when I reached out to a few of my neighbors about the project. Funny thing, my neighbors didn't know much of what was to come and how things will change in the Empire District.

Luckily, I came across the Army Core of Engineers Report produced for the International Port of Coos Bay **Proposed Section 204(f)/408 Channel Modification Project**. In it, I found that the PCIP was a bigger more invasive project than I had expected.

Here is what I found out I would lose as a result of the planning, construction and completion of the PCIP:

1. Blasting in the bay would begin to widen the channel. The result could, be a shifting of my house foundation, lessening my home's value.
2. The project is to be built across the bay from the “Hollering Place”, a recognized Native American Cultural Site. This special place was used to transmit by voice, messages between early inhabitants across the bay. The PCIP will bring a new level of noise to the Empire Area.
3. The turning basin would accommodate ships twice the current size of those travelling into Coos Bay. Those ships produce dangerous air emissions and pollution. This would affect my health because I have asthma.
4. The size of the PCIP would produce light pollution that would rival other large Ports on the west coast. Harsh lighting will affect my property values.
5. Incoming ships discharge into the bay. Bigger ship will discharge more. The bay and shoreline will be affected by chemicals and invasive species.

These are some effects as a result of the PCIP.

But, I wanted to know more about the PCIP. So, I called for a quick meeting at the Dolphin Theater and invited my Empire neighbors to come together to learn what we could about the possible changes that would take place because of the PCIP. On such short notice, I thought maybe we would have 5-10 folks.

Well, I was surprised that over 50 folks showed up. More folks said they would have come if I had given more notice.

Most of the attendees knew very little if anything about the PCIP. Most hadn't seen a map of the project. Most thought that jobs would be a plenty if the PCIP goes through. Most thought the project would lead to growth. Most didn't realize that the PCIP was right across from the Hollering Place in the Empire District. Most didn't think "What is in it for us?" How would Empire benefit?

Most felt after hearing the overall scope and objectives of the project that their property values would be affected. They would be affected by the light, the noise and the pollution from the ships and port.

I have attached the meeting agenda for your records to show that it was our intent to ask and gather questions for the Port.

The property owners in Empire know very little about the project and most feel that the plans are so advanced that they have no voice or say in the matter.

Although many of the questions are said to answered in the JLA Report, I am requesting that the answers to each of the questions posed by the citizens of Coos Bay be provided in writing so as to serve as the public record.

Thank you for your time.

Patrick Momsen  
[REDACTED]  
[REDACTED]

## PCIP Community Meeting; Questions from the Residents

Patrick Momsen [Patrick.momsen@gmail.com](mailto:Patrick.momsen@gmail.com)

1. How many Coos Bay folks are currently working on the expansion of the Jetty?

Suzi Retz. [retzloe@gmail.com](mailto:retzloe@gmail.com)

1. How much would truck use increase?
2. Have any permits or approvals happened yet?

Sue Lee [meralee4@gmail.com](mailto:meralee4@gmail.com)

1. Will the hours of operation be 24/7?
2. Is this a prudent investment keeping in mind the current China/US relations?
3. Will fishing vessels be blocked when shipping vessels are in transit in the bay?
4. Will employees earn \$100,000+ /year to be able to afford buying in the new housing development?
5. What will happen during a tsunami?
6. Will hazardous cargo be transported through Coos Bay?
7. How will the project impact the snowy plover nesting area?
8. My husband and I have worked 5 years with contractors repairing and remodeling a home only to find it directly across from the proposed terminal location. This month finally obtained a license for use as a vacation BNB rental. The noise, light pollution, and potential diesel fumes/pollution will impact both our business and property values, and cripple plans we have for development on our adjoining lots as well as with a home in the next block over. What compensation is being offered to Empire home owners?
9. The next generation of cargo ships, with shore power capabilities, will be too large to navigate our small bay. Many of the existing cargo ships have not been retro-fitted with shore power capabilities and spew diesel fumes the entire time they are in port. Since the proposed terminal is touting "greenness" will these older, unimproved vessels be banned?
10. How many local managers and crane operators will this proposed facility employ? What other jobs would be available to local workers?

CJ Blaney [cjblaney46@gmail.com](mailto:cjblaney46@gmail.com)

- What will be done to mitigate:  
pollution from lights, ship exhaust and noise?  
the destruction of eel grass?  
the pressure on the fishing industry by crowding in the bay?

John Bozzo [stovepipe467@icloud.com](mailto:stovepipe467@icloud.com)

1. How will this effect property values in empire?  
Area which will need expansion look limited.
2. How much of the PCIP operation will be automated?
3. What property tax revenues will be generated?  
This seems like a big plan for a limited site.
4. Why not conduct a community survey with some of the grant money?

Nicole Stagner [stagnic@hotmail.com](mailto:stagnic@hotmail.com)

1. What will be the light radius around the terminal and around the ships?
2. Why is the Port building a terminal for only smaller ships that are not the ships of the future?

Jan Hodder [jhodder111@gmail.com](mailto:jhodder111@gmail.com)

1. What entity will run the PCIP?
2. What, if any, shipping companies have been identified to do business with the PCIP?
3. Will North Point provide funding and management of the PCIP?
4. What terminal operator will run the PCIP?

Cliff Taylor [vettelvr50@gmail.com](mailto:vettelvr50@gmail.com)

1. What are the timelines for dredging the bay?
2. What is the timeline for the construction of the site?
3. What is the expected noise level and hours of operation?
4. What is the timeline for improving the train tracks?
5. What is the timeline for the necessary permits to be completed?
6. What effect on property values can be expected?
7. When will the first ships arrive?

Paul Poresky [oregonoldgrowth@gmail.com](mailto:oregonoldgrowth@gmail.com)

1. Has there been a comprehensive cost/benefit analysis including a concrete projection on terminal usage and revenues generated therefrom, and factoring in the cost of diminished revenues from tourist activity, fisheries, and the cost, mostly borne by the tax payers to continually dredge for these big ships, and to provide other subsidies?
2. Why are we investing so much capital developing a facility that handles tons of shipping, much of which may be toxic, on a site which is smack in the middle of the most vulnerable tsunami hazard zone?

**Anonymous**

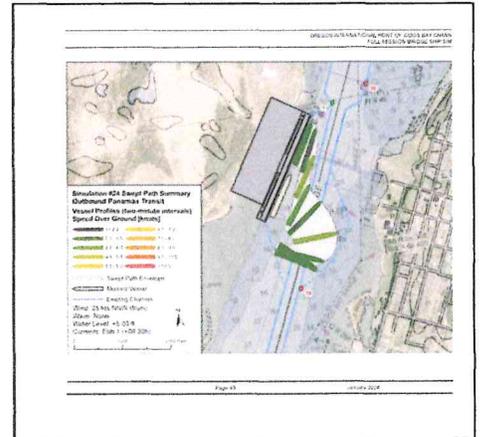
What migrating species use the corridor and how will they be affected by the noise and transportation?

**Anonymous**

Is 75 years a long enough lease?

# PCIP COMMUNITY MEETING

Location: The Dolphin Playhouse  
Date: 12/10/2024  
Time: 4:00-6:00 pm  
Facilitator: Concerned residents of Empire



## Agenda

- |   |   |
|---|---|
| <b>Introduction</b>                                   | Welcome to attendees and speakers   |
| <b>General questions from the residents of Empire</b> | <ul style="list-style-type: none"><li>-What is PCIP: An Overview</li><li>-What are the objectives of the PCIP?</li><li>-What impacts will the PCIP have on the North Spit, the bay and the Empire shoreline</li><li>Who is funding the PCIP?</li><li>Where exactly will it be constructed?</li><li>What are the plans for future expansion on the North Spit?</li><li>What is the current timeline for Completion?</li><li>How will Empire Benefit from the PCIP?</li><li>What are the expected drawbacks for Empire?</li></ul> |
| <b>Speakers on the issues</b>                         | What we know as of now  |
| <b>Questions and Answers on the Issues</b>            | Participants are asked to kindly submit their questions in writing on the forms provided  |

Testimony for the Port of Coos Bay  
19 December 2024  
Christine Moffitt, PhD

I am among the many citizens here today to again point to the lack of transparency and lack of engagement by the Port of Coos Bay with the community in your operations and focus.

Economic development is one of the missions of ports but the vision for economic development that port leadership has embraced for decades is one that disregards the reality of true economic operations.

The Port operations as demonstrated here today appear to be based upon a concept of economic development that is an artifact of colonization. I translate it as "We know what is needed for you poor citizens and we are here to provide that." The Port continues to pursue large scale development projects that involve out of town and out of region entities that are known for boom-and-bust economic drivers with the investments serving stockholders elsewhere. The repeated statements that in the 1960 to 70s we had hundreds of ship calls to the port, and were bustling with industry are stated as if that was a reasonable and prudent sustainable economy.

Economic development agencies appear not to be evaluated and funded based upon performance or results. The general public is promised jobs and a broader tax base that can fund needs, but does that really deliver? The concept of sustainable economic development is one that is driven from within the community and involves and integrates within the local needs, and local dollars generated and retained in the community. We are still dealing with the legacy of toxic chemicals that were left behind by the paper mills and mining of the past. The exiting industries leave these legacies for communities to deal with.

The list of export and import ideas here has been long, just a decade or so ago we were looking at exporting coal, importing then exporting LNG. Do any of those operations create and support long term community goals? What are the costs?

The millions of dollars that have recently been provided to the Port for studies and planning for the proposed PCIP and other iterations of how to enlarge our small estuary to support large ships are not providing salaries or developing opportunities for local residents. These studies conducted to determine how to dredge and enlarge the federal navigation channel are contracted to consulting and engineering firms elsewhere.

Our Charleston fishing community has pleaded for support of their livelihood. We have many scientists here that are working to increase understanding of the importance of estuary systems for our fish and wildlife populations.. Yet the grant proposals lauded are not ones that will rebuild the Charleston dock infrastructure to support existing a develop attractive facilities for local businesses. We need partnerships with the Port to pursue opportunities for large scale restoration programs to deal with sea level rise and flooding that challenges all of our roads, businesses and existing infrastructure.

Our local League of Women Voters of Coos Bay has engaged and studied the actions of the port since the 1960s. Our latest summary report completed last year is posted on the league's web. I urge you to read this to understand the legacy and repeated failure of visions in understanding economic development.

I ask once again for you to listen to our community and work collaboratively and realistically at who we are and together address what we can be.

12.19.24

While I recognize the J.L.A. document is a summary only, I would like to note one specific shortcoming and offer one, I hope, constructive suggestion:

1. The impact on recreational fishing and other water related activities on the west bay by the PCIP was not high-lighted.

The Empire Blueprint Plan, about to be adopted by the City of Coos Bay, is in large part, the result of years of work by the Community Coalition of Empire and its supporters. The key to the success of this plan for economic development is to grow recreational fishing and related activities with major upgrades to the Hollowing Place boat ramp and waterfront and with CBEMF in place improve habitat and fishing stock. To locate the PCIP anywhere across from Empire seems to directly conflict with the Blueprint Plan.

2. A constructive suggestion: Formatting and content along the traditional approach of "press and cons" produced a document which felt very homogenized, vanilla and bland - not bad, but not a strong enough roadmap to move things along.

-2-

A would suggest a third, <sup>more neutral</sup> grouping or category labeled "questions and concerns" with a clear formatting of exactly that "questions and concerns" spelled out specifically and by category.

This would allow the Port to answer specifically and transparently to the public and with periodic updating give us what we are all asking for: clear information and dialogue.

In the end, it is the hard scientific facts that will determine the outcome and success or not of this project.

Why not build it in from the beginning?

✓ STEVE SKINNER

[REDACTED]  
[REDACTED]  
541.756.3857

s.skinner80@hotmail.com

I am Tallon Trentz with the International Union of Operating Engineers Local 701; I am the southern Oregon field representative. The IUOE Local 701 represents nearly 4,000 workers in Oregon and Southwest Washington. We are committed to fighting for safe and fair working conditions. I am also a delegate for the southern Oregon building & trades council.

I am here today to support the project of the shipping cargo container facility and hope that we can start breaking ground on this project, I was born and raised in Coos Bay and live here currently, throughout my life time I've seen this area which I love dearly pass up opportunities for growth and development I'm hoping with the shipping container facilities we can put this community back on the map once again for not just tourism but as a much needed import & export port once again. With the growing need for trade workers this project will put a lot of people to work. With apprenticeship programs and good paying jobs with benefits the future generation will be able to have opportunities once they graduate school and go straight to work making great livings for themselves and their families. In my role as southern Oregon field representative, I've been part of doing outreach programs with our simulator with the Local 701 and going and speaking at schools letting the younger generation know about apprenticeship programs and the opportunities they could have after high school.

This is a great area to live and a great place to raise your family and with the shipping cargo container facility it will bring great jobs with good benefits back to this area once again and having the opportunity to not leave your hometown in search of a great career is another reason why I support this shipping container facility project.

Thank you in Solidarity,

✓ Tallon Trentz- Southern Oregon Field Representative IUOE 701

Port of Coos Bay Board of Commissioners Meeting, December 19, 2024  
Comments to be included in minutes.

Good morning,

Thank you for serving on the Port Board.

Thank you for this opportunity to express my thoughts about the proposed Container Ship Terminal.

It's come to my attention that you are appointed by the Governor, not elected by the people of Coos County.

You serve Salem and the Willamette Valley, not Coos Bay, North Bend and the Coast

That is clear.

The various dubious ventures you have attempted to foist on us here on the coast prove that. Proposals like LNG, and now a container terminal, profit others elsewhere and cause great harm to our quality of life and our greatest asset, the natural beauty of our area which is a beacon for tourists throughout the world.

The Container Ship Terminal, deceitfully labeled as an Intermodal Port, is the most recent example.

It's a money maker for the people at both ends, the ones sending the containers and the ones receiving them.

It's a major inconvenience for all of us in the middle, people living here in Coos County.

The Coos Bay shipping channel is not currently able to accommodate these giant ships.

They are over four football fields long with a draft of nearly 50 feet.

Creating and maintaining a channel wide and deep enough is harmful to all manor of aquatic life, and a major expense that we all bear.

The amount of noise, light, air and water pollution from terminal activities is staggering, and on a level never seen in Coos Bay. 12,000 twenty foot long containers unloaded, and 20,000 twenty foot long containers loaded for every ship.

That's why other container ship terminals are far away from residential areas.

Why are we investing so much capitol developing a facility which handles tons of shipping, much of which may be toxic, on a site which is smack in the middle of the most vulnerable tsunami hazard zone? Surely there are better ways to develop the Port.

Lastly, if we build it, will they come. The shipping industry is very volatile.

It's a risky site, and a risky business.

Respectfully submitted.

Paul Poresky

[Redacted signature]

541-404-8267

**Public comment December 2024 Port of Coos Bay Commission Meeting by Jan Hodder Dec 19, 2024**  
[jhodder@uoregon.edu](mailto:jhodder@uoregon.edu)

✓ Good Morning – My name is Jan Hodder and I live in Charleston.

As you all know I have serious concerns about the long term economic feasibility of the PCIP project. I am in the process of reading the channel navigation studies posted on the port's website which I hope that you too are reading. I am commenting today on the Appendix C report. This is the economic justification for the proposed improvements to the federal navigation channel as part of the PCIP project.

This appendix, the authors of which are not noted, is an analysis comparing the cost of shipping two million containers a year from Busan, South Korea to either Coos Bay or several east coast ports including the Port of Norfolk, Virginia which is used in the report for the vessel operating costs, and then delivering those containers to markets in western inland states.

The assumptions used in this report need serious consideration. In the three minutes that you allocate for public comment it is not possible for me to outline what I see as the inadequate due-diligence shown by the consultants hired by the port to write this report. But just a few examples:

- The analysis uses containerized cargo data from 2022 as the basis of forecasts of future volumes to be handled by US ports. These data are from the Covid pandemic era which we know are unusually high. More recent data should be used for this analysis.
- The analysis is based on an assumption that Asia-North America cargo handled at East and Gulf coast ports is presently transported to and from inland US states only via trucks, and that these ports will continue this practice into 2050. This is not going to be the case. For example, The Port of Virginia, which includes the Port of Norfolk, has just completed an \$83 million rail yard project increasing the port's capacity to handle 2 million TEUs annually. These types of data makes the report's cost comparisons out of date and unreliable.
- The report also assumes that a Coos Bay port will be the only rail served port option available to shippers moving cargo between Asia and US interior states until 2050. Rail options now exist at every major port and are expanding greatly, which makes this assertion invalid.

One reason in the report for a Coos Bay cost savings over east coast ports is because you don't need to go through the Panama Canal to get to Coos Bay from South Korea. Melissa's recent presentation to the Bay Area Chamber luncheon on Dec 11 noted that Coos Bay would be 40% faster than Savannah, Georgia for freight routed from Asia to Chicago. Why the Savannah comparison? Savannah has two Class 1 on-terminal rail facilities. Why not compare Coos Bay with LA/Long Beach, Seattle, Tacoma, Lazaro Cardenas all of which also have rail ability? I would like to know why they were they not included in the study?

I would urge those of you making decisions about whether the PCIP is a good investment of federal and state funds to read the consultants report, and evaluate its many assumptions used to support the PCIP project. It is imperative that, if we undertake this development, you can assure us that there will be a successful long term outcome from this project.

Please accept this comment for the minutes of the Dec. 19<sup>th</sup> 2024 port commissioner's meeting.

Dean Lundie  
Divine Nature Academy

  
  
[divine.nature.academy2023@gmail.com](mailto:divine.nature.academy2023@gmail.com)

December 13, 2024

*miely60s@barric.com*

Subject: Demand for Public Records Related to Environmental Studies, Funding, Dredging Operations, Material Transport, Contingency Plans, and Army Corps of Engineers Involvement *PCIP*

To whom it may concern,

Pursuant to the Oregon Public Records Law (ORS 192.410-192.505), I am formally requesting access to and copies of all public records related to the Coos Bay Rail Line and associated operations. This request specifically includes the following:

1. Environmental Studies and Reports: All completed, ongoing, or proposed environmental studies regarding dredging operations along the Coos Bay Rail Line. • Documentation detailing the potential environmental impacts of these dredging activities, including assessments of ecosystems, water quality, and wildlife habitats.
2. Funding Sources: Records showing all sources of funding allocated to the Coos Bay Rail Line, including public and private contributions, grants, or loans related to the rail line's development, maintenance, or environmental initiatives. • Specific details regarding the use of these funds for dredging operations, including any allocations for the deposit or management of dredged spoils.
3. Dredging Operations: All records describing the extent, location, and methods of dredging operations conducted along the rail line or its adjacent waterways. • Reports, permits, or studies related to the disposal of dredged materials, including spoil locations, volumes, and environmental compliance measures.
4. Materials Transported via Rail Line: Documentation detailing the types of materials currently or proposed to be transported along the Coos Bay Rail Line, particularly from any container cargo offloading facilities. • A comprehensive list of all hazardous materials (HAZMATs) being transported or planned for transport, including their classification, volume, and frequency of movement.
5. Contingency Plans for Future Hazards: Copies of any emergency response plans, contingency plans, or risk mitigation strategies for potential shipwrecks

involving container vessels navigating the Coos Bay bar or the jetty. • Contingency plans and safety protocols for future derailments involving hazardous materials along the Coos Bay Rail Line, particularly on the route between Coos Bay and Eugene, Oregon. • Any agreements or communications with state, federal, or local agencies outlining emergency response coordination, including provisions for spill containment, evacuation, and environmental remediation. • Training materials, incident simulations, or preparedness assessments conducted for potential disasters, including shipwrecks and HAZMAT-related rail incidents.

6. Army Corps of Engineers Involvement: Copies of all plans, maps, and associated documentation created or submitted by the Army Corps of Engineers regarding this rail cargo container ship-to-rail project. • All permit applications related to dredging, construction, or other operations tied to this project. • Records identifying all investors or stakeholders involved in funding, developing, or supporting this project, including any agreements or contracts made with private entities or government agencies.

7. Compliance and Oversight: All communications with state or federal agencies related to permitting or compliance for dredging activities, cargo offloading, materials transport, disaster response preparedness, and Army Corps of Engineers involvement. • Any correspondence, reports, or studies regarding adherence to applicable environmental and safety regulations, including NEPA and state-level requirements.

Request for Public Record Format I request that these records be provided in electronic format where possible, or as physical copies if digital versions are unavailable. If any of these records are withheld or redacted, please provide a written explanation citing the specific legal exemptions that apply. Time Frame for Response As provided by ORS 192.329, I expect a response to this request within five business days. If the records cannot be provided within this timeframe, please inform me of the anticipated date for the release of these records and the reason for the delay. Fee Waiver Request Given the significant public interest in the environmental, safety, and economic implications of this project, I request a waiver of any fees associated with this request. However, if fees are unavoidable, please notify me in advance of the total cost.

Thank you for your prompt attention to this matter. I look forward to your timely response and am happy to clarify any part of this request if needed.

Sincerely,



Dean Lundie

✓ Steve Miller  
[REDACTED]

Dec. 19, 2024

I want to say the JLA Public Involvement effort has worked to hear the interests and concerns of a variety of stakeholders in the Pacific Coast Intermodal Port proposal.

I appreciated the cordial, professional listening session I took part in and felt like my concerns were recorded.

In my understanding of the report the Port has received describing the process for public involvement, JLA recognizes that in the short time frame available to produce their report, there are others they want to hear from but were not able to reach.

A friend who lives east of Siltcoos Lake, with a home and property next to the railroad tracks, has some concerns that have gone unrecorded, as have those of his neighbors along the rail line. There must be hundreds of these residents living along rural sections of the railroad or using crossings between the North Spit and the Eugene rail yard.

I want to urge a continuation of the listening process to receive the many concerns of those rural residents.

Please record these comments in the meeting record

*Steve Miller*

Thank you,  
Steve Miller  
[REDACTED]



M E M O R A N D U M

**To:** Port of Coos Bay Board of Commissioners  
**From:** Mary Green, Accounting Supervisor  
**Date:** January 9, 2025  
**Subject:** Invoices Paid for Commission Approval through December 2024

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A/P checks issued per NetSuite financial system	1,111,080.58
Payroll disbursement per Umpqua Bank statement	204,738.92
Misc electronic disbursements per Umpqua Bank statement	913,822.59
<b>Total Disbursements</b>	<b><u>\$ 2,229,642.09</u></b>



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Megan Richardson, Director of Finance and Accounting

DATE: January 9, 2025

SUBJECT: December 2024 Contracts Awarded

The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the month of December. 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>
H&S Construction	2024-2025 On Call Track Repair Section 1	\$150,000.00
H&S Construction	2024-2025 On Call Track Repair Section 2	\$150,000.00
H&S Construction	2024-2025 On Call Track Repair Section 3	\$150,000.00
<b>Total Contracts Awarded for December</b>		<b>\$450,000.00</b>

# **Management Reports**



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Lanelle Comstock, Chief Executive Officer  
DATE: January 9, 2025  
SUBJECT: Administrative Services Management Report

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**Upcoming Scheduled Meetings and Events:**

- Charleston Advisory Committee Meeting: Wednesday, January 15, 12:00 pm
- January Regular Commission Meeting: Thursday, January 16, 11:00 am
- Martin Luther King Day (offices closed): Monday, January 20
- President’s Day (offices closed): Monday, February 17
- February Regular Commission Meeting: Thursday, February 20, 11:00 am

**ADMINISTRATION**

**Strategic Business Plan:** A Request for Proposals for an update to the Strategic Business Plan has been drafted and is soon to be reviewed by Business Oregon, and the application for grant funding from Business Oregon has also been drafted. Once the cost has been determined from the proposals received, the grant application will be completed and submitted to Business Oregon. We anticipate receiving a \$50,000 grant from Business Oregon to assist with drafting the Plan.

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

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

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

**Insurance Renewals:**

The Port and Rail have renewed the following insurance policies, effective January 1, 2025:

Insurance Policy	Expiring Annual Premium	Renewal Annual Premium
Dredge Operations - Errors & Omissions Liability, and Commercial Pollution Liability for dredge activities	\$19,942	\$23,321
Maritime Protection, Indemnity & Hull - Liability & Physical Damage for scheduled watercraft	\$42,272	\$43,458
Excess Maritime Protection, Indemnity & Hull - Excess Liability & Physical Damage for scheduled watercraft	\$16,765	\$18,000
Vessel Pollution - Pollution Liability Indemnity for scheduled watercraft	\$4,180	\$4,180
Railroad General Liability	\$231,077	\$250,516 <sup>(1)</sup>
Railroad Locomotives - Physical loss or damage to owned or leased locomotives	\$39,242	\$19,921 <sup>(2)</sup>
Railroad Public Officials Liability / Employment Practices Liability	\$25,590	\$25,590
Port Property (SDIS)	\$156,934	\$173,499 <sup>(3)</sup>
Port General Liability (SDIS)	\$61,049	\$73,566 <sup>(3)</sup>
Automobile (SDIS)	\$19,275	\$20,749
Insurance Premium Totals	\$616,326	\$652,800
Difference in Total Annual Premiums	\$36,474	

(1) Premium increased due to exposure and previous insurance claims. Very few markets are willing to write this line of coverage and offer the limits we receive.

(2) Premium decreased due to auctioned locomotives.

(3) SDIS stated “our reinsurers have advised us that we should expect significant premium increases due to financial and claims pressures on a statewide, national and international level. The good news is that due to the continued strong financial position of the Trust, we were able to absorb a large portion of that increase. However, some of that increase will need to be passed to the members. As such, we are advising members to budget for an *average* contribution increase of around 15.5%.” The Port incurred a 14.7% increase.

**SDIS Best Practices Insurance Premium Credit:** Thank you, Commissioners, for completing your share of the 2025 SDIS Best Practice requirements to receive a 10% credit on this year’s contributions for general liability, auto liability, and property insurance. This year we are saving \$27,465 on our insurance premium due to completing all of the requirements of the program.

**Assignment of Insurance Management Responsibilities:** Rick Adamek, the Port’s Director of Asset Management, has been assigned assumption of my insurance management responsibilities. Rick will now work closely with our Insurance Broker of Record and manage all property and liability insurance policies and claims.



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Megan Richardson, Director of Finance  
DATE: January 9, 2025  
SUBJECT: Accounting & Finance Management Report

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We hereby present November and November Year-to-Date (5 months) of financial results for the Port.

**Operating Revenue:**

Total operating revenues totaled \$276K, which was approximately \$93K less than budgeted. All departments, except Port Ops, reported revenues that fell short of the budget. Admin revenue continues to fall short of budget due to vacancies within the Hub building. Rail Ops car movements fell short of the budgeted amount due to lower customer demand than anticipated. The month of November had a total of 335 car movements compared to a budget projection of 640 cars. Charleston fell short of revenue projections across all business lines except Shipyard Services and Ice Sales.

**Operating Expense:**

Operating expenses totaled \$366K, which was \$132K under budget for the period. All departments underspent their budgets this month. The underspending this period is due to efforts to reduce spending across the general fund, combined with limited operations in Charleston due to most maintenance staff being allocated to dredging operations in Garibaldi.

**Operating Result:**

The Port ended November with a net loss of \$89K against a planned net loss of \$129K, which was less than the plan by \$40K. All departments performed better than planned except for Rail Ops. The unfavorable operating result is due to lower revenues, which did not cover expenses.

**Other Income & Expense:**

Other revenues totaled \$1.89 million, which is greater than planned by \$229K. This increase is due to the timing of property taxes received. The budgeted amount to be received in December was received in November. Next month, the year to date will be on plan. Other expenses totaled \$882K, which is \$217K overspent. This overspending is due to the timing of debt service payments. The debt service payments are on track for the fiscal year.

**Net Result & Year to Date:**

November had a net gain of \$923K compared to a budgeted net gain of \$872K resulting in a \$51K positive variance. This gain is due to the timing of property tax payments. Current year property taxes are 94% received for the fiscal year.

**Other comments:**

December Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
4,953,303.66	2,252,219.43	2,701,084.23	947.94	381,216.77	2,318,919.51

The total cash balances in all bank accounts for the December month end were \$4,953,303.66 which is a decrease from November of \$753K. This decrease in cash is because a majority of debt service is paid in December. Restricted funds are detailed in the table above. Total interest earnings totaled \$15,194.51 with \$4,433.08 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate decreased to 4.85% pa. This is a decrease in the pool interest rate of 0.42% from the start of the fiscal year.

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



	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
Administration	12,430	15,618	(3,187)	(20%)	11,992	438	4%	61,091	78,088	(16,996)	(22%)	53,043	8,048	15%	170,412	187,409	(9%)
External Affairs	0	0	0	-	10,000	(10,000)	(100%)	0	0	0	-	50,100	(50,100)	(100%)	0	0	-
Port Operations	24,510	21,131	3,379	16%	20,508	4,002	20%	114,797	108,573	6,224	6%	114,348	448	0%	281,075	274,852	2%
Railroad Operations	49,172	106,874	(57,702)	(54%)	77,289	(28,117)	(36%)	384,063	534,371	(150,307)	(28%)	376,787	7,276	2%	2,026,127	2,176,434	(7%)
<b>Charleston Operations</b>																	
Building & Dock Leases	22,116	29,474	(7,358)	(25%)	24,028	(1,912)	(8%)	98,194	147,372	(49,178)	(33%)	123,115	(24,922)	(20%)	304,515	353,693	(14%)
Marina	108,988	114,996	(6,008)	(5%)	105,543	3,444	3%	565,007	561,422	3,585	1%	533,888	31,119	6%	1,227,905	1,224,320	0%
Shipyards	35,490	21,116	14,374	68%	31,129	4,361	14%	152,711	90,765	61,946	68%	123,287	29,424	24%	293,738	231,792	27%
RV Park	15,790	19,746	(3,956)	(20%)	20,288	(4,498)	(22%)	217,534	241,265	(23,731)	(10%)	244,556	(27,022)	(11%)	348,256	371,987	(6%)
Ice Plant	4,367	4,000	367	9%	0	4,367	-	242,791	98,805	143,986	146%	111,011	131,780	119%	343,986	200,000	72%
Travel Lift	3,097	7,243	(4,146)	(57%)	5,931	(2,834)	(48%)	29,413	23,847	5,566	23%	19,202	10,211	53%	58,916	53,350	10%
Other	482	29,108	(28,625)	(98%)	866	(383)	(44%)	(25,159)	165,207	(190,367)	(115%)	(15,711)	(9,448)	60%	197,713	388,080	(49%)
<b>Total Charleston Operations</b>	<b>190,331</b>	<b>225,684</b>	<b>(35,353)</b>	<b>(16%)</b>	<b>187,786</b>	<b>2,545</b>	<b>1%</b>	<b>1,280,489</b>	<b>1,328,683</b>	<b>(48,194)</b>	<b>(4%)</b>	<b>1,139,348</b>	<b>141,141</b>	<b>12%</b>	<b>2,775,029</b>	<b>2,823,222</b>	<b>(2%)</b>
<b>Total Operating Income</b>	<b>276,443</b>	<b>369,307</b>	<b>(92,864)</b>	<b>(25%)</b>	<b>307,575</b>	<b>(31,132)</b>	<b>(10%)</b>	<b>1,840,441</b>	<b>2,049,714</b>	<b>(209,273)</b>	<b>(10%)</b>	<b>1,733,627</b>	<b>106,814</b>	<b>6%</b>	<b>5,252,643</b>	<b>5,461,916</b>	<b>(4%)</b>
<b>Operating Expenses</b>																	
Administration	115,829	141,040	25,211	18%	155,935	40,106	26%	823,866	703,559	(120,308)	(17%)	786,484	(37,382)	(5%)	1,840,335	1,720,027	(7%)
External Affairs	19,838	30,129	10,291	34%	33,936	14,099	42%	137,399	150,645	13,246	9%	164,788	27,390	(17%)	359,003	372,249	(4%)
Port Operations	36,444	38,811	2,367	6%	72,920	36,476	50%	175,527	192,697	17,169	9%	371,397	195,870	(53%)	485,439	502,609	(3%)
Railroad Operations	28,852	62,779	33,927	54%	15,250	(13,602)	(89%)	426,963	313,894	(113,069)	(36%)	447,528	20,565	(5%)	873,785	760,716	15%
Charleston Operations	164,610	225,309	60,699	27%	144,035	(20,574)	(14%)	874,519	1,147,707	273,188	24%	889,076	14,557	(2%)	2,600,732	2,873,920	(10%)
<b>Total Expenses</b>	<b>365,573</b>	<b>498,068</b>	<b>132,495</b>	<b>27%</b>	<b>422,078</b>	<b>56,505</b>	<b>13%</b>	<b>2,438,274</b>	<b>2,508,501</b>	<b>70,227</b>	<b>3%</b>	<b>2,659,274</b>	<b>221,000</b>	<b>8%</b>	<b>6,159,294</b>	<b>6,229,521</b>	<b>1%</b>
<b>Operating Results</b>																	
Administration	(103,399)	(125,423)	22,023	(18%)	(143,943)	40,544	(28%)	(762,775)	(625,471)	(137,304)	22%	(733,441)	(29,334)	4%	(1,669,922)	(1,532,619)	9%
External Affairs	(19,838)	(30,129)	10,291	(34%)	(23,936)	4,099	(17%)	(137,399)	(150,645)	13,246	(9%)	(114,688)	(22,710)	20%	(359,003)	(372,249)	(4%)
Port Operations	(11,934)	(17,680)	5,746	(32%)	(52,413)	40,478	(77%)	(60,730)	(84,124)	23,393	(28%)	(257,048)	196,318	(76%)	(204,364)	(227,757)	(10%)
Railroad Operations	20,320	44,095	(23,775)	(54%)	62,039	(41,719)	(67%)	(42,899)	220,477	(263,376)	(119%)	(70,741)	27,842	(39%)	1,152,342	1,415,718	(19%)
Charleston Operations	25,721	375	25,346	6759%	43,751	(18,030)	(41%)	405,970	180,976	224,994	124%	250,272	155,699	62%	174,296	(50,698)	(444%)
<b>Totals Operating Results</b>	<b>(89,130)</b>	<b>(128,761)</b>	<b>39,631</b>	<b>(31%)</b>	<b>(114,502)</b>	<b>25,372</b>	<b>(22%)</b>	<b>(597,833)</b>	<b>(458,786)</b>	<b>(139,047)</b>	<b>30%</b>	<b>(925,647)</b>	<b>327,814</b>	<b>(35%)</b>	<b>(906,651)</b>	<b>(767,605)</b>	<b>18%</b>
Tax Collected	1,881,139	1,654,235	226,904	14%	1,614,963	266,176	16%	1,950,067	1,725,921	224,146	13%	1,675,899	274,169	16%	2,649,000	2,424,854	9%
Financial Income	10,895	9,916	979	10%	11,130	(235)	(2%)	40,434	47,900	(7,466)	(16%)	53,162	(12,728)	(24%)	106,022	113,487	(7%)
Grant Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	60,000	60,000	0%
Loan Receipts	-	0	0	-	31,909	(31,909)	(100%)	0	0	0	-	31,909	(31,909)	(100%)	0	0	-
Other Income	2,071	1,075	996	93%	4,516	(2,445)	(54%)	493,650	5,375	488,275	9085%	13,962	479,688	3436%	501,175	12,899	3785%
<b>Total Other Income</b>	<b>1,894,106</b>	<b>1,665,226</b>	<b>228,880</b>	<b>14%</b>	<b>1,662,518</b>	<b>231,588</b>	<b>14%</b>	<b>2,484,151</b>	<b>1,779,196</b>	<b>704,956</b>	<b>40%</b>	<b>1,774,932</b>	<b>709,219</b>	<b>40%</b>	<b>3,316,196</b>	<b>2,611,240</b>	<b>27%</b>
Financial Expenses & Taxes	4,358	3,250	(1,108)	34%	3,041	(1,317)	43%	53,646	41,750	(11,896)	28%	135,456	81,810	(60%)	83,896	72,000	(17%)
Debt Service	877,285	0	(877,285)	-	918,043	40,758	(4%)	950,477	698,742	(251,735)	36%	994,454	43,977	(4%)	1,604,870	1,353,135	(19%)
Capital Outlays	0	34,875	34,875	(100%)	74,088	74,088	(100%)	167,811	174,375	6,564	(4%)	364,546	196,735	(54%)	411,936	418,500	2%
<b>Total Other Expenses</b>	<b>881,643</b>	<b>664,545</b>	<b>(217,098)</b>	<b>33%</b>	<b>995,171</b>	<b>113,528</b>	<b>(11%)</b>	<b>1,171,934</b>	<b>914,867</b>	<b>(257,067)</b>	<b>28%</b>	<b>1,494,456</b>	<b>322,523</b>	<b>(22%)</b>	<b>2,100,702</b>	<b>1,843,635</b>	<b>14%</b>
<b>Net Result</b>	<b>923,333</b>	<b>871,921</b>	<b>51,412</b>	<b>(6%)</b>	<b>552,845</b>	<b>370,488</b>	<b>67%</b>	<b>714,385</b>	<b>405,543</b>	<b>308,842</b>	<b>(76%)</b>	<b>(645,171)</b>	<b>1,359,556</b>	<b>211%</b>	<b>308,842</b>	<b>0</b>	<b>-</b>

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	11,090	14,322	(3,231)	-23%	10,742	348	3%	54,751	71,608	(16,856)	-24%	46,793	7,958	17%	155,002	171,859	-10%
4125 Launch Ramp	70	0	70	-	0	70	-	70	0	70	-	0	70	-	70	0	-
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	6,250	6,250	0	0%	6,250	0	0%	15,000	15,000	0%
4290 Other	20	46	(26)	-57%	0	20	-	20	230	(210)	-91%	0	20	-	340	550	-38%
<b>Total Operating Income</b>	<b>12,430</b>	<b>15,618</b>	<b>(3,187)</b>	<b>-20%</b>	<b>11,992</b>	<b>438</b>	<b>4%</b>	<b>61,091</b>	<b>78,088</b>	<b>(16,996)</b>	<b>-22%</b>	<b>53,043</b>	<b>8,048</b>	<b>15%</b>	<b>170,412</b>	<b>187,409</b>	<b>-9%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	40,421	58,325	17,903	31%	69,298	28,877	42%	342,617	291,624	(50,994)	-17%	361,787	19,170	5%	809,442	758,449	-7%
5015 Overtime	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	0	-
<b>Total Compensation</b>	<b>40,421</b>	<b>58,325</b>	<b>17,903</b>	<b>31%</b>	<b>69,298</b>	<b>28,877</b>	<b>42%</b>	<b>342,617</b>	<b>291,624</b>	<b>(50,994)</b>	<b>-17%</b>	<b>361,834</b>	<b>19,217</b>	<b>5%</b>	<b>809,442</b>	<b>758,449</b>	<b>-7%</b>
5100 Federal Payroll taxes	3,018	3,959	941	24%	3,951	933	24%	17,786	19,795	2,008	10%	22,655	4,869	21%	49,473	51,481	4%
5105 State Payroll taxes	158	0	(158)	-	192	34	18%	832	0	(832)	-	1,027	195	19%	832	0	-
5110 Unemployment Insurance	158	916	757	83%	419	261	62%	2,296	4,578	2,282	50%	3,779	1,483	39%	9,624	11,906	19%
5115 Workers compensation	88	230	142	62%	667	580	87%	452	1,151	700	61%	590	138	23%	2,295	2,995	23%
<b>Total Payroll Taxes</b>	<b>3,422</b>	<b>5,105</b>	<b>1,683</b>	<b>33%</b>	<b>5,229</b>	<b>1,807</b>	<b>35%</b>	<b>21,365</b>	<b>25,524</b>	<b>4,159</b>	<b>16%</b>	<b>28,050</b>	<b>6,685</b>	<b>24%</b>	<b>62,223</b>	<b>66,382</b>	<b>6%</b>
5200 Medical insurance	5,426	8,184	2,758	34%	14,850	9,424	63%	29,773	40,921	11,148	27%	62,343	32,571	52%	87,062	98,210	11%
5205 Dental insurance	701	980	279	28%	1,238	537	43%	3,862	4,898	1,036	21%	5,065	1,203	24%	10,719	11,756	9%
5215 Term life insurance	63	88	25	29%	133	71	53%	329	438	108	25%	622	293	47%	942	1,050	10%
5220 Long Term Disability insurance	241	386	144	37%	430	188	44%	1,160	1,928	767	40%	2,058	898	44%	3,859	4,627	17%
5225 PERS Employer Contributions	8,462	12,213	3,751	31%	14,178	5,716	40%	44,341	61,064	16,723	27%	78,567	34,226	44%	142,092	158,815	11%
5230 PERS Employee Contributions	2,296	3,314	1,018	31%	3,956	1,660	42%	12,033	16,571	4,538	27%	20,571	8,538	42%	38,559	43,098	11%
5295 Allocations	0	(189)	(189)	100%	0	0	-	0	(945)	(945)	100%	0	0	-	(1,513)	(2,458)	38%
<b>Total Insured Benefits</b>	<b>17,189</b>	<b>24,975</b>	<b>7,786</b>	<b>31%</b>	<b>34,785</b>	<b>17,596</b>	<b>51%</b>	<b>91,498</b>	<b>124,875</b>	<b>33,376</b>	<b>27%</b>	<b>169,227</b>	<b>77,728</b>	<b>46%</b>	<b>281,721</b>	<b>315,097</b>	<b>11%</b>
<b>Total Personnel Services</b>	<b>61,032</b>	<b>88,404</b>	<b>27,372</b>	<b>31%</b>	<b>109,313</b>	<b>48,281</b>	<b>44%</b>	<b>455,480</b>	<b>442,022</b>	<b>(13,458)</b>	<b>-3%</b>	<b>559,111</b>	<b>103,631</b>	<b>19%</b>	<b>1,153,386</b>	<b>1,139,928</b>	<b>-1%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	336	679	343	51%	1,722	1,387	81%	661	3,396	2,735	81%	12,493	11,832	95%	5,415	8,150	34%
6010 Educational reimbursement	0	0	0	-	0	0	-	0	0	0	-	1,104	1,104	100%	0	0	-
<b>Total Staff Training</b>	<b>336</b>	<b>679</b>	<b>343</b>	<b>51%</b>	<b>1,722</b>	<b>1,387</b>	<b>81%</b>	<b>661</b>	<b>3,396</b>	<b>2,735</b>	<b>81%</b>	<b>13,597</b>	<b>12,936</b>	<b>95%</b>	<b>5,415</b>	<b>8,150</b>	<b>34%</b>
6020 Travel - airfare	0	167	167	100%	1,349	1,349	100%	0	833	833	100%	1,349	1,349	100%	1,167	2,000	42%
6025 Travel - lodging & transportation	0	208	208	100%	131	131	100%	163	1,042	878	84%	382	218	57%	1,622	2,500	35%
6030 Travel - Per Diem & mileage reimbursement	0	250	250	100%	81	81	100%	269	1,250	981	78%	600	330	55%	2,019	3,000	33%
6035 Meals & Entertainment	47	167	120	72%	113	66	59%	296	833	537	64%	1,284	988	77%	1,463	2,000	27%
<b>Total Travel &amp; Entertainment</b>	<b>47</b>	<b>792</b>	<b>745</b>	<b>94%</b>	<b>1,675</b>	<b>1,628</b>	<b>97%</b>	<b>729</b>	<b>3,958</b>	<b>3,230</b>	<b>82%</b>	<b>3,615</b>	<b>2,886</b>	<b>80%</b>	<b>6,270</b>	<b>9,500</b>	<b>34%</b>

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	243	433	190	44%	463	220	47%	1,269	2,167	897	41%	4,602	3,332	72%	4,303	5,200	17%
6055 Kitchen supplies	51	92	41	44%	189	138	73%	825	458	(367)	-80%	857	31	4%	1,467	1,100	-33%
6060 IT supplies	190	583	393	67%	1,846	1,656	90%	241	2,917	2,675	92%	2,116	1,874	89%	4,325	7,000	38%
6070 Postage & courier services	10	333	323	97%	400	390	97%	1,210	1,667	456	27%	1,600	390	24%	3,544	4,000	11%
6085 Office equipment lease	0	154	154	100%	0	0	-	462	769	308	40%	462	0	0%	1,539	1,847	17%
6087 Office equipment repairs & maintenance	166	375	209	56%	179	13	7%	514	1,875	1,361	73%	1,335	820	61%	3,139	4,500	30%
6090 IT SW subscriptions & licenses	15,374	10,373	(5,000)	-48%	14,437	(936)	-6%	72,453	51,867	(20,586)	-40%	68,915	(3,538)	-5%	145,066	124,480	-17%
6095 Commission expenses	361	640	279	44%	0	(361)	-	1,007	3,200	2,193	69%	378	(629)	-166%	5,487	7,680	29%
<b>Total Office Expense</b>	<b>16,396</b>	<b>12,984</b>	<b>(3,412)</b>	<b>-26%</b>	<b>17,514</b>	<b>1,118</b>	<b>6%</b>	<b>77,982</b>	<b>64,919</b>	<b>(13,063)</b>	<b>-20%</b>	<b>80,263</b>	<b>2,281</b>	<b>3%</b>	<b>168,869</b>	<b>155,807</b>	<b>-8%</b>
6100 Telephone - landline	417	417	(1)	0%	451	34	8%	2,262	2,083	(179)	-9%	2,203	(59)	-3%	5,179	5,000	-4%
6105 Telephone - mobile	454	555	101	18%	813	359	44%	2,536	2,775	239	9%	4,080	1,544	38%	6,421	6,660	4%
6110 Internet services	292	650	357	55%	633	340	54%	1,937	3,248	1,311	40%	3,121	1,184	38%	6,485	7,796	17%
6130 Electricity	1,022	1,197	174	15%	1,046	24	2%	4,198	4,911	713	15%	4,294	96	2%	14,847	15,560	5%
6135 Water/Sewer	253	244	(9)	-4%	220	(33)	-15%	1,133	1,101	(32)	-3%	993	(141)	-14%	3,032	3,000	-1%
6140 Garbage/Sanitation Collection	963	310	(653)	-211%	311	(652)	-210%	1,611	1,550	(61)	-4%	1,457	(154)	-11%	3,781	3,720	-2%
<b>Total Utilities</b>	<b>3,401</b>	<b>3,372</b>	<b>(29)</b>	<b>-1%</b>	<b>3,474</b>	<b>73</b>	<b>2%</b>	<b>13,678</b>	<b>15,669</b>	<b>1,991</b>	<b>13%</b>	<b>16,147</b>	<b>2,469</b>	<b>15%</b>	<b>39,745</b>	<b>41,736</b>	<b>5%</b>
6205 Janitorial services	882	1,017	135	13%	840	(42)	-5%	4,410	5,083	673	13%	4,200	(210)	-5%	11,527	12,200	6%
6215 Payroll services	622	728	106	15%	647	26	4%	2,668	3,189	521	16%	2,833	165	6%	8,479	9,000	6%
6245 Legal advertising	0	167	167	100%	0	0	-	78	833	756	91%	0	(78)	-	1,244	2,000	38%
6250 Legal services	11,744	8,333	(3,411)	-41%	9,682	(2,062)	-21%	41,776	41,667	(110)	0%	38,841	(2,935)	-8%	100,110	100,000	0%
6255 Auditing	18,375	10,714	(7,661)	-71%	8,000	(10,375)	-130%	42,630	53,571	10,941	20%	42,800	170	0%	64,059	75,000	15%
6260 Consulting services	0	6,327	6,327	100%	2	2	100%	161,076	31,633	(129,443)	-409%	0	(161,076)	-	205,363	75,920	-170%
6290 Commercial insurance	2,769	2,769	0	0%	2,431	(338)	-14%	13,843	13,843	0	0%	13,127	(716)	-5%	33,528	33,528	0%
<b>Total Professional Services</b>	<b>34,391</b>	<b>30,054</b>	<b>(4,337)</b>	<b>-14%</b>	<b>21,602</b>	<b>(12,789)</b>	<b>-59%</b>	<b>266,480</b>	<b>149,820</b>	<b>(116,661)</b>	<b>-78%</b>	<b>101,801</b>	<b>(164,680)</b>	<b>-162%</b>	<b>424,309</b>	<b>307,648</b>	<b>-38%</b>
6315 Advertising	0	42	42	100%	0	0	-	0	208	208	100%	0	0	-	292	500	42%
6351 Awards & Recognitions	0	663	663	100%	0	0	-	3,713	3,313	(400)	-12%	3,823	110	3%	8,350	7,950	-5%
<b>Total Marketing Expense</b>	<b>0</b>	<b>704</b>	<b>704</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>3,713</b>	<b>3,521</b>	<b>(192)</b>	<b>-5%</b>	<b>3,823</b>	<b>110</b>	<b>3%</b>	<b>8,642</b>	<b>8,450</b>	<b>-2%</b>
6400 Small equipment & tools	0	42	42	100%	0	0	-	63	208	145	70%	853	791	93%	355	500	29%
6405 Safety/hazardous materials	0	22	22	100%	0	0	-	45	108	63	59%	676	631	93%	197	260	24%
6420 Janitorial supplies	169	125	(44)	-35%	202	33	16%	429	625	196	31%	836	407	49%	1,304	1,500	13%
6425 Operational supplies	0	42	42	100%	0	0	-	341	208	(133)	-64%	93	(248)	-267%	633	500	-27%
<b>Total Operational Expense</b>	<b>169</b>	<b>230</b>	<b>61</b>	<b>27%</b>	<b>202</b>	<b>33</b>	<b>16%</b>	<b>878</b>	<b>1,150</b>	<b>272</b>	<b>24%</b>	<b>2,459</b>	<b>1,580</b>	<b>64%</b>	<b>2,488</b>	<b>2,760</b>	<b>10%</b>

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	0	0	0	-	48	48	100%	0	0	-
6505 Repairs & maintenance vehicles	0	0	0	-	17	17	100%	17	0	(17)	-	371	354	95%	17	0	-
6510 Repairs & maintenance buildings	0	1,462	1,462	100%	363	363	100%	4,037	7,308	3,271	45%	5,016	978	20%	14,269	17,540	19%
6580 Permits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	200	200	0%
<b>Total Repair and Maintenance</b>	<b>58</b>	<b>1,487</b>	<b>1,429</b>	<b>96%</b>	<b>434</b>	<b>376</b>	<b>87%</b>	<b>4,265</b>	<b>7,433</b>	<b>3,169</b>	<b>43%</b>	<b>5,669</b>	<b>1,404</b>	<b>25%</b>	<b>14,871</b>	<b>18,040</b>	<b>18%</b>
6599 Budget Contingency	0	2,334	2,334	100%	0	0	-	0	11,670	11,670	100%	0	0	-	16,339	28,009	42%
<b>Total Goods &amp; Services</b>	<b>54,797</b>	<b>52,636</b>	<b>(2,161)</b>	<b>-4%</b>	<b>46,622</b>	<b>(8,175)</b>	<b>-18%</b>	<b>368,386</b>	<b>261,537</b>	<b>(106,849)</b>	<b>-41%</b>	<b>227,373</b>	<b>(141,013)</b>	<b>-62%</b>	<b>686,949</b>	<b>580,100</b>	<b>-18%</b>
<b>Total Expenses</b>	<b>115,829</b>	<b>141,040</b>	<b>25,211</b>	<b>18%</b>	<b>155,935</b>	<b>40,106</b>	<b>26%</b>	<b>823,866</b>	<b>703,559</b>	<b>(120,308)</b>	<b>-17%</b>	<b>786,484</b>	<b>(37,382)</b>	<b>-5%</b>	<b>1,840,335</b>	<b>1,720,027</b>	<b>-7%</b>
<b>Operating Results</b>	<b>(103,399)</b>	<b>(125,423)</b>	<b>22,023</b>	<b>-18%</b>	<b>(143,943)</b>	<b>40,544</b>	<b>-28%</b>	<b>(762,775)</b>	<b>(625,471)</b>	<b>(137,304)</b>	<b>22%</b>	<b>(733,441)</b>	<b>(29,334)</b>	<b>4%</b>	<b>(1,669,922)</b>	<b>(1,532,618.54)</b>	<b>9%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	1,861,075	1,644,615	216,461	13%	1,605,009	256,067	16%	1,905,018	1,686,616	218,402	13%	1,646,112	258,905	16%	2,267,255	2,048,854	11%
4410 Property Taxes - Prior Years	10,094	9,620	474	5%	9,954	140	1%	34,483	28,305	6,178	22%	29,288	5,195	18%	56,178	50,000	12%
4470 Property Taxes - Sublet Facilities	9,970	0	9,970	-	0	9,970	-	9,970	11,000	(1,031)	-9%	0	9,970	-	9,970	11,000	-9%
4505 Interest - Bank	3,521	2,543	979	39%	3,756	(235)	-6%	3,564	11,030	(7,466)	-68%	16,292	(12,728)	-78%	17,534	25,000	-30%
4506 Interest - Southport Note	1,320	1,320	0	0%	1,499	(179)	-12%	6,751	6,751	0	0%	7,640	(889)	-12%	15,565	15,565	0%
4515 Principal Repayment - Southport Note	6,054	6,054	0	0%	5,875	179	3%	30,119	30,119	0	0%	29,230	889	3%	72,922	72,922	0%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	50,000	50,000	0%
4705 Loans Received	0	0	0	-	31,909	(31,909)	-100%	0	0	0	-	31,909	(31,909)	-100%	0	0	-
4805 Transfer - GF	0	0	0	-	0	0	-	73,132	0	73,132	-	0	73,132	-	73,132	0	-
4905 Other	338	0	338	-	0	338	-	1,133	0	1,133	-	233	900	386%	1,133	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	8,537	(8,537)	-100%	0	0	-
<b>Total Other Income</b>	<b>1,892,372</b>	<b>1,664,151</b>	<b>228,221</b>	<b>14%</b>	<b>1,658,002</b>	<b>234,370</b>	<b>14%</b>	<b>2,064,169</b>	<b>1,773,821</b>	<b>290,348</b>	<b>16%</b>	<b>1,769,242</b>	<b>294,927</b>	<b>17%</b>	<b>2,563,689</b>	<b>2,273,341</b>	<b>13%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6710 Reimbursable Expenses	0	0	0	-	0	0	-	0	0	0	-	103,302	103,302	100%	0	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	9,970	11,000	1,031	9%	0	(9,970)	-	9,970	11,000	9%
6740 Merchant fees	0	0	0	-	2,797	2,797	100%	0	0	0	-	17,368	17,368	100%	0	0	-
6745 Banking fees	302	333	32	9%	244	(58)	-24%	1,276	1,667	391	23%	1,850	574	31%	3,609	4,000	10%
6755 Insurance Claims	0	0	0	-	0	0	-	0	0	0	-	2,002	2,002	100%	0	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>302</b>	<b>333</b>	<b>32</b>	<b>9%</b>	<b>3,041</b>	<b>2,739</b>	<b>90%</b>	<b>11,245</b>	<b>12,667</b>	<b>1,421</b>	<b>11%</b>	<b>124,521</b>	<b>113,276</b>	<b>91%</b>	<b>13,579</b>	<b>15,000</b>	<b>9%</b>
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	120,000	120,000	0%
7010 Interest payment	33,264	33,264	0	0%	0	(33,264)	-	33,264	33,264	0	0%	0	(33,264)	-	66,529	66,529	0%
8010 CIP Buildings	0	3,208	3,208	100%	0	0	-	0	16,042	16,042	100%	3,298	3,298	100%	22,458	38,500	42%
8025 CIP Mobile Equipment	0	0	0	-	31,909	31,909	100%	0	0	0	-	31,909	31,909	100%	0	0	-
<b>Total Debt Services &amp; Capital Expenses</b>	<b>33,264</b>	<b>36,473</b>	<b>3,208</b>	<b>9%</b>	<b>31,909</b>	<b>(1,355)</b>	<b>-4%</b>	<b>33,264</b>	<b>49,306</b>	<b>16,042</b>	<b>33%</b>	<b>35,207</b>	<b>1,943</b>	<b>6%</b>	<b>208,987</b>	<b>225,029</b>	<b>7%</b>
<b>Total Other Expenses</b>	<b>33,566</b>	<b>36,806</b>	<b>3,240</b>	<b>9%</b>	<b>34,950</b>	<b>1,384</b>	<b>4%</b>	<b>44,510</b>	<b>61,973</b>	<b>17,463</b>	<b>28%</b>	<b>159,728</b>	<b>115,219</b>	<b>72%</b>	<b>222,566</b>	<b>240,029</b>	<b>7%</b>
<b>Net Other Income</b>	<b>1,858,806</b>	<b>1,627,345</b>	<b>231,461</b>	<b>14%</b>	<b>1,623,052</b>	<b>235,754</b>	<b>15%</b>	<b>2,019,660</b>	<b>1,711,848</b>	<b>307,811</b>	<b>18%</b>	<b>1,609,514</b>	<b>410,146</b>	<b>25%</b>	<b>2,341,124</b>	<b>2,033,312</b>	<b>15%</b>
<b>Net Result</b>	<b>1,755,407</b>	<b>1,501,923</b>	<b>253,484</b>	<b>17%</b>	<b>1,479,109</b>	<b>276,298</b>	<b>19%</b>	<b>1,256,885</b>	<b>1,086,378</b>	<b>170,507</b>	<b>16%</b>	<b>876,073</b>	<b>380,812</b>	<b>43%</b>	<b>671,201</b>	<b>500,694</b>	<b>34%</b>

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	22,116	29,474	(7,358)	-25%	24,028	(1,912)	-8%	98,194	147,372	(49,178)	-33%	123,115	(24,922)	-20%	304,515	353,693	-14%
4100 Annual Moorage	41,615	55,307	(13,693)	-25%	38,527	3,088	8%	181,561	250,306	(68,745)	-27%	174,363	7,198	4%	496,930	565,675	-12%
4105 Semi-Annual Moorage	21,343	16,414	4,929	30%	16,202	5,141	32%	91,445	62,862	28,583	45%	62,047	29,398	47%	189,093	160,510	18%
4110 Monthly Moorage	9,422	17,577	(8,155)	-46%	12,351	(2,929)	-24%	67,492	98,654	(31,162)	-32%	69,320	(1,827)	-3%	188,838	220,000	-14%
4115 Transient Moorage	11,960	10,756	1,204	11%	13,425	(1,465)	-11%	79,375	72,386	6,988	10%	90,348	(10,973)	-12%	127,988	121,000	6%
4118 Work Dock	8,949	6,348	2,601	41%	7,940	1,009	13%	30,384	19,683	10,700	54%	24,617	5,767	23%	62,317	51,617	21%
4120 Metered Utilities	0	0	0	-	0	0	-	425	0	425	-	0	425	-	425	0	-
4125 Launch Ramp	2,036	2,297	(261)	-11%	2,078	(42)	-2%	28,805	24,402	4,403	18%	22,077	6,728	30%	52,649	48,246	9%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	83	(83)	-100%	0	0	-	117	200	-42%
4135 Storage Yard	4,605	6,196	(1,591)	-26%	5,478	(873)	-16%	20,821	32,628	(11,807)	-36%	28,845	(8,025)	-28%	44,265	56,072	-21%
4140 Storage Unit	19,370	20,356	(986)	-5%	18,640	730	4%	98,210	99,961	(1,751)	-2%	91,534	6,676	7%	233,869	235,620	-1%
4145 Long Term Boat Storage	11,659	12,610	(951)	-8%	11,853	(194)	-2%	58,744	58,162	583	1%	54,670	4,074	7%	140,943	140,360	0%
4150 Short Term Boat Storage	8,162	4,134	4,028	97%	4,325	3,837	89%	31,942	15,898	16,043	101%	16,631	15,311	92%	64,682	48,639	33%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	90	417	(327)	-78%	245	(155)	-63%	673	1,000	-33%
4165 Space Rents	15,444	18,595	(3,151)	-17%	18,976	(3,532)	-19%	213,189	233,910	(20,722)	-9%	238,698	(25,510)	-11%	337,305	358,027	-6%
4173 Laundry	179	363	(184)	-51%	295	(116)	-39%	1,843	2,508	(665)	-27%	2,046	(203)	-10%	2,635	3,300	-20%
4175 Propane	72	780	(708)	-91%	652	(580)	-89%	2,098	4,805	(2,707)	-56%	4,019	(1,921)	-48%	7,853	10,560	-26%
4180 Merchandise	0	8	(8)	-100%	35	(35)	-100%	21	42	(21)	-50%	350	(329)	-94%	79	100	-21%
4190 Ice	4,367	4,000	367	9%	0	4,367	-	242,791	98,805	143,986	146%	111,011	131,780	119%	343,986	200,000	72%
4200 Boat Lifts	3,097	7,243	(4,146)	-57%	5,931	(2,834)	-48%	29,772	23,847	5,925	25%	19,529	10,243	52%	59,275	53,350	11%
4230 Environmental Fee	4,974	4,372	602	14%	4,722	252	5%	23,175	16,705	6,470	39%	18,042	5,133	28%	49,263	42,793	15%
4235 Customer Discounts	0	0	0	-	80	(80)	-100%	(335)	0	(335)	-	(1,482)	1,146	-77%	(335)	0	-
4290 Other	960	8,752	(7,791)	-89%	2,249	(1,289)	-57%	58,424	90,746	(32,322)	-36%	23,325	35,099	150%	222,138	254,460	-13%
4295 Bad Debt Expense	0	0	0	-	0	0	-	(77,975)	(25,500)	(52,475)	206%	(34,000)	(43,975)	129%	(154,475)	(102,000)	51%
<b>Total Operating Income</b>	<b>190,331</b>	<b>225,684</b>	<b>(35,353)</b>	<b>-16%</b>	<b>187,786</b>	<b>2,545</b>	<b>1%</b>	<b>1,280,489</b>	<b>1,328,683</b>	<b>(48,194)</b>	<b>-4%</b>	<b>1,139,348</b>	<b>141,141</b>	<b>12%</b>	<b>2,775,029</b>	<b>2,823,222</b>	<b>-2%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	56,161	61,108	4,947	8%	36,288	(19,873)	-55%	275,843	305,542	29,699	10%	194,774	(81,069)	-42%	764,948	794,647	4%
5010 Other compensation	100	0	(100)	-	0	(100)	-	2,550	0	(2,550)	-	4,827	2,277	47%	2,550	0	-
5015 Overtime	6,931	1,466	(5,465)	-373%	130	(6,801)	-5227%	15,471	7,329	(8,142)	-111%	5,670	(9,801)	-173%	27,202	19,060	-43%
<b>Total Compensation</b>	<b>63,192</b>	<b>62,574</b>	<b>(618)</b>	<b>-1%</b>	<b>36,418</b>	<b>(26,774)</b>	<b>-74%</b>	<b>293,864</b>	<b>312,870</b>	<b>19,007</b>	<b>6%</b>	<b>205,270</b>	<b>(88,593)</b>	<b>-43%</b>	<b>794,700</b>	<b>813,707</b>	<b>2%</b>
5100 Federal Payroll taxes	4,762	4,787	25	1%	2,731	(2,031)	-74%	22,079	23,935	1,856	8%	15,550	(6,529)	-42%	60,393	62,249	3%
5105 State Payroll taxes	249	0	(249)	-	143	(106)	-74%	1,154	0	(1,154)	-	813	(341)	-42%	1,154	0	-
5110 Unemployment Insurance	1,261	1,774	513	29%	842	(418)	-50%	7,355	8,869	1,514	17%	4,724	(2,630)	-56%	21,552	23,066	7%
5115 Workers compensation	1,677	4,162	2,485	60%	13,210	11,533	87%	8,375	20,811	12,437	60%	8,928	553	6%	41,689	54,126	23%
<b>Total Payroll Taxes</b>	<b>7,949</b>	<b>10,723</b>	<b>2,774</b>	<b>26%</b>	<b>16,927</b>	<b>8,978</b>	<b>53%</b>	<b>38,963</b>	<b>53,615</b>	<b>14,652</b>	<b>27%</b>	<b>30,015</b>	<b>(8,948)</b>	<b>-30%</b>	<b>124,788</b>	<b>139,441</b>	<b>11%</b>
5200 Medical insurance	19,500	19,726	226	1%	11,964	(7,536)	-63%	96,087	98,631	2,544	3%	62,478	(33,609)	-54%	234,171	236,715	1%
5205 Dental insurance	1,341	1,554	213	14%	1,316	(26)	-2%	6,662	7,769	1,107	14%	4,646	(2,016)	-43%	17,539	18,646	6%
5215 Term life insurance	200	200	0	0%	100	(100)	-100%	988	1,000	13	1%	586	(401)	-68%	2,388	2,400	1%
5220 Long Term Disability insurance	404	414	10	2%	195	(209)	-107%	2,011	2,068	57	3%	1,156	(855)	-74%	4,906	4,964	1%
5225 PERS Employer Contributions	13,992	14,103	110	1%	4,289	(9,703)	-226%	66,479	70,513	4,034	6%	26,039	(40,440)	-155%	179,354	183,388	2%
5230 PERS Employee Contributions	3,724	3,754	30	1%	1,164	(2,560)	-220%	17,677	18,772	1,095	6%	7,037	(10,640)	-151%	47,728	48,822	2%
5295 Allocations	(11,135)	(8,832)	2,303	-26%	0	11,135	-	(51,834)	(44,160)	7,674	-17%	0	51,834	-	(122,525)	(114,851)	-7%
<b>Total Insured Benefits</b>	<b>28,027</b>	<b>30,919</b>	<b>2,892</b>	<b>9%</b>	<b>19,027</b>	<b>(9,000)</b>	<b>-47%</b>	<b>138,069</b>	<b>154,593</b>	<b>16,524</b>	<b>11%</b>	<b>101,942</b>	<b>(36,127)</b>	<b>-35%</b>	<b>363,560</b>	<b>380,085</b>	<b>4%</b>

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Total Personnel Services</b>	99,168	104,216	5,048	5%	72,373	(26,795)	-37%	470,896	521,079	50,183	10%	337,228	(133,668)	-40%	1,283,049	1,333,232	4%
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	108	108	100%	0	0	-	65	542	477	88%	0	(65)	-	823	1,300	37%
<b>Total Staff Training</b>	0	108	108	100%	0	0	-	65	542	477	88%	0	(65)	-	823	1,300	37%
6020 Travel - airfare	0	42	42	100%	0	0	-	0	208	208	100%	0	0	-	292	500	42%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	0	208	208	100%	0	0	-	292	500	42%
6030 Travel - Per Diem & mileage reimbursement	0	75	75	100%	0	0	-	0	375	375	100%	0	0	-	525	900	42%
6035 Meals & Entertainment	0	70	70	100%	0	0	-	209	348	138	40%	150	(60)	-40%	697	835	17%
<b>Total Travel &amp; Entertainment</b>	0	228	228	100%	0	0	-	209	1,140	930	82%	150	(60)	-40%	1,805	2,735	34%
6050 Office supplies	0	0	0	-	0	0	-	421	0	(421)	-	194	(227)	-117%	421	0	-
6055 Kitchen supplies	74	45	(30)	-66%	98	24	25%	599	223	(377)	-169%	920	320	35%	911	534	-71%
6060 IT supplies	0	0	0	-	0	0	-	661	0	(661)	-	0	(661)	-	661	0	-
6070 Postage & courier services	0	13	13	100%	0	0	-	15	63	48	77%	132	117	89%	102	150	32%
6090 IT SW subscriptions & licenses	0	4,312	4,312	100%	0	0	-	0	21,560	21,560	100%	0	0	-	30,184	51,744	42%
<b>Total Office Expense</b>	74	4,419	4,345	98%	98	24	25%	1,695	22,095	20,400	92%	1,245	(450)	-36%	32,628	53,028	38%
6100 Telephone - landline	266	265	(1)	0%	260	(6)	-2%	1,324	1,325	1	0%	1,269	(56)	-4%	3,179	3,180	0%
6105 Telephone - mobile	453	600	147	24%	824	371	45%	2,380	3,000	620	21%	2,880	500	17%	6,580	7,200	9%
6110 Internet services	548	2,010	1,462	73%	1,949	1,401	72%	8,778	10,050	1,272	13%	9,664	886	9%	22,848	24,120	5%
6115 Cable TV	1,883	954	(929)	-97%	931	(951)	-102%	4,688	4,769	81	2%	4,638	(50)	-1%	11,363	11,444	1%
6130 Electricity	23,031	17,548	(5,482)	-31%	15,957	(7,074)	-44%	111,151	96,517	(14,635)	-15%	88,032	(23,119)	-26%	297,675	283,040	-5%
6131 Propane - Operations	0	164	164	100%	114	114	100%	478	1,380	902	65%	964	485	50%	1,098	2,000	45%
6135 Water/Sewer	6,036	8,372	2,336	28%	9,837	3,801	39%	44,608	53,255	8,647	16%	62,631	18,023	29%	92,215	100,862	9%
6140 Garbage/Sanitation Collection	11,653	8,344	(3,309)	-40%	11,102	(551)	-5%	46,285	41,721	(4,564)	-11%	44,279	(2,007)	-5%	104,695	100,131	-5%
6145 Hazardous material disposal	0	653	653	100%	0	0	-	1,275	3,263	1,988	61%	1,330	55	4%	5,843	7,830	25%
6150 Derelict boat disposal	0	4,167	4,167	100%	0	0	-	0	20,833	20,833	100%	0	0	-	29,167	50,000	42%
6155 Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	172	172	100%	0	1,458	1,458	100%	532	532	100%	2,042	3,500	42%
<b>Total Utilities</b>	43,870	43,368	(502)	-1%	41,146	(2,724)	-7%	220,968	237,571	16,603	7%	216,218	(4,750)	-2%	576,705	593,308	3%
6200 Temporary/Contract help	1,640	1,300	(340)	-26%	0	(1,640)	-	6,560	6,500	(60)	-1%	6,200	(360)	-6%	15,660	15,600	0%
6205 Janitorial services	0	0	0	-	32	32	100%	33	0	(33)	-	248	214	87%	33	0	-
6210 Vending machine services	125	158	33	21%	125	0	0%	763	792	29	4%	625	(138)	-22%	1,871	1,900	2%
6245 Legal advertising	0	250	250	100%	0	0	-	380	1,250	870	70%	0	(380)	-	2,130	3,000	29%
6260 Consulting services	268	348	80	23%	374	106	28%	3,028	1,738	(1,291)	-74%	1,875	(1,153)	-62%	5,461	4,170	-31%
6290 Commercial insurance	10,188	10,188	0	0%	9,132	(1,057)	-12%	50,941	50,941	0	0%	45,658	(5,283)	-12%	136,672	136,672	0%
<b>Total Professional Services</b>	12,221	12,244	23	0%	9,663	(2,559)	-26%	61,705	61,220	(486)	-1%	54,846	(6,860)	-13%	161,828	161,342	0%
6400 Small equipment & tools	2,601	1,713	(888)	-52%	348	(2,253)	-648%	8,107	8,563	456	5%	9,423	1,316	14%	20,094	20,550	2%
6405 Safety/hazardous materials	0	83	83	100%	0	0	-	842	417	(426)	-102%	252	(590)	-234%	1,426	1,000	-43%
6410 Signage	55	42	(14)	-33%	225	170	75%	184	208	24	11%	225	41	18%	476	500	5%
6415 Clothing	342	544	202	37%	0	(342)	-	342	2,719	2,377	87%	818	476	58%	4,148	6,525	36%
6420 Janitorial supplies	294	875	581	66%	1,128	833	74%	3,310	4,375	1,065	24%	4,209	900	21%	9,435	10,500	10%
6425 Operational supplies	475	1,833	1,359	74%	825	350	42%	6,755	9,167	2,411	26%	23,211	16,455	71%	19,589	22,000	11%
6430 Equipment Rental	0	2,000	2,000	100%	0	0	-	0	10,000	10,000	100%	2,302	2,302	100%	14,000	24,000	42%
6450 Fuel - Gas	73	1,000	927	93%	565	492	87%	1,277	5,000	3,723	74%	4,406	3,129	71%	8,277	12,000	31%
6455 Fuel - Diesel	886	558	(327)	-59%	51	(835)	-1651%	2,504	2,792	288	10%	2,186	(318)	-15%	6,412	6,700	4%
6481 Propane - Retail	43	395	352	89%	463	420	91%	1,248	2,405	1,157	48%	2,826	1,578	56%	3,843	5,000	23%
6485 Retail items	0	0	0	-	0	0	-	0	0	0	-	62	62	100%	0	0	-
<b>Total Operational Expense</b>	4,768	9,043	4,275	47%	3,604	(1,164)	-32%	24,570	45,645	21,075	46%	49,919	25,349	51%	87,700	108,775	19%

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

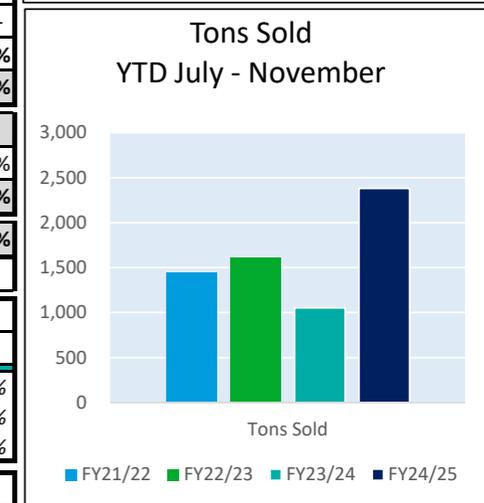
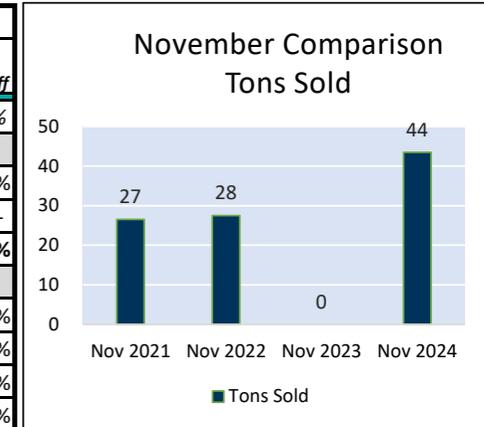
Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	95	4,917	4,821	98%	2,967	2,871	97%	8,768	24,583	15,815	64%	21,062	12,294	58%	43,185	59,000	27%
6505 Repairs & maintenance vehicles	133	1,458	1,325	91%	91	(42)	-47%	5,282	7,292	2,010	28%	2,088	(3,194)	-153%	15,490	17,500	11%
6510 Repairs & maintenance buildings	371	2,167	1,796	83%	446	75	17%	3,837	10,833	6,997	65%	15,725	11,888	76%	19,003	26,000	27%
6515 Repairs & maintenance land improvements	0	2,417	2,417	100%	7,702	7,702	100%	414	12,083	11,669	97%	8,858	8,444	95%	17,331	29,000	40%
6520 Repairs & maintenance docks	450	11,075	10,625	96%	5,530	5,080	92%	8,807	55,375	46,568	84%	27,326	18,519	68%	86,332	132,900	35%
6540 Marina dredging	0	25,833	25,833	100%	0	0	-	60,000	129,167	69,167	54%	150,000	90,000	60%	240,833	310,000	22%
6575 Waterway Leases	3,043	3,167	124	4%	0	(3,043)	-	4,358	15,833	11,475	72%	1,277	(3,081)	-241%	26,525	38,000	30%
6580 Permits	417	650	233	36%	417	0	0%	2,935	3,250	315	10%	3,134	199	6%	7,485	7,800	4%
<b>Total Repair and Maintenance</b>	<b>4,509</b>	<b>51,683</b>	<b>47,174</b>	<b>91%</b>	<b>17,152</b>	<b>12,643</b>	<b>74%</b>	<b>94,410</b>	<b>258,417</b>	<b>164,006</b>	<b>63%</b>	<b>229,471</b>	<b>135,060</b>	<b>59%</b>	<b>456,194</b>	<b>620,200</b>	<b>26%</b>
<b>Total Goods &amp; Services</b>	<b>65,442</b>	<b>121,093</b>	<b>55,651</b>	<b>46%</b>	<b>71,663</b>	<b>6,221</b>	<b>9%</b>	<b>403,623</b>	<b>626,628</b>	<b>223,005</b>	<b>36%</b>	<b>551,849</b>	<b>148,225</b>	<b>27%</b>	<b>1,317,683</b>	<b>1,540,688</b>	<b>14%</b>
<b>Total Expenses</b>	<b>164,610</b>	<b>225,309</b>	<b>60,699</b>	<b>27%</b>	<b>144,035</b>	<b>(20,574)</b>	<b>-14%</b>	<b>874,519</b>	<b>1,147,707</b>	<b>273,188</b>	<b>24%</b>	<b>889,076</b>	<b>14,557</b>	<b>2%</b>	<b>2,600,732</b>	<b>2,873,920</b>	<b>10%</b>
<b>Operating Results</b>	<b>25,721</b>	<b>375</b>	<b>25,346</b>	<b>6759%</b>	<b>43,751</b>	<b>(18,030)</b>	<b>-41%</b>	<b>405,970</b>	<b>180,976</b>	<b>224,994</b>	<b>124%</b>	<b>250,272</b>	<b>155,699</b>	<b>62%</b>	<b>174,296</b>	<b>(50,698)</b>	<b>-444%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4450 Lodging Tax	0	0	0	-	0	0	-	597	0	597	-	498	99	20%	597	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
4805 Transfer - GF	11,860	0	11,860	-	0	11,860	-	22,089	0	22,089	-	0	22,089	-	22,089	0	-
4905 Other	1,734	1,075	659	61%	4,516	(2,782)	-62%	3,693	5,375	(1,682)	-31%	5,192	(1,499)	-29%	11,217	12,899	-13%
<b>Total Other Income</b>	<b>13,594</b>	<b>1,075</b>	<b>12,519</b>	<b>1165%</b>	<b>4,516</b>	<b>9,078</b>	<b>201%</b>	<b>26,379</b>	<b>5,375</b>	<b>21,004</b>	<b>391%</b>	<b>5,690</b>	<b>20,689</b>	<b>364%</b>	<b>38,903</b>	<b>17,899</b>	<b>117%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	11,727.20	12,000.00	272.80	2%	10,900	(827)	-8%	11,727.20	12,000.00	2%
6740 Merchant fees	4,055.85	2,916.67	(1,139.18)	-39%	-	(4,055.85)	-	19,518.90	14,583.35	(4,935.55)	-34%	0	(19,519)	-	39,935.55	35,000.00	-14%
6745 Banking fees	-	-	-	-	-	-	-	-	-	-	-	35	35	100%	-	-	-
6750 Fines & Penalties	-	-	-	-	-	-	-	12.50	-	(12.50)	-	0	(13)	-	12.50	-	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>4,055.85</b>	<b>2,916.67</b>	<b>(1,139.18)</b>	<b>-39%</b>	<b>0</b>	<b>(4,056)</b>	<b>-</b>	<b>31,259</b>	<b>26,583.35</b>	<b>(4,675)</b>	<b>-18%</b>	<b>10,935</b>	<b>(20,323)</b>	<b>-186%</b>	<b>51,675</b>	<b>47,000.00</b>	<b>-10%</b>
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	271,524	221,095	(50,429)	-23%	247,675	(23,849)	-10%	271,524	221,095	(50,429)	-23%	247,675	(23,849)	-10%	321,953	271,524	-19%
7010 Interest payment	124,417	123,953	(464)	0%	128,054	3,637	3%	124,417	123,953	(464)	0%	128,054	3,637	3%	141,332	140,868	0%
7020 Vehicle Principal repayment	801	1,399	598	43%	785	(16)	-2%	5,309	9,577	4,268	45%	5,167	(142)	-3%	12,493	16,761	25%
7025 Vehicle Interest payment	3	67	64	96%	19	16	86%	192	716	524	73%	334	142	42%	1,110	1,634	32%
8010 CIP Buildings	0	21,667	21,667	100%	82	82	100%	160,917	108,333	(52,583)	-49%	33,493	(127,424)	-380%	312,583	260,000	-20%
8011 CIP Docks	0	10,000	10,000	100%	20,199	20,199	100%	0	50,000	50,000	100%	20,199	20,199	100%	70,000	120,000	42%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	6,894	0	(6,894)	-	14,750	7,856	53%	6,894	0	-
<b>Total Debt Services &amp; Capital Expense</b>	<b>396,744</b>	<b>378,180</b>	<b>(18,564)</b>	<b>-5%</b>	<b>396,814</b>	<b>70</b>	<b>0%</b>	<b>569,252</b>	<b>513,674</b>	<b>(55,578)</b>	<b>-11%</b>	<b>449,672</b>	<b>(119,581)</b>	<b>-27%</b>	<b>866,365</b>	<b>810,787</b>	<b>-7%</b>
<b>Total Other Expenses</b>	<b>400,800</b>	<b>381,097</b>	<b>(19,703)</b>	<b>-5%</b>	<b>396,814</b>	<b>(3,986)</b>	<b>-1%</b>	<b>600,511</b>	<b>540,257</b>	<b>(60,254)</b>	<b>-11%</b>	<b>460,607</b>	<b>(139,904)</b>	<b>-30%</b>	<b>918,041</b>	<b>857,787</b>	<b>-7%</b>
<b>Net Other Income</b>	<b>(387,206)</b>	<b>(380,022)</b>	<b>(7,184)</b>	<b>2%</b>	<b>(392,298)</b>	<b>5,092</b>	<b>-1%</b>	<b>(574,132)</b>	<b>(534,883)</b>	<b>(39,249)</b>	<b>7%</b>	<b>(454,917)</b>	<b>(119,215)</b>	<b>26%</b>	<b>(879,137)</b>	<b>(839,888)</b>	<b>5%</b>
<b>Net Result</b>	<b>(361,486)</b>	<b>(379,647)</b>	<b>18,161</b>	<b>-5%</b>	<b>(348,547)</b>	<b>(12,938)</b>	<b>4%</b>	<b>(168,162)</b>	<b>(353,907)</b>	<b>185,745</b>	<b>-52%</b>	<b>(204,645)</b>	<b>36,484</b>	<b>-18%</b>	<b>(704,841)</b>	<b>(890,586)</b>	<b>-21%</b>

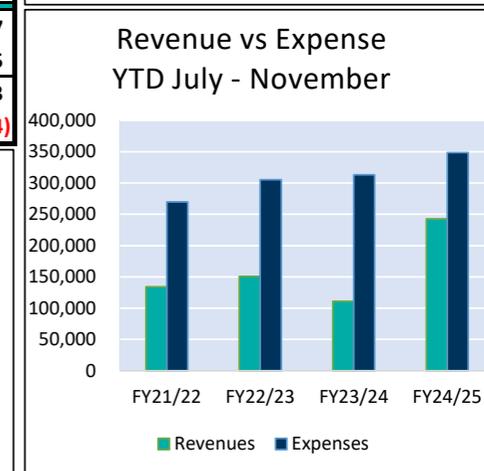
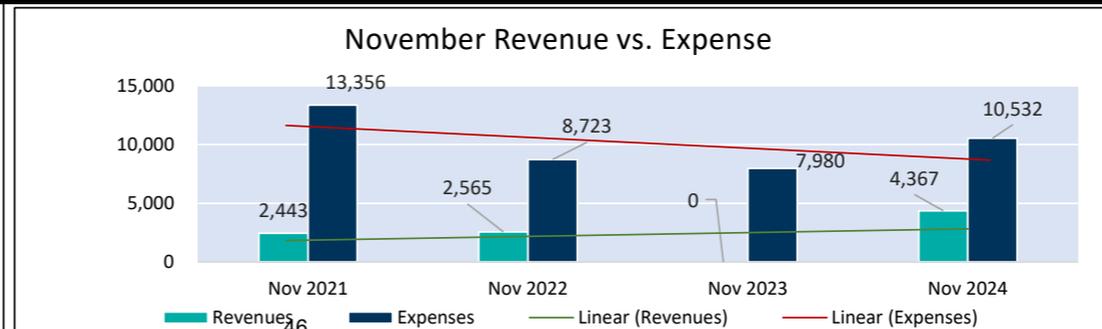
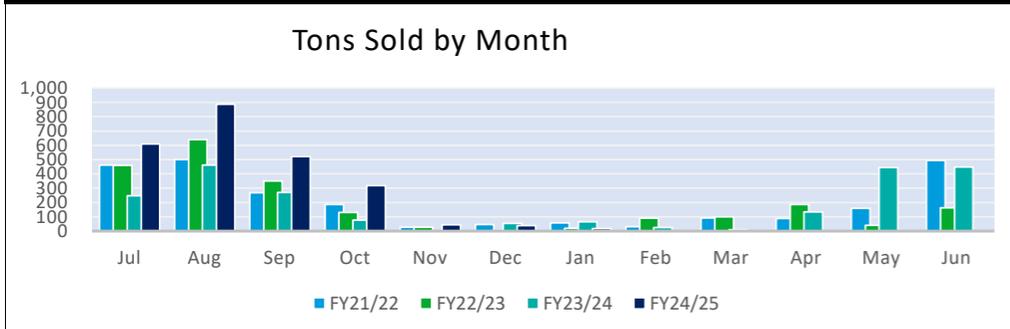


Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Nov 2024		Nov 2023	Nov 2022	Nov 2021	Jul 2024 - Nov 2024		Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	44	40	0	28	27	2,381	1,086	1,054	1,327	125.90%	3,493	2,198	58.93%
<b>Revenues</b>													
Ice Sales	4,367	4,000	-	2,565	2,443	242,791	98,805	111,011	131,780	118.71%	343,986	200,000	71.99%
Insurance Reimbursement	-	-	-	-	46,473	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>4,367</b>	<b>4,000</b>	<b>-</b>	<b>2,565</b>	<b>2,443</b>	<b>242,791</b>	<b>98,805</b>	<b>111,011</b>	<b>131,780</b>	<b>118.71%</b>	<b>343,986</b>	<b>200,000</b>	<b>71.99%</b>
<b>Operating Expenses</b>													
Personnel Services	851	6,837	1,955	481	4,180	21,712	41,110	11,753	9,958	84.73%	83,194	102,593	-18.91%
Utilities	6,789	5,004	2,905	5,003	5,388	47,914	28,094	30,407	17,507	57.57%	97,820	78,000	25.41%
Repairs & Maintenance	-	1,042	284	452	1,208	4,463	5,208	2,506	1,956	78.05%	11,754	12,500	-5.97%
Operational Supplies & Service	2,892	2,584	2,836	2,787	1,892	14,406	12,922	13,870	536	3.87%	39,586	38,101	3.90%
Capital Outlay	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>10,532</b>	<b>15,467</b>	<b>7,980</b>	<b>8,723</b>	<b>13,356</b>	<b>88,494</b>	<b>87,334</b>	<b>58,536</b>	<b>29,958</b>	<b>51.18%</b>	<b>232,354</b>	<b>231,194</b>	<b>0.50%</b>
<b>Operating Net Result</b>	<b>(6,165)</b>	<b>(11,467)</b>	<b>(7,980)</b>	<b>(6,159)</b>	<b>(10,914)</b>	<b>154,297</b>	<b>11,470</b>	<b>52,475</b>	<b>101,822</b>	<b>2</b>	<b>111,632</b>	<b>(31,194)</b>	<b>-458%</b>
<b>Other Expenses</b>													
Debt Services	260,000	260,000	240,000	220,000	200,000	260,000	260,000	240,000	20,000	8.33%	260,000	260,000	0.00%
<b>Other Net Result</b>	<b>(260,000)</b>	<b>(260,000)</b>	<b>(240,000)</b>	<b>(220,000)</b>	<b>(200,000)</b>	<b>(260,000)</b>	<b>(260,000)</b>	<b>(240,000)</b>	<b>(20,000.00)</b>	<b>8.33%</b>	<b>(260,000)</b>	<b>(260,000)</b>	<b>0.00%</b>
<b>Total Net Result</b>	<b>(266,165)</b>	<b>(271,467)</b>	<b>(247,980)</b>	<b>(226,159)</b>	<b>(210,914)</b>	<b>(105,703)</b>	<b>(248,530)</b>	<b>(187,525)</b>	<b>81,822</b>	<b>-43.63%</b>	<b>(148,368)</b>	<b>(291,194)</b>	<b>-49.05%</b>
<b>Gain (loss) Per Ton</b>	<b>(6,119)</b>	<b>(6,787)</b>	<b>-</b>	<b>(8,224)</b>	<b>(7,959)</b>	<b>(44)</b>	<b>(229)</b>	<b>(178)</b>	<b>134</b>	<b>-75%</b>	<b>(42)</b>	<b>(132)</b>	



Fisheries Nov 2024 Data not available	Current Period		Same Month Prior Years			Year to Date					Prior FYTD vs Current FYTD				
	Nov 2024		Nov 2023	Nov 2022	Nov 2021	FY24/25					Last FY	Ton Diff	% Diff		
Albacore Tuna (Oregon) MT	0.0	0.0	0.0	0.0	0.0							2,247.6	1,111.8	1,136	102.16%
Pink Shrimp (Oregon) MT	0.0	0.0	0.0	0.0	0.0							14,847.7	12,301.4	2,546	20.70%
Dungeness Crab (Coos Bay) MT	0.0	0.0	4.5	1.7	1.6							7.7	35.3	(28)	-78.19%

Monthly Cost Per Ton	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	Jun 2025	Average
Operating Expense Per Ton	23	25	43	63	242	-	-	-	-	-	-	-	37
Debt Service Per Ton (allocated)	36	24	42	68	498	-	-	-	-	-	-	-	45
<b>Total Expense Per Ton</b>	<b>58</b>	<b>49</b>	<b>84</b>	<b>131</b>	<b>740</b>	<b>-</b>	<b>83</b>						
Gain (Loss) per ton	80	77	59	38	(6,119)	-	-	-	-	-	-	-	(44)



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

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD		Jul 2024 - Jun 2025			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4290 Other	0	0	0	-	10,000	(10,000)	-100%	0	0	0	-	50,100	(50,100)	-100%	0	0	-
<b>Total Operating Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>10,000</b>	<b>(10,000)</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>50,100</b>	<b>(50,100)</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	7,727	7,725	(2)	0%	7,538	(188)	-2%	38,635	38,623	(12)	0%	35,353	(3,282)	-9%	100,462	100,450	0%
<b>Total Compensation</b>	<b>7,727</b>	<b>7,725</b>	<b>(2)</b>	<b>0%</b>	<b>7,538</b>	<b>(188)</b>	<b>-2%</b>	<b>38,635</b>	<b>38,623</b>	<b>(12)</b>	<b>0%</b>	<b>35,353</b>	<b>(3,282)</b>	<b>-9%</b>	<b>100,462</b>	<b>100,450</b>	<b>0%</b>
5100 Federal Payroll taxes	579	591	12	2%	577	(2)	0%	2,901	2,955	54	2%	2,695	(206)	-8%	7,630	7,684	1%
5105 State Payroll taxes	30	0	(30)	-	30	(0)	0%	152	0	(152)	-	141	(11)	-8%	152	0	-
5110 Unemployment Insurance	0	137	137	100%	204	204	100%	29	683	653	96%	308	279	90%	1,123	1,776	37%
5115 Workers compensation	19	36	17	47%	235	216	92%	96	181	85	47%	106	10	9%	386	471	18%
<b>Total Payroll Taxes</b>	<b>628</b>	<b>764</b>	<b>135</b>	<b>18%</b>	<b>1,045</b>	<b>417</b>	<b>40%</b>	<b>3,178</b>	<b>3,819</b>	<b>641</b>	<b>17%</b>	<b>3,250</b>	<b>72</b>	<b>2%</b>	<b>9,291</b>	<b>9,931</b>	<b>6%</b>
5200 Medical insurance	707	645	(61)	-10%	694	(13)	-2%	3,533	3,226	(307)	-10%	3,248	(285)	-9%	8,048	7,741	-4%
5205 Dental insurance	45	46	2	4%	(59)	(103)	176%	223	232	9	4%	247	24	10%	547	556	2%
5215 Term life insurance	13	13	0	0%	0	(13)	-	63	63	0	0%	38	(25)	-67%	150	150	0%
5220 Long Term Disability insurance	51	51	0	0%	(0)	(51)	170300%	257	255	(1)	0%	161	(96)	-59%	614	613	0%
5225 PERS Employer Contributions	1,708	1,708	(0)	0%	1,667	(42)	-2%	8,542	8,540	(2)	0%	7,534	(1,008)	-13%	22,212	22,209	0%
5230 PERS Employee Contributions	464	463	(0)	0%	452	(11)	-3%	2,318	2,317	(1)	0%	2,034	(284)	-14%	6,028	6,027	0%
<b>Total Insured Benefits</b>	<b>2,987</b>	<b>2,926</b>	<b>(60)</b>	<b>-2%</b>	<b>2,754</b>	<b>(232)</b>	<b>-8%</b>	<b>14,934</b>	<b>14,632</b>	<b>(302)</b>	<b>-2%</b>	<b>13,262</b>	<b>(1,673)</b>	<b>-13%</b>	<b>37,599</b>	<b>37,297</b>	<b>-1%</b>
<b>Total Personnel Services</b>	<b>11,342</b>	<b>11,415</b>	<b>73</b>	<b>1%</b>	<b>11,338</b>	<b>(4)</b>	<b>0%</b>	<b>56,747</b>	<b>57,074</b>	<b>327</b>	<b>1%</b>	<b>51,864</b>	<b>(4,883)</b>	<b>-9%</b>	<b>147,351</b>	<b>147,678</b>	<b>0%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	208	208	100%	0	0	-	292	500	42%
6025 Travel - lodging & transportation	0	75	75	100%	0	0	-	0	375	375	100%	151	151	100%	525	900	42%
6030 Travel - Per Diem & mileage reimbursement	0	58	58	100%	0	0	-	0	292	292	100%	0	0	-	408	700	42%
6035 Meals & Entertainment	0	104	104	100%	0	0	-	0	521	521	100%	34	34	100%	729	1,250	42%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>279</b>	<b>279</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1,396</b>	<b>1,396</b>	<b>100%</b>	<b>185</b>	<b>185</b>	<b>100%</b>	<b>1,954</b>	<b>3,350</b>	<b>42%</b>
6075 Memberships & dues	2,396	2,459	63	3%	1,687	(709)	-42%	12,001	12,293	291	2%	7,260	(4,742)	-65%	29,211	29,502	1%
6077 Subscriptions	0	18	18	100%	0	0	-	75	91	16	18%	0	(75)	-	203	219	7%
<b>Total Office Expense</b>	<b>2,396</b>	<b>2,477</b>	<b>81</b>	<b>3%</b>	<b>1,687</b>	<b>(709)</b>	<b>-42%</b>	<b>12,076</b>	<b>12,384</b>	<b>308</b>	<b>2%</b>	<b>7,260</b>	<b>(4,817)</b>	<b>-66%</b>	<b>29,414</b>	<b>29,721</b>	<b>1%</b>
6260 Consulting services	0	433	433	100%	0	0	-	0	2,167	2,167	100%	90	90	100%	3,033	5,200	42%
<b>Total Professional Services</b>	<b>0</b>	<b>433</b>	<b>433</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>2,167</b>	<b>2,167</b>	<b>100%</b>	<b>90</b>	<b>90</b>	<b>100%</b>	<b>3,033</b>	<b>5,200</b>	<b>42%</b>

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

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6310 Marketing supplies	0	50	50	100%	0	0	-	0	250	250	100%	0	0	-	350	600	42%
6315 Advertising	600	533	(67)	-13%	0	(600)	-	600	2,667	2,067	77%	500	(100)	-20%	4,333	6,400	32%
6340 Legislative support	5,500	14,108	8,608	61%	20,912	15,412	74%	67,426	70,542	3,116	4%	104,891	37,465	36%	166,184	169,300	2%
6345 Community affairs	0	833	833	100%	0	0	-	550	4,167	3,617	87%	0	(550)	-	6,383	10,000	36%
<b>Total Marketing Expense</b>	<b>6,100</b>	<b>15,525</b>	<b>9,425</b>	<b>61%</b>	<b>20,912</b>	<b>14,812</b>	<b>71%</b>	<b>68,576</b>	<b>77,625</b>	<b>9,049</b>	<b>12%</b>	<b>105,391</b>	<b>36,815</b>	<b>35%</b>	<b>177,251</b>	<b>186,300</b>	<b>5%</b>
<b>Total Goods &amp; Services</b>	<b>8,496</b>	<b>18,714</b>	<b>10,219</b>	<b>55%</b>	<b>22,599</b>	<b>14,103</b>	<b>62%</b>	<b>80,652</b>	<b>93,571</b>	<b>12,919</b>	<b>14%</b>	<b>112,925</b>	<b>32,273</b>	<b>29%</b>	<b>211,652</b>	<b>224,571</b>	<b>6%</b>
<b>Total Expenses</b>	<b>19,838</b>	<b>30,129</b>	<b>10,291</b>	<b>34%</b>	<b>33,936</b>	<b>14,099</b>	<b>42%</b>	<b>137,399</b>	<b>150,645</b>	<b>13,246</b>	<b>9%</b>	<b>164,788</b>	<b>27,390</b>	<b>17%</b>	<b>359,003</b>	<b>372,249</b>	<b>4%</b>
<b>Operating Results</b>	<b>(19,838)</b>	<b>(30,129)</b>	<b>10,291</b>	<b>-34%</b>	<b>(23,936)</b>	<b>4,099</b>	<b>-17%</b>	<b>(137,399)</b>	<b>(150,645)</b>	<b>13,246</b>	<b>-9%</b>	<b>(114,688)</b>	<b>(22,710)</b>	<b>20%</b>	<b>(359,003)</b>	<b>(372,249)</b>	<b>-4%</b>
<b>Net Result</b>	<b>(19,838)</b>	<b>(30,129)</b>	<b>10,291</b>	<b>-34%</b>	<b>(23,936)</b>	<b>4,099</b>	<b>-17%</b>	<b>(137,399)</b>	<b>(150,645)</b>	<b>13,246</b>	<b>-9%</b>	<b>(114,688)</b>	<b>(22,710)</b>	<b>20%</b>	<b>(359,003)</b>	<b>(372,249)</b>	<b>-4%</b>

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	13,814	11,474	2,341	20%	10,701	3,113	29%	60,648	57,369	3,279	6%	53,507	7,141	13%	140,964	137,685	2%
4010 Property Agreements	8,523	7,485	1,038	14%	7,506	1,017	14%	43,286	40,341	2,945	7%	39,541	3,745	9%	114,040	111,096	3%
4135 Storage Yard	2,173	2,173	0	0%	0	2,173	-	10,863	10,863	0	0%	0	10,863	-	26,071	26,071	0%
4290 Other	0	0	0	-	2,300	(2,300)	-100%	0	0	0	-	21,300	(21,300)	-100%	0	0	-
<b>Total Operating Income</b>	<b>24,510</b>	<b>21,131</b>	<b>3,379</b>	<b>16%</b>	<b>20,508</b>	<b>4,002</b>	<b>20%</b>	<b>114,797</b>	<b>108,573</b>	<b>6,224</b>	<b>6%</b>	<b>114,348</b>	<b>448</b>	<b>0%</b>	<b>281,075</b>	<b>274,852</b>	<b>2%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	21,706	18,825	(2,881)	-15%	39,820	18,114	45%	96,825	94,124	(2,701)	-3%	211,310	114,484	54%	247,498	244,797	-1%
5015 Overtime	54	0	(54)	-	26	(28)	-105%	54	0	(54)	-	81	27	33%	54	0	-
<b>Total Compensation</b>	<b>21,760</b>	<b>18,825</b>	<b>(2,935)</b>	<b>-16%</b>	<b>39,846</b>	<b>18,086</b>	<b>45%</b>	<b>96,879</b>	<b>94,124</b>	<b>(2,755)</b>	<b>-3%</b>	<b>211,390</b>	<b>114,511</b>	<b>54%</b>	<b>247,552</b>	<b>244,797</b>	<b>-1%</b>
5100 Federal Payroll taxes	1,639	1,440	(199)	-14%	3,012	1,373	46%	7,300	7,201	(99)	-1%	15,957	8,657	54%	18,826	18,727	-1%
5105 State Payroll taxes	86	0	(86)	-	158	72	46%	382	0	(382)	-	834	453	54%	382	0	-
5110 Unemployment Insurance	85	283	198	70%	429	345	80%	137	1,416	1,279	90%	2,923	2,785	95%	2,404	3,683	35%
5115 Workers compensation	40	88	48	54%	478	438	92%	195	441	246	56%	409	214	52%	901	1,147	21%
<b>Total Payroll Taxes</b>	<b>1,850</b>	<b>1,812</b>	<b>(38)</b>	<b>-2%</b>	<b>4,077</b>	<b>2,228</b>	<b>55%</b>	<b>8,014</b>	<b>9,058</b>	<b>1,044</b>	<b>12%</b>	<b>20,123</b>	<b>12,109</b>	<b>60%</b>	<b>22,513</b>	<b>23,557</b>	<b>4%</b>
5200 Medical insurance	1,484	1,354	(129)	-10%	6,842	5,359	78%	7,419	6,772	(647)	-10%	37,126	29,707	80%	16,899	16,252	-4%
5205 Dental insurance	135	141	6	4%	0	(135)	-	675	703	28	4%	2,241	1,566	70%	1,659	1,687	2%
5215 Term life insurance	25	25	0	0%	113	88	78%	125	125	0	0%	575	450	78%	300	300	0%
5220 Long Term Disability insurance	124	124	0	0%	334	209	63%	625	622	(3)	0%	1,482	857	58%	1,496	1,493	0%
5225 PERS Employer Contributions	4,163	4,162	(1)	0%	9,306	5,143	55%	20,817	20,811	(6)	0%	46,585	25,768	55%	54,131	54,125	0%
5230 PERS Employee Contributions	1,130	1,129	(0)	0%	2,525	1,396	55%	5,649	5,647	(2)	0%	12,463	6,813	55%	14,690	14,688	0%
<b>Total Insured Benefits</b>	<b>7,061</b>	<b>6,936</b>	<b>(125)</b>	<b>-2%</b>	<b>19,120</b>	<b>12,059</b>	<b>63%</b>	<b>35,310</b>	<b>34,680</b>	<b>(630)</b>	<b>-2%</b>	<b>100,471</b>	<b>65,161</b>	<b>65%</b>	<b>89,175</b>	<b>88,545</b>	<b>-1%</b>
<b>Total Personnel Services</b>	<b>30,671</b>	<b>27,572</b>	<b>(3,099)</b>	<b>-11%</b>	<b>63,044</b>	<b>32,373</b>	<b>51%</b>	<b>140,203</b>	<b>137,862</b>	<b>(2,341)</b>	<b>-2%</b>	<b>331,985</b>	<b>191,782</b>	<b>58%</b>	<b>359,240</b>	<b>356,898</b>	<b>-1%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	208	208	100%	0	0	-	292	500	42%
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	112	208	96	46%	0	(112)	-	404	500	19%
6030 Travel - Per Diem & mileage reimbursement	0	292	292	100%	133	133	100%	815	1,458	644	44%	1,089	274	25%	2,856	3,500	18%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	104	104	100%	0	0	-	146	250	42%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>396</b>	<b>396</b>	<b>100%</b>	<b>133</b>	<b>133</b>	<b>100%</b>	<b>927</b>	<b>1,979</b>	<b>1,052</b>	<b>53%</b>	<b>1,089</b>	<b>162</b>	<b>15%</b>	<b>3,698</b>	<b>4,750</b>	<b>22%</b>
6130 Electricity	156	1,117	960	86%	924	767	83%	3,837	3,944	107	3%	3,256	(581)	-18%	14,393	14,500	1%
6135 Water/Sewer	464	496	32	6%	436	(28)	-6%	2,555	2,760	205	7%	2,423	(133)	-5%	7,795	8,000	3%
6140 Garbage/Sanitation Collection	0	167	167	100%	0	0	-	0	833	833	100%	0	0	-	1,167	2,000	42%
6155 Environmental Remediation/Mitigation/Monitoring	125	500	375	75%	0	(125)	-	495	2,500	2,005	80%	543	47	9%	3,995	6,000	33%
<b>Total Utilities</b>	<b>746</b>	<b>2,279</b>	<b>1,533</b>	<b>67%</b>	<b>1,360</b>	<b>614</b>	<b>45%</b>	<b>6,887</b>	<b>10,037</b>	<b>3,150</b>	<b>31%</b>	<b>6,222</b>	<b>(666)</b>	<b>-11%</b>	<b>27,350</b>	<b>30,500</b>	<b>10%</b>

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	417	417	100%	0	0	-	0	2,083	2,083	100%	0	0	-	2,917	5,000	42%
6245 Legal advertising	0	63	63	100%	0	0	-	0	313	313	100%	0	0	-	438	750	42%
6260 Consulting services	0	1,042	1,042	100%	0	0	-	3,086	5,208	2,123	41%	232	(2,854)	-1230%	10,377	12,500	17%
6290 Commercial insurance	4,884	4,884	0	0%	4,266	(618)	-14%	24,422	24,422	0	0%	21,331	(3,091)	-14%	66,310	66,310	0%
<b>Total Professional Services</b>	<b>4,884</b>	<b>6,405</b>	<b>1,521</b>	<b>24%</b>	<b>4,266</b>	<b>(618)</b>	<b>-14%</b>	<b>27,508</b>	<b>32,026</b>	<b>4,518</b>	<b>14%</b>	<b>21,563</b>	<b>(5,945)</b>	<b>-28%</b>	<b>80,042</b>	<b>84,560</b>	<b>5%</b>
6400 Small equipment & tools	0	42	42	100%	0	0	-	0	208	208	100%	529	529	100%	292	500	42%
6405 Safety/hazardous materials	0	854	854	100%	1,599	1,599	100%	0	4,271	4,271	100%	2,076	2,076	100%	5,979	10,250	42%
6410 Signage	0	21	21	100%	0	0	-	0	104	104	100%	0	0	-	146	250	42%
6415 Clothing	0	42	42	100%	0	0	-	0	208	208	100%	310	310	100%	292	500	42%
6425 Operational supplies	0	0	0	-	(1)	(1)	100%	0	0	0	-	200	200	100%	0	0	-
6450 Fuel - Gas	0	8	8	100%	23	23	100%	0	42	42	100%	23	23	100%	58	100	42%
6455 Fuel - Diesel	0	17	17	100%	21	21	100%	0	83	83	100%	165	165	100%	117	200	42%
<b>Total Operational Expense</b>	<b>0</b>	<b>983</b>	<b>983</b>	<b>100%</b>	<b>1,643</b>	<b>1,643</b>	<b>100%</b>	<b>0</b>	<b>4,917</b>	<b>4,917</b>	<b>100%</b>	<b>3,302</b>	<b>3,302</b>	<b>100%</b>	<b>6,883</b>	<b>11,800</b>	<b>42%</b>
6500 Repairs & maintenance equipment	0	175	175	100%	2,475	2,475	100%	0	875	875	100%	4,435	4,435	100%	1,225	2,100	42%
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	8	8	100%	0	0	-
6510 Repairs & maintenance buildings	0	208	208	100%	0	0	-	0	1,042	1,042	100%	202	202	100%	1,458	2,500	42%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	417	417	100%	0	0	-	583	1,000	42%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	625	625	100%	0	0	-	875	1,500	42%
6575 Waterway Leases	0	250	250	100%	0	0	-	(1,669)	1,250	2,919	234%	708	2,378	336%	81	3,000	97%
6580 Permits	143	333	190	57%	0	(143)	-	1,671	1,667	(4)	0%	1,883	212	11%	4,004	4,000	0%
<b>Total Repair and Maintenance</b>	<b>143</b>	<b>1,175</b>	<b>1,032</b>	<b>88%</b>	<b>2,475</b>	<b>2,332</b>	<b>94%</b>	<b>2</b>	<b>5,875</b>	<b>5,874</b>	<b>100%</b>	<b>7,236</b>	<b>7,235</b>	<b>100%</b>	<b>8,226</b>	<b>14,100</b>	<b>42%</b>
<b>Total Goods &amp; Services</b>	<b>5,773</b>	<b>11,239</b>	<b>5,465</b>	<b>49%</b>	<b>9,877</b>	<b>4,103</b>	<b>42%</b>	<b>35,324</b>	<b>54,835</b>	<b>19,511</b>	<b>36%</b>	<b>39,412</b>	<b>4,088</b>	<b>10%</b>	<b>126,200</b>	<b>145,710</b>	<b>13%</b>
<b>Total Expenses</b>	<b>36,444</b>	<b>38,811</b>	<b>2,367</b>	<b>6%</b>	<b>72,920</b>	<b>36,476</b>	<b>50%</b>	<b>175,527</b>	<b>192,697</b>	<b>17,169</b>	<b>9%</b>	<b>371,397</b>	<b>195,870</b>	<b>53%</b>	<b>485,439</b>	<b>502,609</b>	<b>3%</b>
<b>Operating Results</b>	<b>(11,934)</b>	<b>(17,680)</b>	<b>5,746</b>	<b>-32%</b>	<b>(52,413)</b>	<b>40,478</b>	<b>-77%</b>	<b>(60,730)</b>	<b>(84,124)</b>	<b>23,393</b>	<b>-28%</b>	<b>(257,048)</b>	<b>196,318</b>	<b>-76%</b>	<b>(204,364)</b>	<b>(227,757)</b>	<b>-10%</b>
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>5,000</b>	<b>5,000</b>	<b>0%</b>
<b>Taxes &amp; Misc Expenses</b>																	
6745 Banking fees	0	0	0	-	0	0	-	11,142	2,500	(8,642)	-346%	0	(11,142)	-	18,642	10,000	-86%
<b>Total Taxes &amp; Misc Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>11,142</b>	<b>2,500</b>	<b>(8,642)</b>	<b>-346%</b>	<b>0</b>	<b>(11,142)</b>	<b>-</b>	<b>18,642</b>	<b>10,000</b>	<b>-86%</b>
7010 Interest payment	15,565	0	(15,565)	-	33,820	18,256	54%	77,240	58,662	(18,578)	-32%	101,108	23,868	24%	253,227	234,649	-8%
<b>Total Debt Services</b>	<b>15,565</b>	<b>0</b>	<b>(15,565)</b>	<b>-</b>	<b>33,820</b>	<b>18,256</b>	<b>54%</b>	<b>77,240</b>	<b>58,662</b>	<b>(18,578)</b>	<b>-32%</b>	<b>101,108</b>	<b>23,868</b>	<b>24%</b>	<b>253,227</b>	<b>234,649</b>	<b>-8%</b>
<b>Total Other Expenses</b>	<b>15,565</b>	<b>0</b>	<b>(15,565)</b>	<b>-</b>	<b>33,820</b>	<b>18,256</b>	<b>54%</b>	<b>88,383</b>	<b>61,162</b>	<b>(27,220)</b>	<b>-45%</b>	<b>101,108</b>	<b>12,726</b>	<b>13%</b>	<b>271,869</b>	<b>244,649</b>	<b>-11%</b>
<b>Net Other Income</b>	<b>(15,565)</b>	<b>0</b>	<b>(15,565)</b>	<b>-</b>	<b>(33,820)</b>	<b>18,256</b>	<b>-54%</b>	<b>(88,383)</b>	<b>(61,162)</b>	<b>(27,220)</b>	<b>45%</b>	<b>(101,108)</b>	<b>12,726</b>	<b>-13%</b>	<b>(266,869)</b>	<b>(239,649)</b>	<b>11%</b>
<b>Net Result</b>	<b>(27,499)</b>	<b>(17,680)</b>	<b>(9,819)</b>	<b>56%</b>	<b>(86,233)</b>	<b>58,734</b>	<b>-68%</b>	<b>(149,113)</b>	<b>(145,286)</b>	<b>(3,827)</b>	<b>3%</b>	<b>(358,157)</b>	<b>209,044</b>	<b>-58%</b>	<b>(471,233)</b>	<b>(467,406)</b>	<b>1%</b>

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

amounts in \$US dollars

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4010 Property Agreements	28,053	30,500	(2,447)	-8%	27,600	454	2%	142,718	152,500	(9,782)	-6%	128,094	14,624	11%	356,218	366,000	-3%
4235 Customer Discounts	(1,699)	0	(1,699)	-	0	(1,699)	-	(1,699)	0	(1,699)	-	0	(1,699)	-	(1,699)	0	-
4260 Rail Operations Revenue	0	38,362	(38,362)	-100%	23,665	(23,665)	-100%	104,643	191,810	(87,167)	-45%	117,648	(13,006)	-11%	373,176	460,343	-19%
4265 Rail Surcharges	22,817	38,012	(15,195)	-40%	26,024	(3,207)	-12%	138,402	190,061	(51,659)	-27%	131,045	7,357	6%	404,487	456,146	-11%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	893,944	893,944	0%
<b>Total Operating Income</b>	<b>49,172</b>	<b>106,874</b>	<b>(57,702)</b>	<b>-54%</b>	<b>77,289</b>	<b>(28,117)</b>	<b>-36%</b>	<b>384,063</b>	<b>534,371</b>	<b>(150,307)</b>	<b>-28%</b>	<b>376,787</b>	<b>7,276</b>	<b>2%</b>	<b>2,026,127</b>	<b>2,176,434</b>	<b>-7%</b>
<b>Expenses</b>																	
<b>Goods &amp; Services</b>																	
6070 Postage & courier services	0	0	0	-	0	0	-	0	0	0	-	51,380	51,380	100%	0	0	-
<b>Total Office Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>51,380</b>	<b>51,380</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6145 Hazardous material disposal	480	0	(480)	-	0	(480)	-	480	0	(480)	-	0	(480)	-	480	0	-
<b>Total Utilities</b>	<b>480</b>	<b>0</b>	<b>(480)</b>	<b>-</b>	<b>0</b>	<b>(480)</b>	<b>-</b>	<b>480</b>	<b>0</b>	<b>(480)</b>	<b>-</b>	<b>0</b>	<b>(480)</b>	<b>-</b>	<b>480</b>	<b>0</b>	<b>-</b>
6260 Consulting services	0	6,250	6,250	100%	10,399	10,399	100%	18,519	31,250	12,731	41%	14,502	(4,017)	-28%	62,269	75,000	17%
6290 Commercial insurance	6,337	6,337	0	0%	4,834	(1,503)	-31%	31,686	31,686	0	0%	24,169	(7,517)	-31%	83,416	83,416	0%
<b>Total Professional Services</b>	<b>6,337</b>	<b>12,587</b>	<b>6,250</b>	<b>50%</b>	<b>15,233</b>	<b>8,896</b>	<b>58%</b>	<b>50,204</b>	<b>62,936</b>	<b>12,731</b>	<b>20%</b>	<b>38,671</b>	<b>(11,533)</b>	<b>-30%</b>	<b>145,685</b>	<b>158,416</b>	<b>8%</b>
6410 Signage	0	192	192	100%	0	0	-	0	958	958	100%	0	0	-	1,342	2,300	42%
6425 Operational supplies	0	0	0	-	0	0	-	55	0	(55)	-	0	(55)	-	55	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	47	47	100%	0	0	-
<b>Total Operational Expense</b>	<b>0</b>	<b>192</b>	<b>192</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>55</b>	<b>958</b>	<b>903</b>	<b>94%</b>	<b>47</b>	<b>(8)</b>	<b>-18%</b>	<b>1,397</b>	<b>2,300</b>	<b>39%</b>
6505 Repairs & maintenance vehicles	35	0	(35)	-	17	(17)	-100%	181	0	(181)	-	87	(93)	-107%	181	0	-
6510 Repairs & maintenance buildings	0	37,500	37,500	100%	0	0	-	354,043	187,500	(166,543)	-89%	355,340	1,297	0%	616,543	450,000	-37%
6515 Repairs & maintenance land improve	22,000	12,500	(9,500)	-76%	0	(22,000)	-	22,000	62,500	40,500	65%	2,003	(19,998)	-999%	109,500	150,000	27%
<b>Total Repair and Maintenance</b>	<b>22,035</b>	<b>50,000</b>	<b>27,965</b>	<b>56%</b>	<b>17</b>	<b>(22,017)</b>	<b>-126174%</b>	<b>376,223</b>	<b>250,000</b>	<b>(126,223)</b>	<b>-50%</b>	<b>357,430</b>	<b>(18,794)</b>	<b>-5%</b>	<b>726,223</b>	<b>600,000</b>	<b>-21%</b>
<b>Total Goods &amp; Services</b>	<b>28,852</b>	<b>62,779</b>	<b>33,927</b>	<b>54%</b>	<b>15,250</b>	<b>(13,602)</b>	<b>-89%</b>	<b>426,963</b>	<b>313,894</b>	<b>(113,069)</b>	<b>-36%</b>	<b>447,528</b>	<b>20,565</b>	<b>5%</b>	<b>873,785</b>	<b>760,716</b>	<b>-15%</b>
<b>Total Expenses</b>	<b>28,852</b>	<b>62,779</b>	<b>33,927</b>	<b>54%</b>	<b>15,250</b>	<b>(13,602)</b>	<b>-89%</b>	<b>426,963</b>	<b>313,894</b>	<b>(113,069)</b>	<b>-36%</b>	<b>447,528</b>	<b>20,565</b>	<b>5%</b>	<b>873,785</b>	<b>760,716</b>	<b>-15%</b>
<b>Operating Results</b>	<b>20,320</b>	<b>44,095</b>	<b>(23,775)</b>	<b>-54%</b>	<b>62,039</b>	<b>(41,719)</b>	<b>-67%</b>	<b>(42,899)</b>	<b>220,477</b>	<b>(263,376)</b>	<b>-119%</b>	<b>(70,741)</b>	<b>27,842</b>	<b>-39%</b>	<b>1,152,342</b>	<b>1,415,718</b>	<b>-19%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	315,000	315,000	0%
4905 Other	0	0	0	-	0	0	-	405,463	0	405,463	-	0	405,463	-	405,463	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>405,463</b>	<b>0</b>	<b>405,463</b>	<b>-</b>	<b>0</b>	<b>405,463</b>	<b>-</b>	<b>720,463</b>	<b>315,000</b>	<b>129%</b>
<b>Other Expenses</b>																	
<b>Debt Services</b>																	
7005 Principal repayment	364,142	182,071	(182,071)	-100%	433,532	69,390	16%	364,142	182,071	(182,071)	-100%	433,532	69,390	16%	546,212	364,142	-50%
7010 Interest payment	62,746	61,071	(1,675)	-3%	69,996	7,250	10%	62,746	61,071	(1,675)	-3%	69,996	7,250	10%	123,818	122,143	-1%
7020 Principal repayment - Vehicles	4,123	2,991	(1,132)	-38%	4,069	(54)	-1%	10,165	7,253	(2,912)	-40%	8,101	(2,064)	-25%	15,880	12,969	-22%
7025 Interest payment - Vehicles	701	508	(193)	-38%	93	(608)	-657%	1,478	1,079	(399)	-37%	487	(991)	-204%	2,317	1,918	-21%
8013 CIP Construction Bridges	0	0	0	-	21,897	21,897	100%	0	0	0	-	34,667	34,667	100%	0	0	-
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	7,895	7,895	100%	0	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	218,335	218,335	100%	0	0	-
<b>Total Debt Services</b>	<b>431,712</b>	<b>246,642</b>	<b>(185,070)</b>	<b>-75%</b>	<b>529,587</b>	<b>97,875</b>	<b>18%</b>	<b>438,530</b>	<b>251,474</b>	<b>(187,056)</b>	<b>-74%</b>	<b>773,013</b>	<b>334,482</b>	<b>43%</b>	<b>688,227</b>	<b>501,171</b>	<b>-37%</b>
<b>Total Other Expenses</b>	<b>431,712</b>	<b>246,642</b>	<b>(185,070)</b>	<b>-75%</b>	<b>529,587</b>	<b>97,875</b>	<b>18%</b>	<b>438,530</b>	<b>251,474</b>	<b>(187,056)</b>	<b>-74%</b>	<b>773,013</b>	<b>334,482</b>	<b>43%</b>	<b>688,227</b>	<b>501,171</b>	<b>-37%</b>
<b>Net Other Income</b>	<b>(431,712)</b>	<b>(246,642)</b>	<b>(185,070)</b>	<b>75%</b>	<b>(529,587)</b>	<b>97,875</b>	<b>-18%</b>	<b>(33,067)</b>	<b>(251,474)</b>	<b>218,407</b>	<b>-87%</b>	<b>(773,013)</b>	<b>739,945</b>	<b>-96%</b>	<b>32,236</b>	<b>(186,171)</b>	<b>-117%</b>
<b>Net Result</b>	<b>(411,392)</b>	<b>(202,546)</b>	<b>(208,845)</b>	<b>103%</b>	<b>(467,548)</b>	<b>56,156</b>	<b>-12%</b>	<b>(75,967)</b>	<b>(30,998)</b>	<b>(44,969)</b>	<b>145%</b>	<b>(843,754)</b>	<b>767,787</b>	<b>-91%</b>	<b>1,184,578</b>	<b>1,229,547</b>	<b>-4%</b>

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4285 Mob/Demob Services	0	0	0	-	0	0	-	94,349	69,390	24,959	36%	0	94,349	-	163,738	138,779	18%
4287 Dredging Services	109	76,684	(76,576)	-100%	0	109	-	109	230,053	(229,944)	-100%	0	109	-	109	230,053	-100%
4290 Other	25,960	37,740	(11,779)	-31%	171,304	(145,343)	-85%	129,121	188,699	(59,578)	-32%	171,304	(42,183)	-25%	393,299	452,877	-13%
<b>Total Operating Income</b>	<b>26,069</b>	<b>114,424</b>	<b>(88,355)</b>	<b>-77%</b>	<b>171,304</b>	<b>(145,235)</b>	<b>-85%</b>	<b>223,578</b>	<b>488,141</b>	<b>(264,563)</b>	<b>-54%</b>	<b>171,304</b>	<b>52,275</b>	<b>31%</b>	<b>557,146</b>	<b>821,709</b>	<b>-32%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	0	0	0	-	0	0	-	0	0	0	-	372	372	100%	0	0	-
<b>Total Compensation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>372</b>	<b>372</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
5100 Federal Payroll taxes	0	0	0	-	0	0	-	0	0	0	-	28	28	100%	0	0	-
5105 State Payroll taxes	0	0	0	-	0	0	-	0	0	0	-	1	1	100%	0	0	-
5110 Unemployment Insurance	0	0	0	-	0	0	-	0	0	0	-	10	10	100%	0	0	-
5115 Workers compensation	0	0	0	-	0	0	-	0	0	0	-	0	0	100%	0	0	-
<b>Total Payroll Taxes</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>40</b>	<b>40</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
5200 Medical insurance	0	0	0	-	0	0	-	0	0	0	-	116	116	100%	0	0	-
5205 Dental insurance	0	0	0	-	0	0	-	0	0	0	-	4	4	100%	0	0	-
5215 Term life insurance	0	0	0	-	0	0	-	0	0	0	-	1	1	100%	0	0	-
5220 Long Term Disability insurance	0	0	0	-	0	0	-	0	0	0	-	2	2	100%	0	0	-
5225 PERS Employer Contributions	0	0	0	-	0	0	-	0	0	0	-	9	9	100%	0	0	-
5230 PERS Employee Contributions	0	0	0	-	0	0	-	0	0	0	-	3	3	100%	0	0	-
5295 Allocations	11,135	24,772	13,637	55%	0	(11,135)	-	18,637	100,662	82,024	81%	0	(18,637)	-	54,434	136,458	60%
<b>Total Insured Benefits</b>	<b>11,135</b>	<b>24,772</b>	<b>13,637</b>	<b>55%</b>	<b>0</b>	<b>(11,135)</b>	<b>-</b>	<b>18,637</b>	<b>100,662</b>	<b>82,024</b>	<b>81%</b>	<b>135</b>	<b>(18,502)</b>	<b>-13700%</b>	<b>54,434</b>	<b>136,458</b>	<b>60%</b>
<b>Total Personnel Services</b>	<b>11,135</b>	<b>24,772</b>	<b>13,637</b>	<b>55%</b>	<b>0</b>	<b>(11,135)</b>	<b>-</b>	<b>18,637</b>	<b>100,662</b>	<b>82,024</b>	<b>81%</b>	<b>547</b>	<b>(18,091)</b>	<b>-3309%</b>	<b>54,434</b>	<b>136,458</b>	<b>60%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	5,150	0	(5,150)	-	0	(5,150)	-	5,150	0	(5,150)	-	0	(5,150)	-	5,150	0	-
<b>Total Staff Training</b>	<b>5,150</b>	<b>0</b>	<b>(5,150)</b>	<b>-</b>	<b>0</b>	<b>(5,150)</b>	<b>-</b>	<b>5,150</b>	<b>0</b>	<b>(5,150)</b>	<b>-</b>	<b>0</b>	<b>(5,150)</b>	<b>-</b>	<b>5,150</b>	<b>0</b>	<b>-</b>
6025 Travel - lodging & transportation	10,453	5,650	(4,804)	-85%	0	(10,453)	-	15,625	22,598	6,974	31%	0	(15,625)	-	21,274	28,248	25%
6030 Travel - Per Diem & mileage reimbursement	6,961	4,868	(2,093)	-43%	0	(6,961)	-	11,045	19,470	8,426	43%	0	(11,045)	-	15,912	24,338	35%
<b>Total Travel &amp; Entertainment</b>	<b>17,414</b>	<b>10,517</b>	<b>(6,897)</b>	<b>-66%</b>	<b>0</b>	<b>(17,414)</b>	<b>-</b>	<b>26,670</b>	<b>42,069</b>	<b>15,399</b>	<b>37%</b>	<b>0</b>	<b>(26,670)</b>	<b>-</b>	<b>37,187</b>	<b>52,586</b>	<b>29%</b>
6060 IT supplies	0	0	0	-	0	0	-	287	0	(287)	-	0	(287)	-	287	0	-
<b>Total Office Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>287</b>	<b>0</b>	<b>(287)</b>	<b>-</b>	<b>0</b>	<b>(287)</b>	<b>-</b>	<b>287</b>	<b>0</b>	<b>-</b>
6105 Telephone - mobile	130	60	(70)	-117%	53	(77)	-146%	342	300	(42)	-14%	264	(78)	-29%	762	720	-6%
<b>Total Utilities</b>	<b>130</b>	<b>60</b>	<b>(70)</b>	<b>-117%</b>	<b>53</b>	<b>(77)</b>	<b>-146%</b>	<b>342</b>	<b>300</b>	<b>(42)</b>	<b>-14%</b>	<b>264</b>	<b>(78)</b>	<b>-29%</b>	<b>762</b>	<b>720</b>	<b>-6%</b>
6260 Consulting services	0	0	0	-	15,161	15,161	100%	0	0	0	-	15,161	15,161	100%	0	0	-
6290 Commercial insurance	5,950	6,470	520	8%	5,300	(650)	-12%	29,749	32,348	2,599	8%	26,501	(3,248)	-12%	75,036	77,635	3%
<b>Total Professional Services</b>	<b>5,950</b>	<b>6,470</b>	<b>520</b>	<b>8%</b>	<b>20,461</b>	<b>14,511</b>	<b>71%</b>	<b>29,749</b>	<b>32,348</b>	<b>2,599</b>	<b>8%</b>	<b>41,662</b>	<b>11,913</b>	<b>29%</b>	<b>75,036</b>	<b>77,635</b>	<b>3%</b>

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

amounts in \$US dollars

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



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	5,438	33	(5,405)	-16216%	0	(5,438)	-	16,699	167	(16,532)	-9920%	175	(16,524)	-9443%	16,932	400	-4133%
6405 Safety/hazardous materials	0	17	17	100%	0	0	-	677	83	(593)	-712%	0	(677)	-	793	200	-297%
6420 Janitorial supplies	0	17	17	100%	0	0	-	311	83	(227)	-273%	0	(311)	-	427	200	-114%
6425 Operational supplies	133	108	(24)	-22%	0	(133)	-	11,209	542	(10,668)	-1969%	0	(11,209)	-	11,968	1,300	-821%
6430 Equipment Rental	0	20,669	20,669	100%	0	0	-	38,045	62,006	23,961	39%	0	(38,045)	-	58,714	82,675	29%
6450 Fuel - Gas	50	4,540	4,490	99%	0	(50)	-	473	18,160	17,687	97%	0	(473)	-	5,013	22,700	78%
6455 Fuel - Diesel	0	7,140	7,140	100%	0	0	-	0	28,560	28,560	100%	0	0	-	7,140	35,700	80%
<b>Total Operational Expense</b>	<b>5,621</b>	<b>32,524</b>	<b>26,903</b>	<b>83%</b>	<b>0</b>	<b>(5,621)</b>	<b>-</b>	<b>67,414</b>	<b>109,601</b>	<b>42,188</b>	<b>38%</b>	<b>175</b>	<b>(67,239)</b>	<b>-38426%</b>	<b>100,987</b>	<b>143,175</b>	<b>29%</b>
6500 Repairs & maintenance equipment	2,280	13,676	11,396	83%	1,016	(1,264)	-124%	11,518	68,380	56,863	83%	93,616	82,099	88%	107,250	164,113	35%
6505 Repairs & maintenance vehicles	5,607	20,585	14,979	73%	0	(5,607)	-	62,818	102,926	40,108	39%	22,568	(40,250)	-178%	206,914	247,022	16%
6510 Repairs & maintenance buildings	428	0	(428)	-	0	(428)	-	828	0	(828)	-	0	(828)	-	828	0	-
<b>Total Repair and Maintenance</b>	<b>8,315</b>	<b>34,261</b>	<b>25,947</b>	<b>76%</b>	<b>1,016</b>	<b>(7,298)</b>	<b>-718%</b>	<b>75,164</b>	<b>171,306</b>	<b>96,143</b>	<b>56%</b>	<b>116,184</b>	<b>41,021</b>	<b>35%</b>	<b>314,992</b>	<b>411,135</b>	<b>23%</b>
<b>Total Goods &amp; Services</b>	<b>42,579</b>	<b>83,832</b>	<b>41,253</b>	<b>49%</b>	<b>21,530</b>	<b>(21,049)</b>	<b>-98%</b>	<b>204,776</b>	<b>355,624</b>	<b>150,849</b>	<b>42%</b>	<b>158,286</b>	<b>(46,490)</b>	<b>-29%</b>	<b>534,402</b>	<b>685,251</b>	<b>22%</b>
<b>Total Expenses</b>	<b>53,714</b>	<b>108,604</b>	<b>54,890</b>	<b>51%</b>	<b>21,530</b>	<b>(32,183)</b>	<b>-149%</b>	<b>223,413</b>	<b>456,286</b>	<b>232,873</b>	<b>51%</b>	<b>158,833</b>	<b>(64,580)</b>	<b>-41%</b>	<b>588,836</b>	<b>821,709</b>	<b>28%</b>
<b>Operating Results</b>	<b>(27,645)</b>	<b>5,820</b>	<b>(33,465)</b>	<b>-575%</b>	<b>149,773</b>	<b>(177,418)</b>	<b>-118%</b>	<b>165</b>	<b>31,855</b>	<b>(31,690)</b>	<b>-99%</b>	<b>12,471</b>	<b>(12,306)</b>	<b>-99%</b>	<b>(31,690)</b>	<b>0</b>	<b>-</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4505 Interest - Bank	1,796	0	1,796	-	866	930	107%	9,672	0	9,672	-	9,959	(287)	-3%	9,672	0	-
4905 Other	0	0	0	-	0	0	-	3,696	0	3,696	-	0	3,696	-	3,696	0	-
<b>Total Other Income</b>	<b>1,796</b>	<b>0</b>	<b>1,796</b>	<b>-</b>	<b>866</b>	<b>930</b>	<b>107%</b>	<b>13,369</b>	<b>0</b>	<b>13,369</b>	<b>-</b>	<b>9,959</b>	<b>3,409</b>	<b>34%</b>	<b>13,369</b>	<b>0</b>	<b>-</b>
9005 Transfers - GF	11,860	0	(11,860)	-	0	(11,860)	-	95,221	0	(95,221)	-	0	(95,221)	-	95,221	0	-
<b>Total Debt Services</b>	<b>11,860</b>	<b>0</b>	<b>(11,860)</b>	<b>-</b>	<b>0</b>	<b>(11,860)</b>	<b>-</b>	<b>95,221</b>	<b>0</b>	<b>(95,221)</b>	<b>-</b>	<b>0</b>	<b>(95,221)</b>	<b>-</b>	<b>95,221</b>	<b>0</b>	<b>-</b>
<b>Total Other Expenses</b>	<b>11,860</b>	<b>0</b>	<b>(11,860)</b>	<b>-</b>	<b>0</b>	<b>(11,860)</b>	<b>-</b>	<b>95,221</b>	<b>0</b>	<b>(95,221)</b>	<b>-</b>	<b>0</b>	<b>(95,221)</b>	<b>-</b>	<b>95,221</b>	<b>0</b>	<b>-</b>
<b>Net Other Income</b>	<b>(10,064)</b>	<b>0</b>	<b>(10,064)</b>	<b>-</b>	<b>866</b>	<b>(10,930)</b>	<b>-1262%</b>	<b>(81,852)</b>	<b>0</b>	<b>(81,852)</b>	<b>-</b>	<b>9,959</b>	<b>(91,811)</b>	<b>-922%</b>	<b>(81,852)</b>	<b>0</b>	<b>-</b>
<b>Net Result</b>	<b>(37,709)</b>	<b>5,820</b>	<b>(43,529)</b>	<b>-748%</b>	<b>150,639</b>	<b>(188,348)</b>	<b>-125%</b>	<b>(81,687)</b>	<b>31,855</b>	<b>(113,542)</b>	<b>-356%</b>	<b>22,431</b>	<b>(104,117)</b>	<b>-464%</b>	<b>(113,542)</b>	<b>0</b>	<b>-</b>

	Carloads: 335	Current Period				Same Month Last Year			Year to Date				Year End					
		Nov 2024				Nov 2023			Jul 2024 - Nov 2024				Prior FYTD vs Current FYTD			Jul 2024 - Jun 2025		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	Operating Income																	
2	Administration																	
3	Union Pacific	128,572	204,106	(75,534)	(37%)	121,511	7,061	6%	630,805	1,020,531	(389,726)	(38%)	694,141	(63,336)	(9%)	2,059,548	2,449,274	(16%)
4	Carloads CBRL	70,241	179,513	(109,273)	(61%)	115,140	(44,899)	(39%)	614,433	897,566	(283,133)	(32%)	481,873	132,560	28%	1,871,026	2,154,160	(13%)
5	Demurrage	0	0	0	-	0	0	-	0	0	0	-	2,300	(2,300)	(100%)	0	0	-
6	Total Administration	198,813	383,811	(184,999)	(48%)	236,650	(37,838)	(16%)	1,245,238	1,919,056	(673,817)	(35%)	1,178,314	66,924	6%	3,931,916	4,605,734	(15%)
9	Mechanical	104,008	191,297	(87,290)	(46%)	44,259	59,748	135%	454,319	956,487	(502,168)	(53%)	229,205	225,114	98%	1,793,401	2,295,569	(22%)
10	Total Operating Income	302,820	575,109	(272,288)	(47%)	280,910	21,911	8%	1,699,557	2,875,543	(1,175,986)	(41%)	1,407,519	292,038	21%	5,725,317	6,901,303	(17%)
12	Operating Expenses																	
13	Administration	65,684	96,740	31,056	32%	84,009	18,326	22%	452,250	483,555	31,306	6%	281,444	(170,806)	(61%)	1,159,107	1,190,413	3%
14	Maintenance of Way	48,511	77,699	29,189	38%	49,740	1,229	2%	282,452	388,872	106,421	27%	248,800	(33,651)	14%	858,335	964,756	(11%)
15	Transportation	119,416	179,194	59,777	33%	147,843	28,427	19%	670,205	895,969	225,764	25%	788,237	118,032	(15%)	1,983,929	2,209,693	(10%)
16	Mechanical	61,017	97,302	36,285	37%	49,362	(11,656)	(24%)	284,041	486,512	202,470	42%	252,371	(31,671)	13%	981,983	1,184,453	(17%)
17	Total Expenses	294,628	450,935	156,307	35%	330,954	36,326	11%	1,688,948	2,254,908	565,960	25%	1,570,852	(118,096)	(8%)	4,983,355	5,549,315	10%
19	Operating Results																	
20	Administration	133,129	287,071	(153,942)	(54%)	152,641	(19,512)	(13%)	792,989	1,435,500	(642,512)	(45%)	896,870	(103,882)	(12%)	2,772,809	3,415,321	(19%)
21	Maintenance of Way	(48,511)	(77,699)	29,189	(38%)	(49,740)	1,229	(2%)	(282,452)	(388,872)	106,421	(27%)	(248,800)	(33,651)	14%	(858,335)	(964,756)	(11%)
22	Transportation	(119,416)	(179,194)	59,777	(33%)	(147,843)	28,427	(19%)	(670,205)	(895,969)	225,764	(25%)	(788,237)	118,032	(15%)	(1,983,929)	(2,209,693)	(10%)
23	Mechanical	42,990	93,995	(51,005)	(54%)	(5,102)	48,093	(943%)	170,277	469,976	(299,698)	(64%)	(23,166)	193,443	(835%)	811,417	1,111,116	(27%)
24	Totals Operating Results	8,192	124,173	(115,981)	(93%)	(50,044)	58,236	(116%)	10,609	620,635	(610,026)	(98%)	(163,333)	173,943	(106%)	741,962	1,351,988	(45%)
29	Other Income	8,129	0	8,129	-	0	8,129	-	55,970	0	55,970	-	103,302	(47,332)	(46%)	55,970	0	-
30	Total Other Income	8,129	0	8,129	-	0	8,129	-	55,970	0	55,970	-	103,302	(47,332)	(46%)	55,970	0	-
32	Financial Expenses & Taxes	11,366	38,362	26,996	(70%)	11,631	264	(2%)	119,228	191,810	72,582	(38%)	118,488	(740)	1%	1,279,406	1,351,988	5%
35	Total Other Expenses	11,366	38,362	26,996	(70%)	11,631	264	(2%)	119,228	191,810	72,582	(38%)	118,488	(740)	1%	1,279,406	1,351,988	5%
37	Net Result	4,955	85,811	(80,857)	(94%)	(61,675)	66,630	(108%)	(52,648)	428,826	(481,474)	(112%)	(178,519)	125,871	(71%)	(481,474)	0	-

Month	Carloads	Operating Revenue	Operating Expenses	Operating Expense Ratio
Jul 2024	465	369,555	357,365	96.70%
Aug 2024	433	414,507	382,904	92.38%
Sep 2024	351	292,534	364,683	124.66%
Oct 2024	498	367,982	397,228	107.95%
<b>Nov 2024</b>	<b>335</b>	<b>310,949</b>	<b>305,994</b>	<b>98.41%</b>
Dec 2024	-	-	-	0.00%
Jan 2025	-	-	-	0.00%
Feb 2025	-	-	-	0.00%
Mar 2025	-	-	-	0.00%
Apr 2025	-	-	-	0.00%
May 2025	-	-	-	0.00%
Jun 2025	-	-	-	0.00%
Total	2,082	1,755,527	1,808,175	103.00%



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Matt Friesen, Director of External Affairs  
DATE: January 9, 2025  
SUBJECT: External Affairs Management Report

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**Communications, Media, and Outreach:**

Organizational Days for the legislature were held on the week of January 13 signaling the beginning of the “long” legislative session. The Port is working closely with its government affairs teams and associations to advocate on behalf of the Port. The session will have transportation as a major theme and the Oregon Public Ports Association is hoping this will lead to the legislature considering additional funding options to help stabilize the strain ports are feeling with aging infrastructure and increased dredging costs.

The final draft of the PCIP’s Community Engagement Plan was circulated to stakeholders and to the community for their feedback. This Plan is the culmination of over 60 interviews and interactions with well over 100 stakeholders and community organizations. The team is working with federal partners to ensure that the plan compliments the additional processes that will occur at the federal level during planning and construction.

Plans are in the works to build out a more robust PCIP website to ensure information is accessible and easy to find for the public. The team is working to develop content, FAQ’s, and other documentation that will be an important part of the community engagement process in the future. Given the interest in the future of the Charleston Shipyard, many conversations were had with community groups, advocating organizations, and media to clarify the Port’s role and to help facilitate constructive conversations.

Staff participated in the South Coast Development Council’s regional economic exchange where the topic of energy was discussed. The Port is working with the region’s economic development leaders to plan the Coos County leg of the tour that will be part of this year’s Southern Oregon Economic Summit. There are high hopes for attendance and the goal of the tour will be to promote the south coast’s unique offerings, its capacity for growth, and its role as a hub of commerce, and the opportunities that coincide with the PCIP’s development.

The Bay Area Chamber of Commerce Annual Planning meeting is to be held this month, which sets the tone for the rest of the year for the Chamber. The Port continues to hold a position on the Executive Committee of the BACC and works closely with the Transportation and the Legislative subcommittees of the Chamber.

Port’s staff have been collaborating with Southern Oregon Coast Regional Housing, City of Coos Bay, SW Oregon Regional Airport, Salvation Army, Housing Authority, and CCD to work on

action plans for identifying opportunities to create more workforce housing in Coos County. The group is getting organized in the missing middle housing space to leverage partnerships and find out-of-the-box solutions to address the region’s growing housing needs.

**Relevant Stories:**

[Another longshoremen strike averted- Fox10 News](#)

[Concerned citizens hold meeting in Empire over issues with PCIP Project | News | theworldlink.com](#)

[A conversation with Val Hoyle, the South Coast’s congresswoman | News | newportnewstimes.com](#)

[A port strike still looms, threatening more disruption and higher prices | Video | NJ Spotlight News](#)

[Key Bridge Pre-Construction Starts This Month, Demolition Coming Soon | Towson, MD Patch.com](#)

[Who controls the Panama Canal and why is Trump threatening to take it? - msn.com](#)

[Egypt's Suez Canal Faces 60% Traffic Decline in 2024 Amid Red Sea Insecurity - Time News](#)

[Recordings reveal Oregon port contractor praising Hitler, using slurs — now officials face a quandary – www.OPB.org](#)

[NEWS UPDATE FROM STATE REPRESENTATIVE DAVID GOMBERG: Eight Big Stories from 2024 www.TillamookCountyPioneer.net](#)

[Merkley Monthly: 2024 Accomplishments for Oregonians | Columnists | theworldlink.com](#)



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Mike Dunning, Chief Port Operations Officer  
DATE: January 9, 2025  
SUBJECT: Port Operations/Asset Management Report

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**Channel Modification Project/PCIP:**

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

**Rail Bridge Rehabilitation Project:**

**Steel Swing Bridges:** The contractor continues to make repairs to existing bridge members, and prep for the installation of new support members. A large shipment of steel arrived in early January for the North Bend Swing Span. This shipment should nearly complete the scope of work for this bridge.

The I-bar pins on the Siuslaw bridge have been prepped for casting and the forms and the I-bars are being fabricated for installation.

**Dredging:**

Port staff continues to work with the USACE Portland District, to address the button shoal at Pt. Adams. The transient side of B-Dock has been secured for safe passage of commercial vessels to the inner basin. Safe passage into the north entrance of the marina is critical for the commercial and recreational fleet. The marine fuel dock, inner basin docks, and Pacific Seafood lie inward of the growing shoal.

**Coos Bay Estuary Management Plan (CBEMP):**

The initial CBEMP Steering Committee meeting is tentatively scheduled for January 23, 2025. The first meeting will focus on setting meeting schedules and establishing a leadership structure. A Chair, Vice Chair, and Secretary will be appointed.

**East Side Cell Tower:**

When driving through town you will notice a new cell tower on the Port's Eastside property. The Port has been working with Verizon wireless on this for over three years and construction has finally begun. Hopefully this will bring more reliable coverage to our community.



MEMORANDUM

TO: Port of Coos Bay Board of Commissioners  
FROM: Raymond Dwire, Charleston Marina Complex Manager  
DATE: January 9, 2025  
SUBJECT: Charleston Operations Management Report

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**Monthly Statistics:**

Of the 525 moorage slips, there were 122 annuals (23.24%), 69 semi-annuals (13.14%), 29 monthlies (5.52%), and 371 transient nights, for a total occupancy of 44.25% for the month.

The RV Park had an average capacity of 13.21% in December. Out of 104 RV Park spaces, we had 8 new check-ins. Additionally, there are 9 RV's being stored in the RV Park as "Winter Storage". This combination puts total sales for the month at \$11,790.91. Occupancy in December 2023 was 20.32% with no RV's being stored in the RV Park as "Winter Storage". December sales last year were \$16,372.63. The difference between last year and this year is we had quite a few traveling nurses staying at Charleston RV Park over the winter last year.

There were 46 tons of ice sold in the month of December for a total of \$4,600.00. In comparison, in December 2023, 55 tons of ice was sold.

**Charleston Marina Staff:**

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

**Charleston Marina Financial Highlights:**

Rounding out the first half of FY 2024-2025. Operating revenue for the first half of FY 2024-2025 was \$1,506,275.16 (2.26% under budget), which is an increase of \$279,192.81 from FY 2023-2024 which was \$1,227,082.35 (12.43% under budget). Still decent numbers considering we are now in the slower time of the year. The current areas where we exceed expectations are: Short Term Work Area and Work Docks in the Charleston Shipyard, and Semi-annual Moorages and Ice Sales in the Charleston Marina.

**Charleston Fishing Families:**

A grant from Southwestern Oregon Workforce Investment Board, allowed the Charleston Fishing Families to open up the 2025 License Program once again from December 22, 2024 through Christmas.

Special thanks to the Southwestern Oregon Workforce Investment Board and Charleston Fishing Families for all you do for our fishermen.

**Charleston Marina Highlights:**

Crab, Crab, Crab. The commercial Dungeness Crab Season is in full swing at the Charleston Marina. We wish the crab fleet a safe and bountiful harvest.

**Point Adams Shoaling Update:**

On Christmas Eve, the Marker Buoy for the Point Adams Shoaling broke loose and floated away in the strong storm currents. Fortunately, the day after Christmas, it floated back in and was recovered by the USCG personnel and put back in place.

Thanks again to the Coast Guard for marking this shoaling for us.

**Charleston Crab Feed:**

Mark your calendars for February 8, 2025. The annual Charleston Crab Feed will once again be at the Oregon Institute of Marine Biology (OIMB) in Charleston. Half and Whole Crab Dinners are available, and proceeds go to the Charleston Visitor’s Center and for other community needs.

**Charleston Fishing Families**  
 2025 LICENSE PROGRAM  
 SHORT OPENING THRU  
 DECEMBER 25TH

WE ARE ABLE TO OPEN FOR A VERY SHORT FEW DAYS LICENSING AGAIN.

<p><b>IF CHRISTMAS LIGHTS ON WE ARE THERE</b></p>	<p><b>WHEN: DECEMBER 22, 2024</b>  <b>DECEMBER 24, 2024</b>  <b>DECEMBER 25, 2024</b>  <b>TIME: 3:00 PM - 8:00 PM</b></p>
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WHERE: CHARLESTON FISHING FAMILIES OFFICE LOCATED AT:  
 63480 CROSLINE RD. CHARLESTON  
 (BEHIND THE COAST GUARD BUILDING)

PLEASE NOTE!!!

**MUST HAVE:**

- OREGON ADDRESS
- CURRENT POSITION ON A BOAT
- BE ABLE TO PROVIDE CONTACT INFO FOR YOUR CAPTAIN

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<p><small>QUESTIONS: PLEASE TEXT</small>  <b>MELISSA CLEMENS</b>        541-297-9353  <b>OR CAROL DOUGLAS</b>        541-294-6239        OR FACEBOOK        MESSENGER</p>	<p><small>GRANT PROVIDED BY</small>        Southwestern Oregon  <b>SOWIB</b>        Workforce Investment Board</p>
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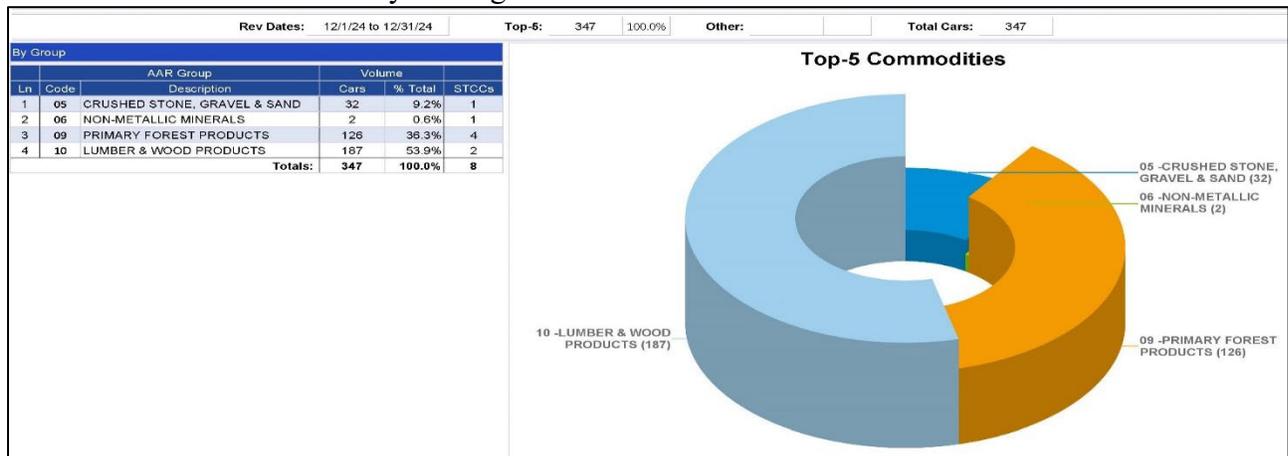


M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
 FROM: Brian Early, General Manager, CBRL  
 DATE: January 9, 2025  
 SUBJECT: Railroad Department Management Report

**Operations:**

CBRL Carloads for December 2024 = 347  
 Prior Month, November 2024 = 335  
 Prior Year, December 2023 = 440  
 2024/2025 Forecasted Monthly Average = 640



Despite a substantial increase in aggregate loading and efforts to get more cars out in December from our lumber shipper on the North Spit, car loading continued to lag in December, due to the holidays and the fact that the flow of export logs to the transload facility in Eugene stopped mid-month and are now beginning to resume as of the timing of this report.

Having just finished the calendar year 2024, the following is a quick analysis of our three larger shippers going back to 2022:

Year	Export Logs	Lumber - Noti	Lumber – N. Spit
2024	1681	1579	1039
2023	1232	1861	923
2022	2269	2032	1139

Going into 2025 we expect a relatively steady trend of our North Spit shipper to remain and the upward trend of log car loadings to continue as the supplier has committed to making more log shipments available to CBRL. Unfortunately, we do not expect the downward trend in Noti to improve unless that facility can expand its footprint to allow for the construction of a dryer. Going into 2025, management will continue to look for additional shippers that may be able to use CBRL's services.

It was announced in December that the Central Oregon and Pacific Railroad (CORP) will be taking over operation of Union Pacific's (UP) Eugene Yard. UP will continue to operate the mainline train movements through Eugene and CORP will do all the yard and local switching. CBRL will continue to be a Handling Line Carrier for UP and the only change we will see is that we will now interchange with CORP instead of UP.

**Mechanical (Locomotive):**

Columbia Rail was onsite the week of December 13, performing three Periodic Inspections and conducting repairs to the remainder of the locomotive fleet.

**Mechanical (Car):**

The car supply from Union Pacific was light for the month as our shippers prepared for the holidays. Projected revenues from this department are steady but not at the amount budgeted due to the slowdown in the car loadings in the last two months of 2024. We anticipate those revenue numbers to improve as we progress into 2025.

**Maintenance of Way (MOW):**

As winter continues on the CBRL, we continue to experience multiple downed trees and debris falling on the right of way (ROW). Our crew also replaced broken ties on one of the bridges near Ada. They repaired and replaced navigation lights on all three turn spans, repaired a couple of broken rails, and upgraded the crossing arms on Highway 36 near Swisshome.



They also had to remove an illegal camp on the ROW near Bunker Hill with the aid of the Coos County Sheriff's Department. Illegal camping along the ROW has been an issue on the Class 1

railroads for years and unfortunately, it looks like it could become a problem for CBRL. We received several calls from community members upset that we were not removing the above-mentioned camp. CBRL is not a police force, and can only request to have these individuals removed by the proper authorities. We have no input as to the timing of the removal of these camps. CBRL then incurs the cost and time of removing these camps once the authorities act.

**ODOT/FRA:**

CBRL had one visit from ODOT’s Operations Inspector in December as well as a review of our Bridge Management Plan from the FRA’s Bridge Inspectors. No defects were recommended for violation.

**Coos Bay Rail Line:**

As of December 31, 2024, CBRL has worked 362 days injury free.

Currently, CBRL has 19 employees and seven locomotives on the property.



*(Mapleton Depot, year unknown, courtesy Bob Melbo)*

# Action Items

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

**DATE:** January 9, 2025

**PROJECT TITLE:** 2023/24 Annual Financial Report

**ACTION REQUESTED:** Approval of the Annual Financial Report for Fiscal Year 2023/24

**BACKGROUND:**

Moss Adams has completed the annual financial report on behalf of the Oregon International Port of Coos Bay for fiscal year ending June 30, 2024.

The financial statements are presented in accordance with the financial reporting model in the Governmental Accounting Standard Board (GASB) Statement No.34.

There were no adjustments that had a material effect on the Port's reporting process. There were also no material weaknesses or reportable conditions for internal control, or any instances of non-compliance to the general-purpose financial statements.

Ms. Amanda McCleary-Moore of Moss Adams will attend this Commission meeting to present the audit. A copy of the audit has been provided to Commissioners for review.

**RECOMMENDED MOTION:**

Approve the Annual Financial Report for Fiscal Year 2023/24.

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

**DATE:** January 9, 2025

**PROJECT TITLE:** Appointment of FY 2025/26 Budget Officer

**ACTION REQUESTED:** Approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the fiscal year 2025/26 budget process

**BACKGROUND:**

Oregon Local Budget Law (ORS 294.305 through 294.565) governs the preparation of the Port’s annual budget. Pursuant to ORS 294.331, the Port Commission is required to designate one person to serve as the Budget Officer, who shall prepare or be responsible for preparing the budget document under the direction of the Chief Executive Officer. The Budget Officer also presents a balanced budget to the budget committee, publishes all notices required by Local Budget Law, monitors budget expenditures during the budget year and notifies the governing body of the need to make any budget changes required after adoption.

Port staff recommends Megan Richardson, the Port’s Director of Finance & Accounting, to be appointed as the Budget Officer for the fiscal year 2025/26 budget process.

**RECOMMENDED MOTION:**

Approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the fiscal year 2025/26 budget process.

# **Informational Items**



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

Owned by the Oregon International Port of Coos Bay

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

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

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

	2020		2021		2022		2023		2024	
	Railcar Loads	Truck Loads								
Jan	409	1,349.7	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9
Feb	400	1,320.0	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4
Mar	432	1,425.6	566	1,867.8	694	2,290.2	498	1,643.4	488	1,610.4
Apr	350	1,155.0	621	2,049.3	668	2,204.4	407	1,343.1	456	1,504.8
May	394	1,300.2	599	1,976.7	707	2,333.1	454	1,498.2	548	1,808.4
Jun	534	1,762.2	625	2,062.5	595	1,963.5	468	1,544.4	420	1,386.0
Jul	485	1,600.5	503	1,659.9	530	1,749.0	473	1,560.9	465	1,534.5
Aug	467	1,541.1	485	1,600.5	597	1,970.1	388	1,280.4	433	1,428.9
Sep	378	1,247.4	556	1,834.8	524	1,729.2	372	1,227.6	351	1,158.3
Oct	431	1,422.3	521	1,719.3	488	1,610.4	393	1,296.9	498	1,643.4
Nov	349	1,151.7	548	1,808.4	512	1,689.6	409	1,349.7	335	1,105.5
Dec	499	1,646.7	453	1,494.9	493	1,626.9	440	1,452.0	347	1,145.1
<b>Total</b>	<b>5,128</b>	<b>16,922.4</b>	<b>6,213</b>	<b>20,502.9</b>	<b>6,755</b>	<b>22,291.5</b>	<b>5,168</b>	<b>17,054.4</b>	<b>5,302</b>	<b>17,496.6</b>

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

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

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

# 2025/26 Tentative Port Budget Planning Calendar

<b>Budget Planning</b>	
January 15	Operating Plan Prep Instructions & Budget Worksheets Distributed to leadership team
January 16	Appoint Budget Officer Megan Richardson
February TBD?	Commission Work Session
February 14	Operating Plans Due and Draft Budget worksheets from Department Heads
February 17 – February 21	Department Meetings – Individual Department Review Ops Plans & Draft Budget worksheet with CEO
February 24 – February 28	Finance Builds Draft Budget Document
March 3 – April 21	Review Draft Budget & Edit
April 7	Review Rate Sheet – Analyze Market & Draft Rate Proposal
April 14 – 25	Draft Budget Message
April 28 – May 2	Review final draft of Proposed Budget
May 2	Complete Proposed Budget
<b>Charleston Advisory Committee Meeting</b>	
April 16	Proposed Rates Draft
<b>Budget Committee Meetings</b>	
TBD (week of April 21)	Post Notice of Budget Committee Meeting on Port website (posted at least 10 days prior); Publish Notice (at least 5 days prior)
TBD (week of May 5)	Provide Proposed Budget to Budget Committee (1 Week prior to Budget Committee Meeting)
TBD (week of May 12)	1 <sup>st</sup> Budget Committee Meeting
TBD (week of May 12)	Publish Notice (if needed) (at least 5 days prior)
TBD (week of May 19)	2 <sup>nd</sup> Budget Committee Meeting (if needed)
<b>Budget Hearing</b>	
May 27	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
TBD (June 19)	Port Commission Meeting / Budget Hearing
June TBD (Tentative 1wk following commission mtg)	Port Commission Budget Approval (if needed)
<b>Post Adoption</b>	
June 30	Submit to BOLI WH-119 Public Improvement Cost Analysis Summary
July 3	Submit LB-50 to Tax Assessor by July 15
September 15	Submit complete budget document to County Clerk by September 30

# 2025/26 Tentative CBRL Budget Planning Calendar

<b>Budget Planning</b>	
January 15	Operating Plan Prep Instructions & Budget Worksheets Distributed to leadership team
TBD	Appoint Budget Officer Megan Richardson
February 14	Operating Plans and Draft Budget Department Sheets Due
February 18	Review Budget Plan with CEO
February 24 – February 28	Finance Builds Draft Budget
March 3 – April 21	Review Draft Budget & Edit
April 22 – 26	Review Final Draft of Proposed Budget
April 14 – 25	Create and Finalize Budget Message
April 28 – May 2	Review final draft of Proposed Budget
May 2	Complete Proposed Budget
<b>Budget Committee Meetings</b>	
TBD (week of April 21)	Post Notice of Budget Committee Meeting on Port website (posted at least 10 days prior); Publish Notice (at least 5 days prior)
TBD (week of May 5)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 12)	1 <sup>st</sup> Budget Committee Meeting
TBD (week of May 12)	Publish Notice (if needed) (published at least 5 days prior)
TBD (week of May 19)	2 <sup>nd</sup> Budget Committee Meeting (if needed)
<b>Budget Hearing</b>	
May 27	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
TBD (June 19)	CBRL Board of Directors Meeting / Budget Hearing
June TBD (Tentative 1wk following Committee mtg)	CBRL Board of Directors Budget Approval (if needed)
<b>Post Adoption</b>	
July 3	Submit copy of budget resolution to Department of Revenue
September 15	Submit complete budget document to County Clerk by September 30