



M E M O R A N D U M

TO: Interested Parties  
FROM: Kyle Stevens, President  
DATE: May 14, 2026  
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, May 21, 2026**, 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, May 21, 2026. Written comment will be accepted until 8:30 a.m. on Thursday, May 21, 2026 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, May 21, 2026**, 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; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.

KS/cs

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

**11:00 a.m., Thursday, May 21, 2026**

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 southwest Oregon and the State in the international economy.*

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

**T E N T A T I V E   A G E N D A**

**1. CALL MEETING TO ORDER**

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

**3. PORT PROJECT UPDATE**

- A. Eastside Housing Feasibility Study ..... AKS Engineering
- B. Port and Rail Financial Update ..... Megan Richardson

**4. CONSENT ITEMS**

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- A. Approval of March 19, 2026 Regular Commission Meeting Minutes .....4
- B. Approval of March and April Invoices .....6
- C. Approval of March and April Contracts Awarded .....7

**5. MANAGEMENT REPORTS**

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- B. Finance ..... 11
- C. External Affairs.....25
- D. Charleston Operations .....27
- E. Railroad Operations .....32

**6. ACTION ITEMS**

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- A. Accept Eastside Housing Feasibility Study Findings.....Rick Adamek, 42
- B. Negotiate Sale of Property at 341 Newmark Avenue.....Lanelle Comstock, 43
- C. Pacific Shellfish Tideland Lease Agreement .....Lanelle Comstock, 44
- D. Building 8 Lease Agreement..... Krystal Karcher, 45
- E. H&R Block Hub Building Lease Agreement..... Krystal Karcher, 46

**7. OTHER**

**8. INFORMATION ITEMS**

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- A. Coos Bay Rail Revenue Car Loads – April 2026.....48
- B. Summary of Charleston Advisory Committee Meeting Minutes – April 22, 2026.....49

**9. PUBLIC COMMENT**

**10. CEO COMMENTS**

**11. COMMISSION COMMENTS**

**12. NEXT MEETING DATES**

- A. PCIP Commission Meeting - Tuesday, June 2, 2026, 8:00 a.m.
- B. Regular Commission Meeting - Thursday, June 18, 2026, 11:00 a.m.

**13. RECESS TO EXECUTIVE SESSION**

**14. ADJOURN**

# Consent Items

**DRAFT MINUTES**  
**Oregon International Port of Coos Bay**  
**Regular Commission Meeting**  
**11:00 a.m., Thursday, March 19, 2026**

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

Meetings are broadcast live on [YouTube](#). Hyperlinks below redirect to the recording.

**Attendance**

**Commission:** Kyle Stevens, President; Elise Hamner, Secretary; and Arnie Roblan, Commissioner. Nick Edwards, Vice President; and Kyle ViksneHill, Treasurer were absent.

**Staff:** Lanelle Comstock, Chief Executive Officer; Matt Friesen, Director of External Affairs; Rick Adamek, Director of Asset Management; Ray Dwire, Charleston Marina Manager; Krystal Karcher, Administrative Services Manager; and Christina Sanders, Administrative Assistant.

1. [Call Meeting To Order](#)

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

2. [Introductions](#)

3. Port Project Update

A. [Eastside Housing Feasibility Study Update](#)

4. [Consent Items](#)

Upon a motion by Commissioner Roblan (second by Commissioner Hamner), the Board of Commissioners voted to approve the February 19, 2026 Regular Commission Meeting Minutes, February Invoices, and February Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Stevens, Hamner, and Roblan. Nays: None. Absent: Edwards and ViksneHill).

5. [Management Reports](#)

All Management Reports were included within the Meeting Packet.

6. [Action Items](#)

A. [Tarheel II Building Lease Agreement](#)

Upon a motion by Commissioner Roblan (second by Commissioner Hamner), the Board of Commissioners motioned to approve Port Staff to negotiate and execute a one-year commercial lease agreement with three (3) renewal options of one (1) year each with Tarheel Aluminum to lease Building 7 in the Charleston Shipyard. **Motion Passed Unanimously.** (Ayes: Stevens, Hamner, and Roblan. Nays: None. Absent: Edwards and ViksneHill).

B. [Lot 40 Lease Agreement](#)

Upon a motion by Commissioner Roblan (second by Commissioner Hamner), the Board of Commissioners motioned to approve Port Staff to negotiate and execute a commercial lease agreement with the Oregon Dungeness Crab Commission to lease Lot 40 in Charleston. **Motion Passed Unanimously.** (Ayes: Stevens, Hamner, and Roblan. Nays: None. Absent: Edwards and ViksneHill).

C. [Signature Authority of USDA Grant Application](#)

Upon a motion by Commissioner Roblan (second by Commissioner Hamner), the Board of Commissioners voted to authorize Port Chief Executive Officer Lanelle Comstock signature authority on the USDA grant application for distribution of the CDS funds for the “Charleston Shipyard Improvement Project – Phase I, Marine Ways”. **Motion Passed Unanimously.** (Ayes: Stevens, Hamner, and Roblan. Nays: None. Absent: Edwards and ViksneHill).

7. [Information Items](#)

8. [Public Comment](#)

Christine Moffitt provided public comment.

9. [CEO Updates](#)

10. [Commission Comments](#)

11. [Next Meeting Dates](#)

A. PCIP Commission Meeting – Tuesday, April 7, 2026, 8:00 a.m.

B. Regular Commission Meeting – Thursday, April 16, 2026, 11:00 a.m.

12. [Adjourn](#)

President Stevens adjourned the meeting at 11:51 a.m.



M E M O R A N D U M

**To:** Port of Coos Bay Board of Commissioners  
**From:** Mary Green, Accounting Supervisor  
**Date:** May 14, 2026  
**Subject:** Invoices Paid for Commission Approval through April 2026

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A/P checks issued per NetSuite financial system	197,155.93
Payroll disbursement per Umpqua Bank statement	108,894.85
Misc electronic disbursements per Umpqua Bank statement	400,738.10
<b>Total Disbursements for March</b>	<b>\$ 706,788.88</b>
A/P checks issued per NetSuite financial system	291,542.54
Payroll disbursement per Umpqua Bank statement	107,354.67
Misc electronic disbursements per Umpqua Bank statement	264,606.88
<b>Total Disbursements for April</b>	<b>\$ 663,504.09</b>



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners

FROM: Megan Richardson, Finance Director

DATE: May 14, 2026

SUBJECT: March and April 2026 Contracts Awarded

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

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

Contract	Description	Cost
Stantec	2025-27 On Call Railroad Bridge Engineering	\$100,000.00
DeAngelo Contracting Service	2026 Rail Line Herbicide Spraying	\$25,123.44
<b>Total Contracts Awarded for March:</b>		\$125,123.44

Contract	Description	Cost
H&S Construction	2026 On Call Track Repair - Section 1 MP 650-687	\$150,000.00
H&S Construction	2026 On Call Track Repair - Section 2 MP 687-725	\$150,000.00
H&S Construction	2026 On Call Track Repair - Section 3 MP 725-770	\$150,000.00
<b>Total Contracts Awarded for April:</b>		\$450,000.00

# **Management Reports**



M E M O R A N D U M

TO: Port of Coos Bay Board of Commissioners  
FROM: Lanelle Comstock, Chief Executive Officer  
DATE: May 14, 2026  
SUBJECT: Administrative Services Management Report

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**Upcoming Scheduled Meetings and Events:**

- CoosWA Mayfly Festival at Mingus Park\*: Saturday, May 16, 11:00 am
- Port Budget Committee Meeting: Monday, May 18, 1:00 pm
- CBRL Budget Committee Meeting: Monday, May 18, 3:30 pm
- May Regular Port Commission Meeting: Thursday, May 21, 11:00 am
- Charleston Fishermen’s Memorial & Blessing of the Fleet\*: Monday, May 25, 10:00 am
- Memorial Day (Offices Closed): Monday, May 25
- CCURA Board Meeting & Budget Hearing: Thursday, May 28, 7:30 am
- CBRL Board Meeting & Budget Hearing: Thursday, June 18, 10:30 am
- June Regular Port Commission Meeting & Budget Hearing: Thursday, June 18, 11:00 am

*\*Port Affiliated Event*

**ADMINISTRATION**

**Community Project Funding Request Update:** In my April Management report I noted that Congresswoman Val Hoyle has submitted the Port’s request for \$2 million through the FY27 appropriations process for the Charleston Shipyard Improvement Project – Phase 2, Work Docks (to rehabilitate the work docks). The House Appropriations Committee released their FY27 Agriculture, Rural Development, Food and Drug Administration, and Related Agencies Appropriations Bill and \$803,000 in funding for the shipyard enhancement project was included! Senator Merkley and Senator Wyden have also both submitted the shipyard work docks request for the full \$2M request amount! This is the first step on the Senate side. While all of this does not guarantee funding, it is a big step in the long appropriations process.

**Budget Planning:** The 2026/27 fiscal year budget planning process is a daily project for all departments this time of year. Budget planning is required for the separate budgets of the Port of Coos Bay, Coos Bay Rail Line, and Coos County Urban Renewal Agency. Budget planning not only includes meticulously preparing the proposed budget and budget message, but ensuring a fully appointed Budget Committee, strategically scheduling Budget Committee meetings, publishing Budget Committee Meeting and Budget Hearing notices within the required ORS stated timeframe, preparing for and conducting Budget Committee Meetings and Budget Hearings, and approving and adopting the budget.

**Budget Meetings:** The Port and Rail Budget Meetings have been scheduled for May 18. The Port budget meeting will start at 1pm and has been scheduled to last until 3:30pm or so. The Rail budget meeting has been scheduled to start no earlier than 3:30pm or following the Port Commission meeting (if the Port Commission meeting goes longer).

**Coos County Urban Renewal Agency (CCURA):** The CCURA Budget Committee met last week and approved the proposed budget for the URA for the 2026/27 fiscal year. The budget includes engineering, design, and project management for the Transpacific Parkway Improvement Project. Coos County Road Department is managing this project and has awarded David Evans and Associates the engineering and design work. Additional information can be found on the Port of Coos Bay Website: [CCURA Budget Committee Meeting](#).

**Rails to Trails Update - Transportation and Growth Management (TGM) Grant:** The Port has submitted their pre-application and will be applying for a TGM grant through DLCD & ODOT during this upcoming grant cycle to conduct a Feasibility Study of the Rails to Trails Project. The formal application period opens May 26 with grants due August 21. Lehi Dowell from CCD is drafting the grant application. Lehi and Port Staff are scheduled to meet with ODOT to discuss our objectives and outcomes with the Feasibility Study, identify any issues, and receive guidance for submitting the application. Additional information will be presented at the June Commission meeting.

**Mayfly Festival:** The Mayfly Festival (May 16, 2026, 11:00 am - 3:00 pm, at Mingus Park) is an event created by the Coos Watershed Association and local partners that is designed to shed light on the connections between community, environment, and water. This is a free, all-ages, hands-on celebration of watershed ecology and interconnectedness through activities, games, live music, science, art, and fun! I will see you there!

**JOIN US FOR YEAR 10!**

**Activity booths**

- City of Coos Bay
- Coos Art Museum
- Coquille Indian Tribe
- South Slough Reserve
- Coos Head Food Co-op
- Coos Watershed Association
- Coquille Watershed Association
- Stillwater Natives Nursery
- Coos Bay Cub Scouts Pack 9
- Cape Arago Audubon Society
- Marshfield & North Bend High School
- Oregon Department of Fish and Wildlife
- U of O's Charleston Marine Life Center
- Coos Bay & North Bend Public Libraries
- Southwestern Oregon Community College
- Sunset Bay State Park - Oregon Sea Grant
- Rogue Climate - Creek Kids - Wild Rivers Land Trust
- Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians

**Explore with us!**

- Fish of the watershed
- Birds of the watershed
- Plants of the watershed
- Insects of the watershed
- What lives in Mingus pond?
- Volunteer activities
- AND SO MUCH MORE!

**Free admission!**

**May 16, 2026**  
**11:00 - 3:00**  
**Mingus Park - Coos Bay**

**Food vendors**

- Sea Kitty Seafoods
- NBHS Knowledge Bowl
- Coos Head Food Co-op

Hands-on science, live music, games, local & sustainable food, face painting, raffle, art projects, and fun for the whole family!

**Schedule of events\***

- 11:00 Activity booths open
- 12:30 Side of the Tide Morris Dancers
- 1:00 Concert in the Park
- 2:45 Raffle
- 3:00 Festival ends

**THE THROTTLES**

**More info**

**Thank you, sponsors**

The Mayfly Festival is an event created by the Coos Watershed Association and local partners that sheds light on the connections between community, the environment, and water. This is a free, all-ages celebration of watershed ecology and interconnectedness through activities, games, live music, and art.

For more info or to volunteer: [cooswatershed.org/mayfly-festival](https://cooswatershed.org/mayfly-festival)  
engagement@cooswatershed.org  
(541) 888-3932

Sponsors: Sea Grant OREGON, SOUTHWESTERN, NW Natural, and others.



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: May 14, 2026  
SUBJECT: Accounting & Finance Management Report

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

**Operating Revenue:**

Operating revenues totaled \$297K, which was approximately \$46K greater than budget. All departments exceeded budget with the exception of Port Ops. Admin continues to exceed budget this month because all leasable space within the Hub building is occupied. Rail Ops revenues exceeded budget because of the timing of rail lease crossing renewals. However, due to lower car loads the revenue received for rail surcharges was still short of budget. CBRL had budgeted car movements to be an average of 409 car movements per month, and they moved 378 cars this month. This is CBRL's highest car movement this fiscal year. Charleston Ops revenue exceeded across all lines of business.

**Operating Expense:**

Operating expenses totaled \$458K, which was \$88K greater than budget for the period. All departments underspent their budget this month except Rail Ops and Charleston Ops. Rail Ops had an overage this month for repairs made to bridges along the rail line. Charleston's overage this month is from repairs made to the Ice Plant for the freezer unit replacement.

**Operating Result:**

The Port ended March with a net loss of \$161K against a planned net loss of \$119K, which was greater than budget by \$42K. All departments, except Rail Ops, had a better operating result than budgeted. The unfavorable result in Rail Ops is due to greater expenses for repairs to critical infrastructure.

**Other Income & Expense:**

Other revenues totaled \$65K, which is less than planned by \$108K. Property taxes are slightly greater this period and bank interest is greater this period than projected. Grants received fell short of budget because the Port was not awarded all the grants that were budgeted and applied for. Other expenses totaled \$16K, which is \$8K underspent for the month.

**Net Result & Year to Date:**

March had a net loss of \$111K compared to a budgeted net gain of \$31K resulting in a negative variance of \$143K. Year to date the total net gain is \$362K compared to a budgeted net gain of \$137K.

**Other Comments:**

April Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted	
			State Dredge Funds	IFA Channel Mod
6,420,946.42	1,765,548.76	4,655,397.66	289,837.23	4,365,560.44

The total cash balances in all bank accounts for April month end were \$6,420,946.42 which is a decrease from March of \$255,185.54. Restricted funds are detailed in the table above. Total interest earnings totaled \$18,262.62 with \$2,541.18 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 is 4.00% pa. This is a drop of 0.60% from the start of the fiscal year.

Line	Description	Current Period				Same Month Last Year			Year to Date				Year End					
		Mar 2026				Mar 2025			Jul 2025 - Mar 2026				Jul 2025 - Jun 2026					
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	<b>Operating Income</b>																	
33	Administration	18,868	17,312	1,556	9%	12,174	6,694	55%	155,215	155,807	(592)	(0%)	110,594	44,621	40%	207,150	207,742	(0%)
20	Port Operations	22,122	25,568	(3,446)	(13%)	24,452	(2,330)	(10%)	235,835	230,111	5,724	2%	226,093	9,742	4%	312,538	306,815	2%
21	Railroad Operations	59,888	58,904	984	2%	70,724	(10,837)	(15%)	339,726	530,133	(190,407)	(36%)	571,636	(231,910)	(41%)	516,437	706,844	(27%)
22	<b>Charleston Operations</b>																	
23	Building & Dock Leases	21,716	20,036	1,681	8%	19,743	1,973	10%	189,170	180,320	8,850	5%	182,070	7,100	4%	249,277	240,427	4%
24	Property Agreements	0	400	(400)	(100%)	0	0	-	0	3,600	(3,600)	(100%)	0	0	-	1,200	4,800	(75%)
25	Marina	101,266	90,932	10,333	11%	104,697	(3,431)	(3%)	949,213	862,746	86,467	10%	900,140	49,073	5%	1,305,630	1,219,164	7%
26	Shipyard	49,988	34,687	15,301	44%	39,508	10,480	27%	304,720	253,338	51,382	20%	271,481	33,238	12%	393,501	342,120	15%
27	RV Park	14,521	11,856	2,664	22%	11,945	2,576	22%	306,582	259,328	47,254	18%	261,887	44,696	17%	395,840	348,586	14%
28	Ice Plant	4,718	928	3,791	409%	968	3,750	387%	221,774	177,815	43,959	25%	262,078	(40,304)	(15%)	308,959	265,000	17%
29	Travel Lift	5,582	5,425	157	3%	5,420	163	3%	40,330	42,228	(1,898)	(4%)	41,801	(1,471)	(4%)	59,749	61,647	(3%)
30	Other	(1,328)	(14,864)	13,536	(91%)	(5,489)	4,161	(76%)	(54,666)	1,228	(55,894)	(4552%)	(27,121)	(27,545)	102%	(54,257)	1,637	(3414%)
31	<b>Total Charleston Operations</b>	196,463	149,400	47,063	32%	176,792	19,671	11%	1,957,123	1,780,603	176,520	10%	1,892,335	64,788	3%	2,659,900	2,483,380	7%
32	<b>Total Operating Income</b>	297,341	251,184	46,157	18%	284,141	13,199	5%	2,687,898	2,696,654	(8,756)	(0%)	2,800,658	(112,760)	(4%)	3,696,025	3,704,781	(0%)
34	<b>Operating Expenses</b>																	
35	Administration	113,258	121,209	7,950	7%	97,255	(16,003)	(16%)	1,114,446	1,251,379	136,933	11%	1,268,509	154,063	12%	2,988,858	3,125,791	4%
36	External Affairs	0	0	0	-	36,669	36,669	100%	0	0	0	-	263,963	263,963	(100%)	0	0	-
37	Port Operations	18,701	22,329	3,628	16%	36,733	18,032	49%	200,788	202,991	2,203	1%	297,530	96,743	(33%)	271,580	273,784	(1%)
38	Railroad Operations	141,392	44,643	(96,750)	(217%)	47,565	(93,828)	(197%)	464,206	401,783	(62,423)	(16%)	751,469	287,263	(38%)	598,133	535,710	12%
39	Charleston Operations	184,992	181,699	(3,293)	(2%)	189,712	4,719	2%	1,826,974	2,086,648	259,675	12%	1,618,042	(208,932)	(13%)	2,519,031	2,778,706	(9%)
40	<b>Total Expenses</b>	458,344	369,879	(88,465)	(24%)	407,934	(50,410)	(12%)	3,606,413	3,942,801	336,387	9%	4,199,514	593,100	14%	6,377,603	6,713,990	5%
42	<b>Operating Results</b>																	
43	Administration	(94,390)	(103,897)	9,507	(9%)	(85,081)	(9,309)	11%	(959,232)	(1,095,572)	136,340	(12%)	(1,157,916)	198,684	(17%)	(2,781,708)	(2,918,048)	(5%)
44	External Affairs	0	0	0	-	(36,669)	36,669	(100%)	0	0	0	-	(263,963)	263,963	(100%)	0	0	-
45	Port Operations	3,421	3,239	182	6%	(12,281)	15,702	(128%)	35,047	27,120	7,927	29%	(71,437)	106,484	(149%)	40,958	33,031	24%
46	Railroad Operations	(81,505)	14,261	(95,766)	(672%)	23,159	(104,664)	(452%)	(124,480)	128,351	(252,831)	(197%)	(179,833)	55,353	(31%)	(81,696)	171,134	(148%)
47	Charleston Operations	11,471	(32,299)	43,769	(136%)	(12,920)	24,391	(189%)	130,149	(306,045)	436,194	(143%)	274,293	(144,144)	(53%)	140,869	(295,326)	(148%)
48	<b>Totals Operating Results</b>	(161,003)	(118,696)	(42,308)	36%	(123,792)	(37,211)	30%	(918,515)	(1,246,147)	327,632	(26%)	(1,398,856)	480,340	(34%)	(2,681,578)	(3,009,209)	(11%)
50	Tax Collected	53,744	44,301	9,443	21%	44,037	9,707	22%	2,502,298	2,400,384	101,915	4%	2,399,721	102,578	4%	2,572,447	2,470,532	4%
51	Financial Income	10,656	8,624	2,032	24%	8,544	2,113	25%	83,016	77,615	5,401	7%	80,172	2,844	4%	108,888	103,487	5%
52	Grant Income	0	119,792	(119,792)	(100%)	0	0	-	43,203	178,125	(134,922)	(76%)	0	43,203	-	402,578	537,500	(25%)
53	Loan Receipts	0	0	0	-	0	0	-	213,380	0	213,380	-	0	213,380	-	213,380	0	-
54	Other Income	912	1,083	(172)	(16%)	68,602	(67,691)	(99%)	23,603	9,750	13,853	142%	640,304	(616,700)	(96%)	1,495,943	1,482,090	1%
55	<b>Total Other Income</b>	65,312	173,800	(108,488)	(62%)	121,183	(55,871)	(46%)	2,865,501	2,665,874	199,627	7%	3,120,196	(254,695)	(8%)	4,793,236	4,593,609	4%
57	Financial Expenses & Taxes	3,742	4,100	358	(9%)	3,714	(28)	1%	50,518	62,020	11,502	(19%)	67,839	17,321	(26%)	60,498	72,000	16%
58	Debt Service	12,048	13,662	1,614	(12%)	18,604	6,555	(35%)	1,038,854	1,163,961	125,108	(11%)	1,016,636	(22,218)	2%	1,312,293	1,437,400	9%
59	Capital Outlays	0	6,250	6,250	(100%)	0	0	-	0	56,250	56,250	(100%)	188,084	188,084	(100%)	18,750	75,000	75%
60	Interfund Transfers	0	0	0	-	0	0	-	495,490	0	(495,490)	-	0	(495,490)	-	495,490	0	-
61	<b>Total Other Expenses</b>	15,790	24,012	8,222	(34%)	22,318	6,527	(29%)	1,584,861	1,282,231	(302,630)	24%	1,272,558	(312,303)	25%	1,887,030	1,584,400	19%
63	<b>Net Result</b>	(111,482)	31,092	(142,574)	459%	(24,927)	(86,555)	347%	362,124	137,496	224,628	163%	448,782	(86,658)	(19%)	224,628	0	-

Financial Report - Actual vs. Budget  
For Period Ending Mar 2026

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2026				Mar 2025			Jul 2025 - Mar 2026				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	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	17,559	15,995	1,564	10%	10,869	6,690	62%	143,850	143,957	(107)	0%	99,244	44,606	45%	191,836	191,942	0%
4180 Merchandise	4	0	4	-	0	4	-	12	0	12	-	0	12	-	12	0	-
4245 CCURA	1,250	1,250	0	0%	1,250	0	0%	11,075	11,250	(175)	-2%	11,250	(175)	-2%	14,825	15,000	-1%
4290 Other	55	67	(12)	-18%	55	0	0%	278	600	(323)	-54%	100	178	178%	477	800	-40%
<b>Total Operating Income</b>	<b>18,868</b>	<b>17,312</b>	<b>1,556</b>	<b>9%</b>	<b>12,174</b>	<b>6,694</b>	<b>55%</b>	<b>155,215</b>	<b>155,807</b>	<b>(592)</b>	<b>0%</b>	<b>110,594</b>	<b>44,621</b>	<b>40%</b>	<b>207,150</b>	<b>207,742</b>	<b>0%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	45,336	47,036	1,699	4%	46,289	952	2%	436,934	446,933	9,998	2%	542,485	105,550	19%	601,652	611,650	2%
<b>Total Compensation</b>	<b>45,336</b>	<b>47,036</b>	<b>1,699</b>	<b>4%</b>	<b>46,289</b>	<b>952</b>	<b>2%</b>	<b>436,934</b>	<b>446,933</b>	<b>9,998</b>	<b>2%</b>	<b>542,485</b>	<b>105,550</b>	<b>19%</b>	<b>601,652</b>	<b>611,650</b>	<b>2%</b>
5100 Federal Payroll taxes	3,387	3,504	117	3%	3,467	80	2%	31,591	33,293	1,702	5%	32,761	1,170	4%	43,862	45,564	4%
5105 State Payroll taxes	0	187	187	100%	0	0	-	0	1,776	1,776	100%	0	0	-	655	2,431	73%
5110 Unemployment Insurance	1,284	369	(915)	-248%	816	(468)	-57%	5,871	3,504	(2,367)	-68%	6,189	318	5%	7,163	4,796	-49%
5115 Workers compensation	93	326	234	72%	91	(2)	-2%	(3,732)	3,101	6,833	220%	(1,152)	2,580	-224%	(2,590)	4,244	161%
<b>Total Payroll Taxes</b>	<b>4,764</b>	<b>4,386</b>	<b>(378)</b>	<b>-9%</b>	<b>4,374</b>	<b>(390)</b>	<b>-9%</b>	<b>33,730</b>	<b>41,675</b>	<b>7,945</b>	<b>19%</b>	<b>37,798</b>	<b>4,068</b>	<b>11%</b>	<b>49,089</b>	<b>57,034</b>	<b>14%</b>
5200 Medical insurance	4,006	6,182	2,175	35%	6,726	2,720	40%	37,840	55,635	17,795	32%	55,377	17,537	32%	56,385	74,180	24%
5205 Dental insurance	655	740	86	12%	804	149	19%	6,067	6,664	597	9%	6,975	908	13%	8,288	8,885	7%
5215 Term life insurance	75	88	13	14%	63	(13)	-20%	675	788	113	14%	604	(71)	-12%	938	1,050	11%
5220 Long Term Disability insurance	0	0	0	-	234	234	100%	0	0	0	-	2,167	2,167	100%	0	0	-
5225 PERS Employer Contributions	10,922	11,331	409	4%	9,123	(1,799)	-20%	100,193	107,666	7,473	7%	85,208	(14,985)	-18%	139,873	147,346	5%
5230 PERS Employee Contributions	2,720	2,822	102	4%	2,476	(244)	-10%	24,955	26,816	1,861	7%	23,123	(1,832)	-8%	34,838	36,699	5%
5295 Allocations	(467)	(1,797)	(1,330)	74%	(51)	417	-819%	(30,444)	(17,079)	13,365	-78%	(51)	30,393	-59770%	(36,738)	(23,373)	-57%
<b>Total Insured Benefits</b>	<b>17,911</b>	<b>19,365</b>	<b>1,455</b>	<b>8%</b>	<b>19,375</b>	<b>1,464</b>	<b>8%</b>	<b>139,286</b>	<b>180,490</b>	<b>41,204</b>	<b>23%</b>	<b>173,404</b>	<b>34,119</b>	<b>20%</b>	<b>203,584</b>	<b>244,788</b>	<b>17%</b>
<b>Total Personnel Services</b>	<b>68,010</b>	<b>70,787</b>	<b>2,777</b>	<b>4%</b>	<b>70,037</b>	<b>2,026</b>	<b>3%</b>	<b>609,950</b>	<b>669,097</b>	<b>59,147</b>	<b>9%</b>	<b>753,687</b>	<b>143,737</b>	<b>19%</b>	<b>854,325</b>	<b>913,472</b>	<b>6%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	70	679	609	90%	0	(70)	-	2,634	6,113	3,479	57%	1,100	(1,534)	-139%	4,671	8,150	43%
<b>Total Staff Training</b>	<b>70</b>	<b>679</b>	<b>609</b>	<b>90%</b>	<b>0</b>	<b>(70)</b>	<b>-</b>	<b>2,634</b>	<b>6,113</b>	<b>3,479</b>	<b>57%</b>	<b>1,100</b>	<b>(1,534)</b>	<b>-139%</b>	<b>4,671</b>	<b>8,150</b>	<b>43%</b>
6020 Travel - airfare	0	83	83	100%	0	0	-	1,846	750	(1,096)	-146%	0	(1,846)	-	2,096	1,000	-110%
6025 Travel - lodging & transportation	0	158	158	100%	0	0	-	2,819	1,425	(1,394)	-98%	163	(1,832)	-1628%	3,294	1,900	-73%
6030 Travel - Per Diem & mileage reimbursement	0	83	83	100%	0	0	-	0	750	750	100%	269	269	100%	250	1,000	75%
6035 Meals & Entertainment	943	104	(839)	-805%	175	(768)	-439%	1,067	938	(130)	-14%	471	(596)	-126%	1,380	1,250	-10%
<b>Total Travel &amp; Entertainment</b>	<b>943</b>	<b>429</b>	<b>(514)</b>	<b>-120%</b>	<b>175</b>	<b>(768)</b>	<b>-439%</b>	<b>5,733</b>	<b>3,862</b>	<b>(1,871)</b>	<b>-48%</b>	<b>904</b>	<b>(4,829)</b>	<b>-534%</b>	<b>7,021</b>	<b>5,150</b>	<b>-36%</b>
6050 Office supplies	27	333	307	92%	176	149	85%	1,483	3,000	1,517	51%	2,643	1,160	44%	2,483	4,000	38%
6055 Kitchen supplies	0	21	21	100%	0	0	-	120	187	67	36%	855	736	86%	183	250	27%
6060 IT supplies	17	833	816	98%	0	(17)	-	35	7,500	7,465	100%	269	234	87%	2,535	10,000	75%
6070 Postage & courier services	400	292	(108)	-37%	400	0	0%	2,009	2,625	616	23%	2,412	403	17%	2,884	3,500	18%
6075 Memberships & dues	1,811	1,752	(59)	-3%	0	(1,811)	-	19,307	15,768	(3,539)	-22%	0	(19,307)	-	24,563	21,024	-17%
6077 Subscriptions	0	18	18	100%	0	0	-	100	164	64	39%	0	(100)	-	155	219	29%
6085 Office equipment lease	462	154	(308)	-200%	462	0	0%	1,385	1,385	0	0%	1,385	0	0%	1,846	1,846	0%
6087 Office equipment repairs & maintenance	118	250	132	53%	0	(118)	-	1,206	2,250	1,044	46%	1,408	202	14%	1,956	3,000	35%
6090 IT SW subscriptions & licenses	13,344	12,428	(916)	-7%	12,127	(1,217)	-10%	116,047	111,849	(4,198)	-4%	125,131	9,084	7%	153,330	149,132	-3%
6095 Commission expenses	198	303	105	35%	266	68	26%	1,799	2,730	931	34%	2,545	746	29%	2,709	3,640	26%
<b>Total Office Expense</b>	<b>16,376</b>	<b>16,384</b>	<b>8</b>	<b>0%</b>	<b>13,430</b>	<b>(2,946)</b>	<b>-22%</b>	<b>143,491</b>	<b>147,458</b>	<b>3,968</b>	<b>3%</b>	<b>136,648</b>	<b>(6,842)</b>	<b>-5%</b>	<b>192,643</b>	<b>196,611</b>	<b>2%</b>
6100 Telephone - landline	375	375	0	0%	422	47	11%	3,403	3,375	(28)	-1%	3,940	537	14%	4,528	4,500	-1%
6105 Telephone - mobile	135	228	93	41%	401	266	66%	1,702	2,055	353	17%	3,758	2,056	55%	2,387	2,740	13%
6110 Internet services	292	308	16	5%	292	0	0%	2,630	2,775	145	5%	3,106	476	15%	3,555	3,700	4%
6130 Electricity	886	1,665	779	47%	1,402	516	37%	8,069	12,454	4,386	35%	10,480	2,411	23%	11,622	16,008	27%
6135 Water/Sewer	292	270	(22)	-8%	256	(37)	-14%	2,306	2,196	(110)	-5%	2,081	(226)	-11%	3,110	3,000	-4%
6140 Garbage/Sanitation Collection	331	333	2	1%	321	(10)	-3%	2,940	3,000	60	2%	2,895	(45)	-2%	3,940	4,000	2%
<b>Total Utilities</b>	<b>2,311</b>	<b>3,180</b>	<b>868</b>	<b>27%</b>	<b>3,093</b>	<b>782</b>	<b>25%</b>	<b>21,050</b>	<b>25,855</b>	<b>4,806</b>	<b>19%</b>	<b>26,260</b>	<b>5,211</b>	<b>20%</b>	<b>29,142</b>	<b>33,948</b>	<b>14%</b>
6205 Janitorial services	949	917	(33)	-4%	904	(45)	-5%	8,272	8,250	(22)	0%	8,004	(268)	-3%	11,022	11,000	0%
6215 Payroll services	539	649	110	17%	596	58	10%	5,281	6,264	983	16%	5,784	503	9%	7,227	8,210	12%
6245 Legal advertising	62	125	63	50%	0	(62)	-	(206)	1,125	1,331	118%	107	313	294%	169	1,500	89%
6250 Legal services	3,024	8,333	5,310	64%	3,931	908	23%	24,531	75,000	50,469	67%	69,101	44,570	64%	49,531	100,000	50%
6255 Auditing	400	0	(400)	-	0	(400)	-	65,845	75,000	9,155	12%	65,445	(400)	-1%	65,845	75,000	12%

Financial Report - Actual vs. Budget  
For Period Ending Mar 2026

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2026				Mar 2025			Jul 2025 - Mar 2026				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6260 Consulting services	2,125	858	(1,268)	-148%	45	(2,080)	-4623%	72,269	63,346	(8,923)	-14%	161,234	88,965	55%	74,843	65,920	-14%
6290 Commercial insurance	4,094	3,277	(817)	-25%	4,546	452	10%	43,383	29,490	(13,893)	-47%	30,249	(13,134)	-43%	53,213	39,320	-35%
<b>Total Professional Services</b>	<b>11,193</b>	<b>14,158</b>	<b>2,965</b>	<b>21%</b>	<b>10,022</b>	<b>(1,171)</b>	<b>-12%</b>	<b>219,375</b>	<b>258,476</b>	<b>39,100</b>	<b>15%</b>	<b>339,924</b>	<b>120,548</b>	<b>35%</b>	<b>261,850</b>	<b>300,950</b>	<b>13%</b>
6315 Advertising	0	83	83	100%	0	0	-	17	750	733	98%	5	(12)	-240%	267	1,000	73%
6340 Legislative support	13,700	14,108	408	3%	0	(13,700)	-	106,884	126,975	20,091	16%	0	(106,884)	-	149,209	169,300	12%
6345 Community affairs	0	208	208	100%	0	0	-	300	1,875	1,575	84%	0	(300)	-	925	2,500	63%
6351 Awards & Recognitions	0	62	62	100%	0	0	-	0	555	555	100%	3,713	3,713	100%	185	740	75%
<b>Total Marketing Expense</b>	<b>13,700</b>	<b>14,462</b>	<b>762</b>	<b>5%</b>	<b>0</b>	<b>(13,700)</b>	<b>-</b>	<b>107,201</b>	<b>130,155</b>	<b>22,954</b>	<b>18%</b>	<b>3,718</b>	<b>(103,483)</b>	<b>-2784%</b>	<b>150,586</b>	<b>173,540</b>	<b>13%</b>
6400 Small equipment & tools	0	25	25	100%	0	0	-	0	225	225	100%	80	80	100%	75	300	75%
6405 Safety/hazardous materials	0	21	21	100%	0	0	-	0	187	187	100%	45	45	100%	63	250	75%
6420 Janitorial supplies	139	125	(14)	-11%	180	41	23%	699	1,125	426	38%	869	171	20%	1,074	1,500	28%
6425 Operational supplies	15	42	27	64%	73	58	79%	254	375	121	32%	464	210	45%	379	500	24%
<b>Total Operational Expense</b>	<b>154</b>	<b>212</b>	<b>59</b>	<b>28%</b>	<b>252</b>	<b>98</b>	<b>39%</b>	<b>953</b>	<b>1,912</b>	<b>960</b>	<b>50%</b>	<b>1,458</b>	<b>505</b>	<b>35%</b>	<b>1,590</b>	<b>2,550</b>	<b>38%</b>
6505 Repairs & maintenance vehicles	0	0	0	-	0	0	-	0	0	0	-	17	17	100%	0	0	-
6510 Repairs & maintenance buildings	500	892	391	44%	246	(255)	-104%	3,989	8,025	4,036	50%	4,333	344	8%	6,664	10,700	38%
6580 Permits	0	0	0	-	0	0	-	0	200	200	100%	197	197	100%	0	200	100%
<b>Total Repair and Maintenance</b>	<b>500</b>	<b>917</b>	<b>416</b>	<b>45%</b>	<b>246</b>	<b>(255)</b>	<b>-104%</b>	<b>4,061</b>	<b>8,450</b>	<b>4,389</b>	<b>52%</b>	<b>4,811</b>	<b>751</b>	<b>16%</b>	<b>6,811</b>	<b>11,200</b>	<b>39%</b>
6599 Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,480,220	1,480,220	0%
<b>Total Goods &amp; Services</b>	<b>45,248</b>	<b>50,421</b>	<b>5,174</b>	<b>10%</b>	<b>27,218</b>	<b>(18,029)</b>	<b>-66%</b>	<b>504,496</b>	<b>582,281</b>	<b>77,785</b>	<b>13%</b>	<b>514,822</b>	<b>10,326</b>	<b>2%</b>	<b>2,134,534</b>	<b>2,212,319</b>	<b>4%</b>
<b>Total Expenses</b>	<b>113,258</b>	<b>121,209</b>	<b>7,950</b>	<b>7%</b>	<b>97,255</b>	<b>(16,003)</b>	<b>-16%</b>	<b>1,114,446</b>	<b>1,251,379</b>	<b>136,933</b>	<b>11%</b>	<b>1,268,509</b>	<b>154,063</b>	<b>12%</b>	<b>2,988,858</b>	<b>3,125,791</b>	<b>4%</b>
<b>Operating Results</b>	<b>(94,390)</b>	<b>(103,897)</b>	<b>9,507</b>	<b>-9%</b>	<b>(85,081)</b>	<b>(9,309)</b>	<b>11%</b>	<b>(959,232)</b>	<b>(1,095,572)</b>	<b>136,340</b>	<b>-12%</b>	<b>(1,157,916)</b>	<b>198,684</b>	<b>-17%</b>	<b>(2,781,708)</b>	<b>(2,918,048.38)</b>	<b>-5%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	49,940	41,551	8,389	20%	40,764	9,176	23%	2,094,782	2,017,284	77,498	4%	2,010,784	83,998	4%	2,155,030	2,077,532	4%
4410 Property Taxes - Prior Years	3,760	2,750	1,010	37%	3,227	533	17%	49,177	40,100	9,077	23%	46,981	2,196	5%	59,077	50,000	18%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	10,455	11,000	(545)	-5%	9,022	1,432	16%	10,455	11,000	-5%
4505 Interest - Bank	3,282	1,250	2,032	163%	1,170	2,113	181%	16,651	11,250	5,401	48%	13,806	2,844	21%	20,401	15,000	36%
4506 Interest - Southport Note	1,259	1,073	186	17%	1,259	0	0%	10,593	10,222	371	4%	11,879	(1,286)	-11%	13,719	13,347	3%
4515 Principal Repayment - Southport Note	6,115	6,301	(186)	-3%	6,115	0	0%	55,772	56,143	(371)	-1%	54,486	1,286	2%	74,769	75,140	0%
4605 Grants Received - ODOT Lottery	0	0	0	-	0	0	-	5,000	0	5,000	-	0	5,000	-	5,000	0	-
4695 Grants Received - Other	0	4,167	(4,167)	-100%	0	0	-	27,853	37,500	(9,647)	-26%	0	27,853	-	40,353	50,000	-19%
4905 Other	0	0	0	-	75	(75)	-100%	130	0	130	-	1,595	(1,465)	-92%	130	0	-
<b>Total Other Income</b>	<b>64,356</b>	<b>57,091</b>	<b>7,264</b>	<b>13%</b>	<b>52,609</b>	<b>11,746</b>	<b>22%</b>	<b>2,270,413</b>	<b>2,183,499</b>	<b>86,914</b>	<b>4%</b>	<b>2,148,554</b>	<b>121,858</b>	<b>6%</b>	<b>2,378,933</b>	<b>2,292,019</b>	<b>4%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	10,455	11,000	545	5%	9,970	(485)	-5%	10,455	11,000	5%
6740 Merchant fees	0	0	0	-	0	0	-	15	0	(15)	-	0	(15)	-	15	0	-
6745 Banking fees	280	333	53	16%	322	42	13%	2,729	3,000	271	9%	2,652	(77)	-3%	3,729	4,000	7%
6750 Fines & Penalties	5	0	(5)	-	0	(5)	-	10	0	(10)	-	0	(10)	-	10	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>286</b>	<b>333</b>	<b>48</b>	<b>14%</b>	<b>322</b>	<b>37</b>	<b>11%</b>	<b>13,209</b>	<b>14,000</b>	<b>791</b>	<b>6%</b>	<b>12,622</b>	<b>(587)</b>	<b>-5%</b>	<b>14,209</b>	<b>15,000</b>	<b>5%</b>
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	125,000	125,000	0%
7010 Interest payment	0	0	0	-	0	0	-	31,842	31,843	0	0%	33,264	1,422	4%	63,685	63,685	0%
8010 CIP Buildings	0	2,083	2,083	100%	0	0	-	0	18,750	18,750	100%	0	0	-	6,250	25,000	75%
9025 Special Payments	0	0	0	-	0	0	-	495,490	0	(495,490)	-	0	(495,490)	-	495,490	0	-
<b>Total Debt Services &amp; Capital Expenses</b>	<b>0</b>	<b>2,083</b>	<b>2,083</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>527,332</b>	<b>50,592</b>	<b>(476,740)</b>	<b>-942%</b>	<b>33,264</b>	<b>(494,068)</b>	<b>-1485%</b>	<b>690,425</b>	<b>213,685</b>	<b>-223%</b>
<b>Total Other Expenses</b>	<b>286</b>	<b>2,417</b>	<b>2,131</b>	<b>88%</b>	<b>322</b>	<b>37</b>	<b>11%</b>	<b>540,541</b>	<b>64,592</b>	<b>(475,949)</b>	<b>-737%</b>	<b>45,886</b>	<b>(494,655)</b>	<b>-1078%</b>	<b>704,634</b>	<b>228,685</b>	<b>-208%</b>
<b>Net Other Income</b>	<b>64,070</b>	<b>54,675</b>	<b>9,395</b>	<b>17%</b>	<b>52,287</b>	<b>11,783</b>	<b>23%</b>	<b>1,729,871</b>	<b>2,118,907</b>	<b>(389,035)</b>	<b>-18%</b>	<b>2,102,668</b>	<b>(372,797)</b>	<b>-18%</b>	<b>1,674,299</b>	<b>2,063,334</b>	<b>-19%</b>
<b>Net Result</b>	<b>(30,320)</b>	<b>(49,222)</b>	<b>18,902</b>	<b>-38%</b>	<b>(32,795)</b>	<b>2,475</b>	<b>-8%</b>	<b>770,640</b>	<b>1,023,335</b>	<b>(252,695)</b>	<b>-25%</b>	<b>944,753</b>	<b>(174,113)</b>	<b>-18%</b>	<b>(1,107,409)</b>	<b>(854,714)</b>	<b>30%</b>

Charleston Ops	Current Period				Same Month Last Year			Year to Date						Year End				
	Mar 2026		\$ Diff	% Diff	Mar 2025			Jul 2025 - Mar 2026			Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026				
	Actual	Budget			Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff	
<b>Operating Income</b>																		
4005 Building & Dock Leases	21,716	20,036	1,681	8%	19,743	1,973	10%	189,170	180,320	8,850	5%	182,070	7,100	4%	249,277	240,427	4%	
4010 Property Agreements	0	400	(400)	-100%	0	0	-	0	3,600	(3,600)	-100%	0	0	-	1,200	4,800	-75%	
4100 Annual Moorage	43,654	30,450	13,204	43%	46,539	(2,886)	-6%	267,421	259,028	8,393	3%	263,412	4,009	2%	414,393	406,000	2%	
4105 Semi-Annual Moorage	9,278	11,431	(2,153)	-19%	8,850	428	5%	147,547	107,065	40,482	38%	141,592	5,955	4%	201,482	161,000	25%	
4110 Monthly Moorage	13,580	11,584	1,996	17%	9,560	4,020	42%	119,485	139,551	(20,066)	-14%	114,739	4,746	4%	160,934	181,000	-11%	
4115 Transient Moorage	6,413	11,303	(4,890)	-43%	15,039	(8,625)	-57%	110,488	96,393	14,095	15%	129,003	(18,515)	-14%	141,095	127,000	11%	
4118 Work Dock	15,632	9,100	6,532	72%	9,729	5,903	61%	75,650	43,550	32,100	74%	46,613	29,037	62%	97,100	65,000	49%	
4120 Metered Utilities	188	158	29	18%	34	154	457%	1,032	3,086	(2,055)	-67%	659	372	56%	2,745	4,800	-43%	
4125 Launch Ramp	4,412	1,812	2,600	143%	1,759	2,653	151%	53,336	44,632	8,704	20%	43,922	9,414	21%	65,344	56,640	15%	
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	150	(150)	-100%	0	0	-	50	200	-75%	
4135 Storage Yard	6,531	5,184	1,347	26%	5,372	1,160	22%	55,004	40,122	14,882	37%	41,476	13,528	33%	68,882	54,000	28%	
4140 Storage Unit	19,248	20,298	(1,050)	-5%	19,582	(334)	-2%	178,776	182,440	(3,664)	-2%	175,517	3,259	2%	237,978	241,642	-2%	
4145 Long Term Boat Storage	9,472	12,460	(2,988)	-24%	11,905	(2,433)	-20%	83,555	110,040	(26,485)	-24%	104,919	(21,364)	-20%	113,515	140,000	-19%	
4150 Short Term Boat Storage	11,627	5,915	5,712	97%	7,524	4,103	55%	66,735	46,735	20,000	43%	59,278	7,458	13%	85,000	65,000	31%	
4155 Boat Wash	0	17	(17)	-100%	0	0	-	0	150	(150)	-100%	90	(90)	-100%	50	200	-75%	
4165 Space Rents	13,745	11,156	2,589	23%	11,380	2,365	21%	294,321	250,841	43,480	17%	253,956	40,365	16%	381,540	338,060	13%	
4173 Laundry	131	146	(15)	-10%	193	(63)	-32%	4,609	1,903	2,706	142%	2,510	2,099	84%	5,306	2,600	104%	
4175 Propane	621	375	246	66%	357	264	74%	6,098	4,964	1,134	23%	4,717	1,380	29%	6,899	5,765	20%	
4180 Merchandise	25	8	17	200%	0	25	-	35	75	(40)	-53%	25	10	42%	60	100	-40%	
4190 Ice	4,718	928	3,791	409%	968	3,750	387%	221,747	177,815	43,932	25%	262,078	(40,332)	-15%	308,932	265,000	17%	
4200 Boat Lifts	5,582	5,425	157	3%	5,420	163	3%	40,210	42,228	(2,018)	-5%	42,160	(1,950)	-5%	59,629	61,647	-3%	
4230 Environmental Fee	6,889	4,799	2,090	44%	5,756	1,133	20%	43,616	33,315	10,300	31%	39,951	3,664	9%	56,000	45,700	23%	
4235 Customer Discounts	0	0	0	-	0	0	-	(780)	0	(780)	-	(335)	(444)	133%	(780)	0	-	
4285 Mob/Demob Services	0	0	0	-	0	0	-	5,000	0	5,000	-	0	5,000	-	5,000	0	-	
4287 Dredging Services	0	0	0	-	0	0	-	27,000	0	27,000	-	0	27,000	-	27,000	0	-	
4290 Other	8,704	8,900	(196)	-2%	4,950	3,754	76%	41,386	80,100	(38,714)	-48%	69,825	(28,438)	-41%	68,086	106,800	-36%	
4295 Bad Debt Expense	(5,702)	(22,500)	16,798	-75%	(7,868)	2,166	-28%	(74,318)	(67,500)	(6,818)	10%	(85,843)	11,525	-13%	(96,818)	(90,000)	8%	
<b>Total Operating Income</b>	<b>196,463</b>	<b>149,400</b>	<b>47,063</b>	<b>32%</b>	<b>176,792</b>	<b>19,671</b>	<b>11%</b>	<b>1,957,123</b>	<b>1,780,603</b>	<b>176,520</b>	<b>10%</b>	<b>1,892,335</b>	<b>64,788</b>	<b>3%</b>	<b>2,659,900</b>	<b>2,483,380</b>	<b>7%</b>	
<b>Expenses</b>																		
<b>Personnel Services</b>																		
5005 Salaries	51,757	60,848	9,092	15%	55,237	3,481	6%	535,333	590,608	55,275	9%	570,625	35,292	6%	748,421	803,695	7%	
5010 Other compensation	0	0	0	-	0	0	-	2,275	2,100	(175)	-8%	2,550	275	11%	3,675	3,500	-5%	
5015 Overtime	168	1,157	989	85%	2,885	2,716	94%	4,900	10,996	6,096	55%	28,900	24,000	83%	8,953	15,049	41%	
<b>Total Compensation</b>	<b>51,925</b>	<b>62,005</b>	<b>10,080</b>	<b>16%</b>	<b>58,122</b>	<b>6,197</b>	<b>11%</b>	<b>542,509</b>	<b>603,704</b>	<b>61,195</b>	<b>10%</b>	<b>602,075</b>	<b>59,567</b>	<b>10%</b>	<b>761,049</b>	<b>822,244</b>	<b>7%</b>	
5100 Federal Payroll taxes	3,789	4,764	975	20%	4,374	586	13%	39,714	46,218	6,504	14%	45,353	5,639	12%	56,397	62,902	10%	
5105 State Payroll taxes	0	249	249	100%	0	0	-	0	2,417	2,417	100%	123	123	100%	872	3,289	73%	
5110 Unemployment Insurance	1,436	806	(630)	-78%	1,029	(407)	-40%	10,473	7,837	(2,636)	-34%	14,644	4,171	28%	13,298	10,661	-25%	
5115 Workers compensation	1,296	1,529	233	15%	1,677	381	23%	9,554	14,630	5,075	35%	15,110	5,556	37%	14,907	19,983	25%	
<b>Total Payroll Taxes</b>	<b>6,520</b>	<b>7,348</b>	<b>828</b>	<b>11%</b>	<b>7,080</b>	<b>560</b>	<b>8%</b>	<b>59,742</b>	<b>71,102</b>	<b>11,360</b>	<b>16%</b>	<b>75,230</b>	<b>15,488</b>	<b>21%</b>	<b>85,475</b>	<b>96,835</b>	<b>12%</b>	
5200 Medical insurance	11,977	21,009	9,033	43%	17,437	5,460	31%	114,766	191,703	76,937	40%	163,772	49,006	30%	177,793	254,730	30%	
5205 Dental insurance	753	1,437	683	48%	1,192	438	37%	7,184	13,135	5,951	45%	11,280	4,096	36%	11,494	17,445	34%	
5215 Term life insurance	163	200	38	19%	200	38	19%	1,590	1,825	235	13%	1,738	147	8%	2,190	2,425	10%	
5220 Long Term Disability insurance	0	0	0	-	406	406	100%	0	0	0	-	3,515	3,515	100%	0	0	-	
5225 PERS Employer Contributions	12,566	15,002	2,436	16%	13,260	694	5%	121,354	145,681	24,326	17%	125,259	3,905	3%	173,890	198,217	12%	
5230 PERS Employee Contributions	2,904	3,736	832	22%	3,526	622	18%	29,602	36,250	6,647	18%	33,302	3,700	11%	42,687	49,335	13%	
5295 Allocations	0	(19,248)	(19,248)	100%	(31,439)	(31,439)	100%	(21,505)	(182,892)	(161,388)	88%	(219,416)	(197,911)	90%	(88,910)	(250,298)	64%	
<b>Total Insured Benefits</b>	<b>28,363</b>	<b>22,136</b>	<b>(6,227)</b>	<b>-28%</b>	<b>4,581</b>	<b>(23,781)</b>	<b>-519%</b>	<b>252,992</b>	<b>205,701</b>	<b>(47,291)</b>	<b>-23%</b>	<b>119,450</b>	<b>(133,542)</b>	<b>-112%</b>	<b>319,145</b>	<b>271,854</b>	<b>-17%</b>	
<b>Total Personnel Services</b>	<b>86,808</b>	<b>91,490</b>	<b>4,682</b>	<b>5%</b>	<b>69,784</b>	<b>(17,024)</b>	<b>-24%</b>	<b>855,242</b>	<b>880,507</b>	<b>25,264</b>	<b>3%</b>	<b>796,755</b>	<b>(58,487)</b>	<b>-7%</b>	<b>1,165,669</b>	<b>1,190,933</b>	<b>2%</b>	
<b>Goods &amp; Services</b>																		
6005 Seminars & training	0	73	73	100%	0	0	-	85	653	568	87%	208	123	59%	303	870	65%	
<b>Total Staff Training</b>	<b>0</b>	<b>73</b>	<b>73</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>85</b>	<b>653</b>	<b>568</b>	<b>87%</b>	<b>208</b>	<b>123</b>	<b>59%</b>	<b>303</b>	<b>870</b>	<b>65%</b>	
6030 Travel - Per Diem & mileage reimbursement	0	54	54	100%	0	0	-	0	488	488	100%	0	0	-	162	650	75%	
6035 Meals & Entertainment	0	10	10	100%	0	0	-	114	94	(21)	-22%	259	145	56%	146	125	-16%	
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>65</b>	<b>65</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>114</b>	<b>581</b>	<b>467</b>	<b>80%</b>	<b>259</b>	<b>145</b>	<b>56%</b>	<b>308</b>	<b>775</b>	<b>60%</b>	
6050 Office supplies	0	83	83	100%	105	105	100%	647	750	103	14%	758	111	15%	897	1,000	0	
6055 Kitchen supplies	0	4	4	100%	8	8	100%	0	38	38	100%	607	607	100%	12	50	75%	
6060 IT supplies	0	0	0	-	0	0	-	927	0	(927)	-	661	(267)	-40%	927	0	-	
6070 Postage & courier services	0	6	6	100%	0	0	-	0	50	50	100%	29	29	100%	17	66	75%	
6090 IT SW subscriptions & licenses	3,885	4,374	489	11%	3,367	(518)	-15%	34,087	39,370	5,283	13%	11,875	(22,212)	-187%	47,210	52,494	10%	
<b>Total Office Expense</b>	<b>3,931</b>	<b>4,517</b>	<b>587</b>	<b>13%</b>	<b>3,480</b>	<b>(451)</b>	<b>-13%</b>	<b>36,338</b>	<b>40,657</b>	<b>4,319</b>	<b>11%</b>	<b>13,930</b>	<b>(22,409)</b>	<b>-161%</b>	<b>49,891</b>	<b>54,210</b>	<b>8%</b>	
6100 Telephone - landline	283	168	(115)	-68%	268	(15)	-6%	2,681	1,512	(1,169)	-77%	2,390	(291)	-12%	3,185	2,016	-58%	

Charleston Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Mar 2026		\$ Diff	% Diff	Mar 2025		Jul 2025 - Mar 2026				Prior FYTD vs Current FYTD		Jul 2025 - Jun 2026				
	Actual	Budget			Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6105 Telephone - mobile	338	427	89	21%	454	116	26%	3,172	3,843	671	17%	4,223	1,051	25%	4,453	5,124	13%
6110 Internet services	1,028	1,195	167	14%	1,619	592	37%	11,914	10,755	(1,159)	-11%	16,470	4,556	28%	15,499	14,340	-8%
6115 Cable TV	975	965	(10)	-1%	946	(29)	-3%	8,682	8,687	5	0%	8,463	(220)	-3%	11,577	11,582	0%
6130 Electricity	24,768	27,726	2,958	11%	23,337	(1,431)	-6%	212,717	259,235	46,518	18%	217,191	4,474	2%	300,053	346,571	13%
6131 Propane - Operations	108	167	59	35%	68	(40)	-60%	733	1,500	767	51%	764	32	4%	1,233	2,000	38%
6135 Water/Sewer	5,300	7,051	1,750	25%	5,369	69	1%	69,944	92,254	22,310	24%	70,123	178	0%	97,190	119,500	19%
6140 Garbage/Sanitation Collection	9,917	9,887	(30)	0%	8,688	(1,229)	-14%	91,481	94,739	3,258	3%	83,333	(8,148)	-10%	121,892	125,150	3%
6145 Hazardous material disposal	0	978	978	100%	270	270	100%	3,590	8,805	5,215	59%	2,790	(800)	-29%	6,525	11,740	44%
6150 Derelict boat disposal	0	8,333	8,333	100%	0	0	-	0	75,000	75,000	100%	0	0	-	25,000	100,000	75%
6155 Environmental Remediation/Mitigation/Monitoring	0	292	292	100%	0	0	-	565	2,625	2,060	78%	0	(565)	-	1,440	3,500	59%
<b>Total Utilities</b>	<b>42,717</b>	<b>57,188</b>	<b>14,472</b>	<b>25%</b>	<b>41,020</b>	<b>(1,697)</b>	<b>-4%</b>	<b>405,479</b>	<b>558,954</b>	<b>153,475</b>	<b>27%</b>	<b>405,746</b>	<b>267</b>	<b>0%</b>	<b>588,048</b>	<b>741,523</b>	<b>21%</b>
6200 Temporary/Contract help	0	1,083	1,083	100%	0	0	-	0	9,750	9,750	100%	6,560	6,560	100%	3,250	13,000	75%
6205 Janitorial services	0	0	0	-	0	0	-	0	0	0	-	33	33	100%	0	0	-
6210 Vending machine services	125	95	(30)	-32%	125	0	0%	1,125	855	(270)	-32%	1,263	138	11%	1,410	1,140	-24%
6245 Legal advertising	0	125	125	100%	0	0	-	484	1,125	641	57%	493	10	2%	859	1,500	43%
6260 Consulting services	210	601	391	65%	268	58	22%	3,101	5,407	2,306	43%	5,619	2,517	45%	4,904	7,210	32%
6290 Commercial insurance	12,950	12,786	(164)	-1%	12,203	(747)	-6%	109,649	115,078	5,429	5%	97,738	(11,911)	-12%	148,008	153,437	4%
<b>Total Professional Services</b>	<b>13,285</b>	<b>14,691</b>	<b>1,405</b>	<b>10%</b>	<b>12,596</b>	<b>(689)</b>	<b>-5%</b>	<b>114,359</b>	<b>132,215</b>	<b>17,856</b>	<b>14%</b>	<b>111,706</b>	<b>(2,653)</b>	<b>-2%</b>	<b>158,431</b>	<b>176,287</b>	<b>10%</b>
6305 Promotional items	0	0	0	-	114	114	100%	0	0	0	-	114	114	100%	0	0	-
<b>Total Marketing Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>114</b>	<b>114</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>114</b>	<b>114</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6400 Small equipment & tools	0	438	438	100%	550	550	100%	1,802	3,938	2,135	54%	12,557	10,755	86%	3,115	5,250	41%
6405 Safety/hazardous materials	0	550	550	100%	161	161	100%	1,804	4,950	3,146	64%	3,006	1,201	40%	3,454	6,600	48%
6410 Signage	0	42	42	100%	0	0	-	282	375	93	25%	746	464	62%	407	500	19%
6415 Clothing	553	292	(261)	-90%	343	(210)	-61%	598	2,625	2,027	77%	1,676	1,078	64%	1,473	3,500	58%
6420 Janitorial supplies	0	625	625	100%	390	390	100%	3,884	5,625	1,741	31%	4,751	867	18%	5,759	7,500	23%
6425 Operational supplies	308	1,685	1,377	82%	309	1	0%	9,710	15,167	5,456	36%	11,622	1,912	16%	14,766	20,222	27%
6430 Equipment Rental	0	0	0	-	0	0	-	300	0	(300)	-	0	(300)	-	300	0	-
6450 Fuel - Gas	2,196	667	(1,530)	-229%	77	(2,119)	-2757%	7,189	6,000	(1,189)	-20%	4,340	(2,849)	-66%	9,189	8,000	-15%
6455 Fuel - Diesel	1,310	417	(893)	-214%	124	(1,185)	-954%	5,331	3,750	(1,581)	-42%	2,799	(2,532)	-90%	6,581	5,000	-32%
6481 Propane - Retail	359	417	58	14%	212	(147)	-70%	2,527	3,750	1,223	33%	2,788	261	9%	3,777	5,000	24%
6485 Retail items	156	0	(156)	-	0	(156)	-	156	0	(156)	-	0	(156)	-	156	0	-
<b>Total Operational Expense</b>	<b>4,882</b>	<b>5,131</b>	<b>249</b>	<b>5%</b>	<b>2,166</b>	<b>(2,716)</b>	<b>-125%</b>	<b>33,584</b>	<b>46,179</b>	<b>12,595</b>	<b>27%</b>	<b>44,286</b>	<b>10,701</b>	<b>24%</b>	<b>48,977</b>	<b>61,572</b>	<b>20%</b>
6500 Repairs & maintenance equipment	27,767	2,967	(24,800)	-836%	7,619	(20,148)	-264%	61,417	26,700	(34,717)	-130%	69,405	7,988	12%	70,317	35,600	-98%
6505 Repairs & maintenance vehicles	0	458	458	100%	1,551	1,551	100%	14,559	4,125	(10,434)	-253%	8,290	(6,269)	-76%	15,934	5,500	-190%
6510 Repairs & maintenance buildings	695	250	(445)	-178%	1,081	387	36%	8,678	2,250	(6,428)	-286%	9,129	451	5%	9,428	3,000	-214%
6515 Repairs & maintenance land improvements	0	333	333	100%	0	0	-	909	3,000	2,091	70%	2,922	2,013	69%	1,909	4,000	52%
6520 Repairs & maintenance docks	3,882	833	(3,048)	-366%	301	(3,580)	-1189%	11,721	7,500	(4,221)	-56%	9,117	(2,604)	-29%	14,221	10,000	-42%
6540 Marina dredging	0	0	0	-	50,000	50,000	100%	245,380	350,000	104,620	30%	110,000	(135,380)	-123%	345,380	450,000	23%
6575 Waterway Leases	0	3,167	3,167	100%	0	0	-	34,726	28,500	(6,226)	-22%	33,242	(1,484)	-4%	44,226	38,000	-16%
6580 Permits	1,027	536	(491)	-92%	0	(1,027)	-	4,382	4,827	445	9%	2,935	(1,447)	-49%	5,991	6,436	7%
<b>Total Repair and Maintenance</b>	<b>33,370</b>	<b>8,545</b>	<b>(24,825)</b>	<b>-291%</b>	<b>60,553</b>	<b>27,183</b>	<b>45%</b>	<b>381,771</b>	<b>426,902</b>	<b>45,130</b>	<b>11%</b>	<b>245,039</b>	<b>(136,732)</b>	<b>-56%</b>	<b>507,406</b>	<b>552,536</b>	<b>8%</b>
<b>Total Goods &amp; Services</b>	<b>98,184</b>	<b>90,209</b>	<b>(7,975)</b>	<b>-9%</b>	<b>119,928</b>	<b>21,744</b>	<b>18%</b>	<b>971,731</b>	<b>1,206,142</b>	<b>234,410</b>	<b>19%</b>	<b>821,287</b>	<b>(150,444)</b>	<b>-18%</b>	<b>1,353,362</b>	<b>1,587,773</b>	<b>15%</b>
<b>Total Expenses</b>	<b>184,992</b>	<b>181,699</b>	<b>(3,293)</b>	<b>-2%</b>	<b>189,712</b>	<b>4,719</b>	<b>2%</b>	<b>1,826,974</b>	<b>2,086,648</b>	<b>259,675</b>	<b>12%</b>	<b>1,618,042</b>	<b>(208,932)</b>	<b>-13%</b>	<b>2,519,031</b>	<b>2,778,706</b>	<b>9%</b>
<b>Operating Results</b>	<b>11,471</b>	<b>(32,299)</b>	<b>43,769</b>	<b>-136%</b>	<b>(12,920)</b>	<b>24,391</b>	<b>-189%</b>	<b>130,149</b>	<b>(306,045)</b>	<b>436,194</b>	<b>-143%</b>	<b>274,293</b>	<b>(144,144)</b>	<b>-53%</b>	<b>140,869</b>	<b>(295,326)</b>	<b>-148%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4450 Lodging Tax	45	0	45	-	47	(2)	-4%	585	0	585	-	733	(148)	-20%	585	0	-
4650 Grants Received - MAP	0	625	(625)	-100%	0	0	-	10,350	5,625	4,725	84%	0	10,350	-	12,225	7,500	63%
4655 Grants Received - Marine Board	0	2,500	(2,500)	-100%	0	0	-	0	22,500	(22,500)	-100%	0	0	-	7,500	30,000	-75%
4695 Grants Received - Other	0	112,500	(112,500)	-100%	0	0	-	0	112,500	(112,500)	-100%	0	0	-	337,500	450,000	-25%
4705 Loans Received	0	0	0	-	0	0	-	213,380	0	213,380	-	0	213,380	-	213,380	0	-
4805 Transfer - GF	0	1,083	(1,083)	-100%	67,518	(67,518)	-100%	0	9,750	(9,750)	-100%	207,340	(207,340)	-100%	3,250	13,000	-75%
4905 Other	0	0	0	-	1,009	(1,009)	-100%	0	0	0	-	10,103	(10,103)	-100%	0	0	-
4906 Merchant Surcharge	912	0	912	-	0	912	-	10,926	0	10,926	-	29	10,896	37075%	10,926	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	7,075	0	7,075	-	15,773	(8,698)	-55%	7,075	0	-
<b>Total Other Income</b>	<b>956</b>	<b>116,708</b>	<b>(115,752)</b>	<b>-99%</b>	<b>68,574</b>	<b>(67,618)</b>	<b>-99%</b>	<b>242,316</b>	<b>150,375</b>	<b>91,941</b>	<b>61%</b>	<b>233,979</b>	<b>8,337</b>	<b>4%</b>	<b>592,441</b>	<b>500,500</b>	<b>18%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	11,497.44	12,000.00	502.56	4%	11,727	230	2%	11,497.44	12,000.00	4%
6740 Merchant fees	1,801.44	2,916.67	1,115.23	38%	2,219.66	418.22	19%	22,680.79	26,250.03	3,569.24	14%	28,991	6,310	22%	31,430.76	35,000.00	10%
6750 Fines & Penalties	12.00	-	(12.00)	-	-	(12.00)	-	149.24	-	(149.24)	-	13	(137)	-1094%	149.24	-	-
6755 Insurance Claims	-	-	-	-	-	-	-	-	-	-	-	1,000	1,000	100%	-	-	-

Financial Report - Actual vs. Budget  
For Period Ending Mar 2026

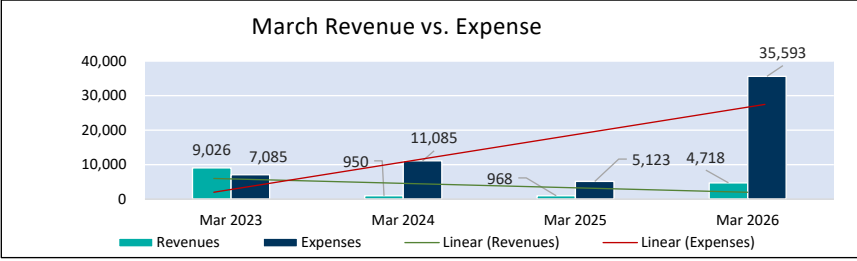
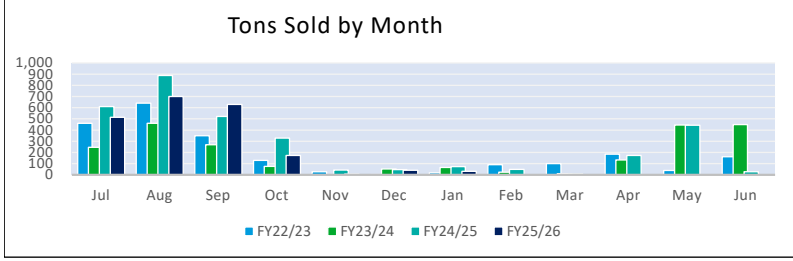
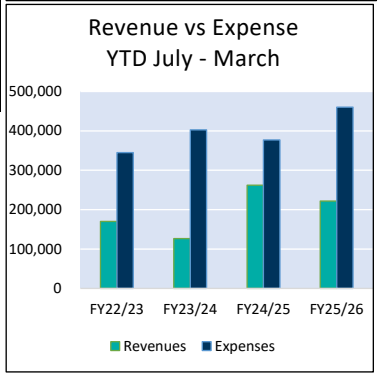
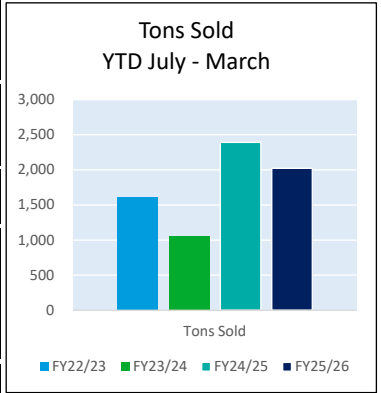
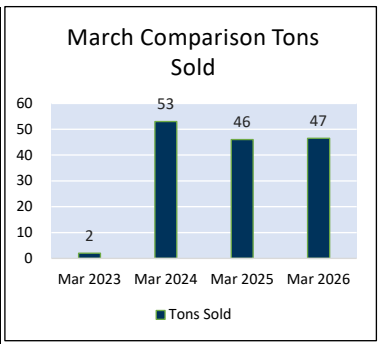
amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date							Year End		
	Mar 2026				Mar 2025			Jul 2025 - Mar 2026				Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Total Taxes &amp; Misc Expenses</b>	<b>1,813.44</b>	<b>2,916.67</b>	<b>1,103.23</b>	<b>38%</b>	<b>2,220</b>	<b>406</b>	<b>18%</b>	<b>34,327</b>	<b>38,250.03</b>	<b>3,923</b>	<b>10%</b>	<b>41,731</b>	<b>7,403</b>	<b>18%</b>	<b>43,077</b>	<b>47,000.00</b>	<b>8%</b>
<b>Debt Services &amp; Capital Expense</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	296,884	296,885	0	0%	271,524	(25,361)	-9%	296,884	296,885	0%
7010 Interest payment	0	0	0	-	0	0	-	120,297	120,297	0	0%	124,417	4,120	3%	135,713	135,713	0%
7020 Vehicle Principal repayment	1,413	634	(779)	-123%	1,348	(65)	-5%	4,189	5,621	1,431	25%	8,790	4,601	52%	6,105	7,536	19%
7025 Vehicle Interest payment	68	28	(40)	-141%	133	65	49%	255	338	83	25%	478	223	47%	326	409	20%
8010 CIP Buildings	0	2,500	2,500	100%	0	0	-	0	22,500	22,500	100%	160,917	160,917	100%	7,500	30,000	75%
8011 CIP Docks	0	1,667	1,667	100%	0	0	-	0	15,000	15,000	100%	20,273	20,273	100%	5,000	20,000	75%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	6,894	6,894	100%	0	0	-
<b>Total Debt Services &amp; Capital Expense</b>	<b>1,481</b>	<b>4,829</b>	<b>3,347</b>	<b>69%</b>	<b>1,481</b>	<b>0</b>	<b>0%</b>	<b>421,626</b>	<b>460,641</b>	<b>39,015</b>	<b>8%</b>	<b>593,292</b>	<b>171,666</b>	<b>29%</b>	<b>451,528</b>	<b>490,543</b>	<b>8%</b>
<b>Total Other Expenses</b>	<b>3,295</b>	<b>7,745</b>	<b>4,451</b>	<b>57%</b>	<b>3,701</b>	<b>406</b>	<b>11%</b>	<b>455,953</b>	<b>498,891</b>	<b>42,938</b>	<b>9%</b>	<b>635,023</b>	<b>179,069</b>	<b>28%</b>	<b>494,605</b>	<b>537,543</b>	<b>8%</b>
<b>Net Other Income</b>	<b>(2,339)</b>	<b>108,963</b>	<b>(111,302)</b>	<b>-102%</b>	<b>64,873</b>	<b>(67,211)</b>	<b>-104%</b>	<b>(213,637)</b>	<b>(348,516)</b>	<b>134,878</b>	<b>-39%</b>	<b>(401,044)</b>	<b>187,406</b>	<b>-47%</b>	<b>97,836</b>	<b>(37,043)</b>	<b>-364%</b>
<b>Net Result</b>	<b>9,132</b>	<b>76,664</b>	<b>(67,532)</b>	<b>-88%</b>	<b>51,953</b>	<b>(42,821)</b>	<b>-82%</b>	<b>(83,488)</b>	<b>(654,561)</b>	<b>571,073</b>	<b>-87%</b>	<b>(126,751)</b>	<b>43,262</b>	<b>-34%</b>	<b>238,704</b>	<b>(332,369)</b>	<b>-172%</b>

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Mar 2026		Mar 2025	Mar 2024	Mar 2023	Jul 2025 - Mar 2026		Prior FYTD vs Current FYTD			Jul 2025 - Jun 2026		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	47	9	46	53	2	2,155	1,778	2,437	(282)	-11.57%	3,027	2,650	14.22%
<b>Revenues</b>													
Ice Sales	4,718	928	968	950	9,026	221,747	177,815	262,078	(40,332)	-15.39%	308,932	265,000	16.58%
Insurance Reimbursement	-	-	-	-	46,473	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>4,718</b>	<b>928</b>	<b>968</b>	<b>950</b>	<b>9,026</b>	<b>221,747</b>	<b>177,815</b>	<b>262,078</b>	<b>(40,332)</b>	<b>-15.39%</b>	<b>308,932</b>	<b>265,000</b>	<b>16.58%</b>
<b>Operating Expenses</b>													
Personnel Services	1,769	1,439	1,893	1,514	127	35,253	29,637	26,906	8,348	31.03%	49,083	43,466	12.92%
Utilities	5,465	9,033	3,082	4,295	4,677	70,234	89,304	68,270	1,965	2.88%	99,615	118,684	-16.07%
Repairs & Maintenance	25,658	833	-	2,470	-	53,067	7,500	4,463	48,604	1089.13%	55,567	10,000	455.67%
Operational Supplies & Service	2,702	1,843	148	2,806	2,281	21,452	16,589	17,444	4,008	22.98%	26,982	22,118	21.99%
Capital Outlay	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>35,593</b>	<b>13,148</b>	<b>5,123</b>	<b>11,085</b>	<b>7,085</b>	<b>180,007</b>	<b>143,029</b>	<b>117,082</b>	<b>62,925</b>	<b>53.74%</b>	<b>231,246</b>	<b>194,268</b>	<b>19.03%</b>
<b>Operating Net Result</b>	<b>(30,875)</b>	<b>(12,221)</b>	<b>(4,155)</b>	<b>(10,135)</b>	<b>1,940</b>	<b>41,740</b>	<b>34,786</b>	<b>144,996</b>	<b>(103,257)</b>	<b>-71%</b>	<b>77,685</b>	<b>70,732</b>	<b>10%</b>
<b>Other Expenses</b>													
Debt Services	-	-	-	-	-	280,000	280,000	260,000	20,000	7.69%	280,000	280,000	0.00%
<b>Other Net Result</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(280,000)</b>	<b>(280,000)</b>	<b>(260,000)</b>	<b>(20,000.00)</b>	<b>7.69%</b>	<b>(280,000)</b>	<b>(280,000)</b>	<b>0.00%</b>
<b>Total Net Result</b>	<b>(30,875)</b>	<b>(12,221)</b>	<b>(4,155)</b>	<b>(10,135)</b>	<b>1,940</b>	<b>(238,260)</b>	<b>(245,214)</b>	<b>(115,004)</b>	<b>(123,257)</b>	<b>107.18%</b>	<b>(202,315)</b>	<b>(209,268)</b>	<b>-3.32%</b>
<b>Gain (loss) Per Ton</b>	<b>(664)</b>	<b>(1,318)</b>	<b>(90)</b>	<b>(191)</b>	<b>970</b>	<b>(111)</b>	<b>(138)</b>	<b>(47)</b>	<b>(63)</b>	<b>134%</b>	<b>(67)</b>	<b>(79)</b>	
<b>Fisheries</b>													
Albacore Tuna (Oregon) MT	0.0		0.0	0.0	0.0				3,890.3		2,247.6	1,643	73.09%
Pink Shrimp (Oregon) MT	0.0		0.0	0.0	0.0				16,368.1		14,847.7	1,520	10.24%
Dungeness Crab (Coos Bay) MT	38.4		55.3	98.8	874.6				1,455.5		1,432.3	23	1.62%
<b>Monthly Cost Per Ton</b>	<b>Jul 2025</b>	<b>Aug 2025</b>	<b>Sep 2025</b>	<b>Oct 2025</b>	<b>Nov 2025</b>	<b>Dec 2025</b>	<b>Jan 2026</b>	<b>Feb 2026</b>	<b>Mar 2026</b>	<b>Apr 2026</b>	<b>May 2026</b>	<b>Jun 2026</b>	<b>Average</b>
Operating Expense Per Ton	45	33	46	105	44,895	224	365	1,614	765	-	-	-	162
Debt Service Per Ton (allocated)	45	33	37	135	3,590	556	741	2,029	502	-	-	-	74
Total Expense Per Ton	90	66	83	240	48,485	779	1,106	3,643	1,267	-	-	-	236
Gain (Loss) per ton	57	71	56	(2)	(44,779)	(121)	(265)	(1,514)	(664)	-	-	-	(84)



Financial Report - Actual vs. Budget  
For Period Ending Mar 2026

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2026		\$ Diff	% Diff	Mar 2025		% Diff	Jul 2025 - Mar 2026		% Diff	Prior FYTD vs Current FYTD		Jul 2025 - Jun 2026				
	Actual	Budget			Actual	\$ Diff		Actual	Budget		\$ Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	11,099	11,084	15	0%	13,814	(2,715)	-20%	99,707	99,755	(48)	0%	115,906	(16,198)	-14%	132,959	133,007	0%
4010 Property Agreements	8,675	14,484	(5,809)	-40%	8,465	210	2%	114,560	130,356	(15,796)	-12%	90,634	23,926	26%	158,012	173,808	-9%
4135 Storage Yard	2,348	0	2,348	-	2,173	176	8%	21,133	0	21,133	-	19,553	1,580	8%	21,133	0	-
4290 Other	0	0	0	-	0	0	-	435	0	435	-	0	435	-	435	0	-
<b>Total Operating Income</b>	<b>22,122</b>	<b>25,568</b>	<b>(3,446)</b>	<b>-13%</b>	<b>24,452</b>	<b>(2,330)</b>	<b>-10%</b>	<b>235,835</b>	<b>230,111</b>	<b>5,724</b>	<b>2%</b>	<b>226,093</b>	<b>9,742</b>	<b>4%</b>	<b>312,538</b>	<b>306,815</b>	<b>2%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	7,902	7,899	(2)	0%	18,831	10,929	58%	75,057	75,057	1	0%	150,765	75,709	50%	102,719	102,720	0%
<b>Total Compensation</b>	<b>7,902</b>	<b>7,899</b>	<b>(2)</b>	<b>0%</b>	<b>18,831</b>	<b>10,929</b>	<b>58%</b>	<b>75,057</b>	<b>75,057</b>	<b>1</b>	<b>0%</b>	<b>150,765</b>	<b>75,709</b>	<b>50%</b>	<b>102,719</b>	<b>102,720</b>	<b>0%</b>
5100 Federal Payroll taxes	563	604	41	7%	1,415	852	60%	5,388	5,742	354	6%	11,329	5,941	52%	7,504	7,858	5%
5105 State Payroll taxes	0	32	32	100%	0	0	-	0	300	300	100%	(123)	(123)	100%	111	411	73%
5110 Unemployment Insurance	213	58	(155)	-265%	333	120	36%	867	555	(311)	-56%	870	4	0%	1,071	760	-41%
5115 Workers compensation	32	55	22	41%	38	6	16%	245	518	273	53%	334	89	27%	436	709	38%
<b>Total Payroll Taxes</b>	<b>808</b>	<b>749</b>	<b>(60)</b>	<b>-8%</b>	<b>1,786</b>	<b>978</b>	<b>55%</b>	<b>6,500</b>	<b>7,116</b>	<b>616</b>	<b>9%</b>	<b>12,411</b>	<b>5,911</b>	<b>48%</b>	<b>9,122</b>	<b>9,738</b>	<b>6%</b>
5200 Medical insurance	1,481	1,496	14	1%	1,484	3	0%	13,294	13,460	166	1%	13,353	59	0%	17,781	17,947	1%
5205 Dental insurance	86	90	4	4%	135	49	36%	855	809	(46)	-6%	1,215	360	30%	1,125	1,079	-4%
5215 Term life insurance	13	13	0	0%	25	13	50%	113	113	0	0%	225	113	50%	150	150	0%
5220 Long Term Disability insurance	0	0	0	-	124	124	100%	0	0	0	-	1,123	1,123	100%	0	0	-
5225 PERS Employer Contributions	1,903	1,903	(1)	0%	4,163	2,260	54%	18,081	18,081	0	0%	39,552	21,471	54%	24,745	24,745	0%
5230 PERS Employee Contributions	474	474	(0)	0%	1,130	656	58%	4,503	4,503	0	0%	10,733	6,230	58%	6,163	6,163	0%
5295 Allocations	0	(430)	(430)	100%	0	0	-	0	(4,084)	(4,084)	100%	0	0	-	(1,505)	(5,589)	73%
<b>Total Insured Benefits</b>	<b>3,958</b>	<b>3,545</b>	<b>(413)</b>	<b>-12%</b>	<b>7,061</b>	<b>3,104</b>	<b>44%</b>	<b>36,847</b>	<b>32,883</b>	<b>(3,964)</b>	<b>-12%</b>	<b>66,202</b>	<b>29,356</b>	<b>44%</b>	<b>48,459</b>	<b>44,496</b>	<b>-9%</b>
<b>Total Personnel Services</b>	<b>12,668</b>	<b>12,193</b>	<b>(474)</b>	<b>-4%</b>	<b>27,678</b>	<b>15,011</b>	<b>54%</b>	<b>118,404</b>	<b>115,056</b>	<b>(3,347)</b>	<b>-3%</b>	<b>229,379</b>	<b>110,975</b>	<b>48%</b>	<b>160,301</b>	<b>156,954</b>	<b>-2%</b>
<b>Goods &amp; Services</b>																	
6025 Travel - lodging & transportation	0	0	0	-	0	0	-	0	0	0	-	112	112	100%	0	0	-
6030 Travel - Per Diem & mileage reimbursement	0	50	50	100%	248	248	100%	0	450	450	100%	1,392	1,392	100%	150	600	75%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>100%</b>	<b>248</b>	<b>248</b>	<b>100%</b>	<b>0</b>	<b>450</b>	<b>450</b>	<b>100%</b>	<b>1,505</b>	<b>1,505</b>	<b>100%</b>	<b>150</b>	<b>600</b>	<b>75%</b>
6130 Electricity	523	1,447	924	64%	1,204	681	57%	4,529	9,929	5,400	54%	8,872	4,343	49%	7,400	12,800	42%
6135 Water/Sewer	132	479	346	72%	928	796	86%	3,765	4,109	343	8%	4,545	779	17%	5,157	5,500	6%
6140 Garbage/Sanitation Collection	0	42	42	100%	0	0	-	0	375	375	100%	0	0	-	125	500	75%
6155 Environmental Remediation/Mitigation/Monitoring	0	375	375	100%	1,002	1,002	100%	894	3,375	2,481	74%	3,409	2,515	74%	2,019	4,500	55%
<b>Total Utilities</b>	<b>655</b>	<b>2,342</b>	<b>1,687</b>	<b>72%</b>	<b>3,134</b>	<b>2,479</b>	<b>79%</b>	<b>9,189</b>	<b>17,787</b>	<b>8,599</b>	<b>48%</b>	<b>16,826</b>	<b>7,637</b>	<b>45%</b>	<b>14,701</b>	<b>23,300</b>	<b>37%</b>
6245 Legal advertising	0	63	63	100%	0	0	-	0	563	563	100%	0	0	-	188	750	75%
6260 Consulting services	0	408	408	100%	116	116	100%	12,627	3,675	(8,952)	-244%	3,898	(8,729)	-224%	13,852	4,900	-183%
6290 Commercial insurance	5,378	6,190	812	13%	5,557	179	3%	49,478	55,710	6,232	11%	45,514	(3,964)	-9%	68,048	74,280	8%
<b>Total Professional Services</b>	<b>5,378</b>	<b>6,661</b>	<b>1,282</b>	<b>19%</b>	<b>5,673</b>	<b>295</b>	<b>5%</b>	<b>62,105</b>	<b>59,948</b>	<b>(2,157)</b>	<b>-4%</b>	<b>49,412</b>	<b>(12,693)</b>	<b>-26%</b>	<b>82,087</b>	<b>79,930</b>	<b>-3%</b>
6500 Repairs & maintenance equipment	0	167	167	100%	0	0	-	6,205	1,500	(4,705)	-314%	0	(6,205)	-	6,705	2,000	-235%
6510 Repairs & maintenance buildings	0	208	208	100%	0	0	-	606	1,875	1,269	68%	0	(606)	-	1,231	2,500	51%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	0	750	750	100%	0	0	-	250	1,000	75%
6520 Repairs & maintenance docks	0	125	125	100%	0	0	-	0	1,125	1,125	100%	0	0	-	375	1,500	75%
6575 Waterway Leases	0	250	250	100%	0	0	-	752	2,250	1,498	67%	(1,669)	(2,421)	145%	1,502	3,000	50%
6580 Permits	0	250	250	100%	0	0	-	3,528	2,250	(1,278)	-57%	2,079	(1,450)	-70%	4,278	3,000	-43%
<b>Total Repair and Maintenance</b>	<b>0</b>	<b>1,083</b>	<b>1,083</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>11,091</b>	<b>9,750</b>	<b>(1,341)</b>	<b>-14%</b>	<b>410</b>	<b>(10,681)</b>	<b>-2608%</b>	<b>14,341</b>	<b>13,000</b>	<b>-10%</b>
<b>Total Goods &amp; Services</b>	<b>6,033</b>	<b>10,136</b>	<b>4,103</b>	<b>40%</b>	<b>9,055</b>	<b>3,021</b>	<b>33%</b>	<b>82,384</b>	<b>87,935</b>	<b>5,551</b>	<b>6%</b>	<b>68,152</b>	<b>(14,232)</b>	<b>-21%</b>	<b>111,279</b>	<b>116,830</b>	<b>5%</b>
<b>Total Expenses</b>	<b>18,701</b>	<b>22,329</b>	<b>3,628</b>	<b>16%</b>	<b>36,733</b>	<b>18,032</b>	<b>49%</b>	<b>200,788</b>	<b>202,991</b>	<b>2,203</b>	<b>1%</b>	<b>297,530</b>	<b>96,743</b>	<b>33%</b>	<b>271,580</b>	<b>273,784</b>	<b>1%</b>
<b>Operating Results</b>	<b>3,421</b>	<b>3,239</b>	<b>182</b>	<b>6%</b>	<b>(12,281)</b>	<b>15,702</b>	<b>-128%</b>	<b>35,047</b>	<b>27,120</b>	<b>7,927</b>	<b>29%</b>	<b>(71,437)</b>	<b>106,484</b>	<b>-149%</b>	<b>40,958</b>	<b>33,031</b>	<b>24%</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2026

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End							
	Mar 2026				Mar 2025			Jul 2025 - Mar 2026				Jul 2025 - Jun 2026							
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff		
<b>Other Income &amp; Expenses</b>																			
<b>Other Income</b>																			
4810	Transfer - SPF	0	0	0	-	0	0	0	-	0	0	0	-	0	0	-	625,469	625,469	0%
4905	Other	0	0	0	-	0	0	3,103	0	3,103	-	0	3,103	-	3,103	0	-	-	-
<b>Total Other Income</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>3,103</b>	<b>0</b>	<b>3,103</b>	<b>-</b>	<b>0</b>	<b>3,103</b>	<b>-</b>	<b>628,572</b>	<b>625,469</b>	<b>0%</b>		
<b>Other Expenses</b>																			
<b>Taxes &amp; Misc Expenses</b>																			
6745	Banking fees	1,643	850	(793)	-93%	1,172	(471)	-40%	2,981	9,770	6,789	69%	13,486	10,505	78%	3,211	10,000	68%	
<b>Total Taxes &amp; Misc Expenses</b>		<b>1,643</b>	<b>850</b>	<b>(793)</b>	<b>-93%</b>	<b>1,172</b>	<b>(471)</b>	<b>-40%</b>	<b>2,981</b>	<b>9,770</b>	<b>6,789</b>	<b>69%</b>	<b>13,486</b>	<b>10,505</b>	<b>78%</b>	<b>3,211</b>	<b>10,000</b>	<b>68%</b>	
<b>Debt Services</b>																			
7010	Interest payment	9,905	13,000	3,095	24%	16,460	6,555	40%	138,893	264,000	125,107	47%	133,485	(5,408)	-4%	177,893	303,000	41%	
<b>Total Debt Services</b>		<b>9,905</b>	<b>13,000</b>	<b>3,095</b>	<b>24%</b>	<b>16,460</b>	<b>6,555</b>	<b>40%</b>	<b>138,893</b>	<b>264,000</b>	<b>125,107</b>	<b>47%</b>	<b>133,485</b>	<b>(5,408)</b>	<b>-4%</b>	<b>177,893</b>	<b>303,000</b>	<b>41%</b>	
<b>Total Other Expenses</b>		<b>11,548</b>	<b>13,850</b>	<b>2,302</b>	<b>17%</b>	<b>17,632</b>	<b>6,084</b>	<b>35%</b>	<b>141,874</b>	<b>273,770</b>	<b>131,896</b>	<b>48%</b>	<b>146,972</b>	<b>5,097</b>	<b>3%</b>	<b>181,104</b>	<b>313,000</b>	<b>42%</b>	
<b>Net Other Income</b>		<b>(11,548)</b>	<b>(13,850)</b>	<b>2,302</b>	<b>-17%</b>	<b>(17,632)</b>	<b>6,084</b>	<b>-35%</b>	<b>(138,772)</b>	<b>(273,770)</b>	<b>134,998</b>	<b>-49%</b>	<b>(146,972)</b>	<b>8,200</b>	<b>-6%</b>	<b>447,467</b>	<b>312,469</b>	<b>43%</b>	
<b>Net Result</b>		<b>(8,127)</b>	<b>(10,611)</b>	<b>2,484</b>	<b>-23%</b>	<b>(29,913)</b>	<b>21,786</b>	<b>-73%</b>	<b>(103,725)</b>	<b>(246,650)</b>	<b>142,926</b>	<b>-58%</b>	<b>(218,409)</b>	<b>114,684</b>	<b>-53%</b>	<b>488,425</b>	<b>345,500</b>	<b>41%</b>	

Financial Report - Actual vs. Budget  
For Period Ending Mar 2026

amounts in \$US dollars

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2026				Mar 2025			Jul 2025 - Mar 2026				Jul 2025 - Jun 2026					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4010 Property Agreements	42,989	27,667	15,322	55%	43,636	(648)	-1%	197,038	249,000	(51,962)	-21%	235,742	(38,704)	-16%	280,038	332,000	-16%
4235 Customer Discounts	0	0	0	-	0	0	-	0	0	0	-	(1,699)	1,699	-100%	0	0	-
4260 Rail Operations Revenue	0	0	0	-	0	0	-	0	0	0	-	104,643	(104,643)	-100%	0	0	-
4265 Rail Surcharges	16,899	31,237	(14,338)	-46%	27,088	(10,189)	-38%	142,688	281,133	(138,446)	-49%	232,950	(90,262)	-39%	236,399	374,844	-37%
<b>Total Operating Income</b>	<b>59,888</b>	<b>58,904</b>	<b>984</b>	<b>2%</b>	<b>70,724</b>	<b>(10,837)</b>	<b>-15%</b>	<b>339,726</b>	<b>530,133</b>	<b>(190,407)</b>	<b>-36%</b>	<b>571,636</b>	<b>(231,910)</b>	<b>-41%</b>	<b>516,437</b>	<b>706,844</b>	<b>-27%</b>
<b>Expenses</b>																	
<b>Goods &amp; Services</b>																	
6145 Hazardous material disposal	0	0	0	-	0	0	-	0	0	0	-	4,160	4,160	100%	0	0	-
<b>Total Utilities</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>4,160</b>	<b>4,160</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6260 Consulting services	0	5,833	5,833	100%	0	0	-	21,468	52,500	31,032	59%	60,148	38,680	64%	38,968	70,000	44%
6290 Commercial insurance	27,557	5,397	(22,160)	-41%	26,484	(1,073)	-4%	240,039	48,573	(191,466)	-394%	117,476	(122,563)	-104%	256,230	64,764	-296%
<b>Total Professional Services</b>	<b>27,557</b>	<b>11,230</b>	<b>(16,327)</b>	<b>-145%</b>	<b>26,484</b>	<b>(1,073)</b>	<b>-4%</b>	<b>261,506</b>	<b>101,073</b>	<b>(160,433)</b>	<b>-159%</b>	<b>177,624</b>	<b>(83,883)</b>	<b>-47%</b>	<b>295,197</b>	<b>134,764</b>	<b>-119%</b>
6425 Operational supplies	0	0	0	-	0	0	-	2,025	0	(2,025)	-	55	(1,970)	-3559%	2,025	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	5,126	0	(5,126)	-	0	(5,126)	-	5,126	0	-
<b>Total Operational Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>7,151</b>	<b>0</b>	<b>(7,151)</b>	<b>-</b>	<b>55</b>	<b>(7,096)</b>	<b>-12820%</b>	<b>7,151</b>	<b>0</b>	<b>-</b>
6505 Repairs & maintenance vehicles	0	0	0	-	36	36	100%	106	0	(106)	-	326	220	67%	106	0	-
6510 Repairs & maintenance buildings	113,835	27,162	(86,673)	-319%	21,044	(92,791)	-441%	195,442	244,460	49,017	20%	547,304	351,862	64%	276,929	325,946	15%
6515 Repairs & maintenance land improvem	0	6,250	6,250	100%	0	0	-	0	56,250	56,250	100%	22,000	22,000	100%	18,750	75,000	75%
<b>Total Repair and Maintenance</b>	<b>113,835</b>	<b>33,412</b>	<b>(80,423)</b>	<b>-241%</b>	<b>21,081</b>	<b>(92,754)</b>	<b>-440%</b>	<b>195,548</b>	<b>300,710</b>	<b>105,161</b>	<b>35%</b>	<b>569,630</b>	<b>374,082</b>	<b>66%</b>	<b>295,785</b>	<b>400,946</b>	<b>26%</b>
<b>Total Goods &amp; Services</b>	<b>141,392</b>	<b>44,643</b>	<b>(96,750)</b>	<b>-217%</b>	<b>47,565</b>	<b>(93,828)</b>	<b>-197%</b>	<b>464,206</b>	<b>401,783</b>	<b>(62,423)</b>	<b>-16%</b>	<b>751,469</b>	<b>287,263</b>	<b>38%</b>	<b>598,133</b>	<b>535,710</b>	<b>-12%</b>
<b>Total Expenses</b>	<b>141,392</b>	<b>44,643</b>	<b>(96,750)</b>	<b>-217%</b>	<b>47,565</b>	<b>(93,828)</b>	<b>-197%</b>	<b>464,206</b>	<b>401,783</b>	<b>(62,423)</b>	<b>-16%</b>	<b>751,469</b>	<b>287,263</b>	<b>38%</b>	<b>598,133</b>	<b>535,710</b>	<b>-12%</b>
<b>Operating Results</b>	<b>(81,505)</b>	<b>14,261</b>	<b>(95,766)</b>	<b>-672%</b>	<b>23,159</b>	<b>(104,664)</b>	<b>-452%</b>	<b>(124,480)</b>	<b>128,351</b>	<b>(252,831)</b>	<b>-197%</b>	<b>(179,833)</b>	<b>55,353</b>	<b>-31%</b>	<b>(81,696)</b>	<b>171,134</b>	<b>-148%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	0	0	0	-	0	0	-	347,300	332,000	15,300	5%	332,200	15,100	5%	347,300	332,000	5%
4810 Transfer - SPF	0	0	0	-	0	0	-	0	0	0	-	0	0	-	843,621	843,621	0%
4905 Other	0	0	0	-	0	0	-	2,370	0	2,370	-	405,463	(403,093)	-99%	2,370	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>349,670</b>	<b>332,000</b>	<b>17,670</b>	<b>5%</b>	<b>737,663</b>	<b>(387,993)</b>	<b>-53%</b>	<b>1,193,291</b>	<b>1,175,621</b>	<b>2%</b>
<b>Other Expenses</b>																	
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	371,973	371,973	0	0%	364,142	(7,831)	-2%	371,973	371,973	0%
7010 Interest payment	0	0	0	-	0	0	-	59,396	59,396	(0)	0%	62,746	3,350	5%	115,054	115,054	0%
7020 Principal repayment - Vehicles	634	0	(634)	-	609	(25)	-4%	13,996	12,511	(1,485)	-12%	15,702	1,706	11%	18,328	16,843	-9%
7025 Interest payment - Vehicles	28	0	(28)	-	53	25	47%	1,128	1,098	(30)	-3%	2,088	960	46%	1,332	1,302	-2%
<b>Total Debt Services</b>	<b>662</b>	<b>0</b>	<b>(662)</b>	<b>-</b>	<b>662</b>	<b>0</b>	<b>0%</b>	<b>446,493</b>	<b>444,978</b>	<b>(1,515)</b>	<b>0%</b>	<b>444,678</b>	<b>(1,815)</b>	<b>0%</b>	<b>506,687</b>	<b>505,172</b>	<b>0%</b>
<b>Total Other Expenses</b>	<b>662</b>	<b>0</b>	<b>(662)</b>	<b>-</b>	<b>662</b>	<b>0</b>	<b>0%</b>	<b>446,493</b>	<b>444,978</b>	<b>(1,515)</b>	<b>0%</b>	<b>444,678</b>	<b>(1,815)</b>	<b>0%</b>	<b>506,687</b>	<b>505,172</b>	<b>0%</b>
<b>Net Other Income</b>	<b>(662)</b>	<b>0</b>	<b>(662)</b>	<b>-</b>	<b>(662)</b>	<b>0</b>	<b>0%</b>	<b>(96,823)</b>	<b>(112,978)</b>	<b>16,155</b>	<b>-14%</b>	<b>292,985</b>	<b>(389,808)</b>	<b>-133%</b>	<b>686,604</b>	<b>670,449</b>	<b>2%</b>
<b>Net Result</b>	<b>(82,167)</b>	<b>14,261</b>	<b>(96,428)</b>	<b>-676%</b>	<b>22,497</b>	<b>(104,664)</b>	<b>-465%</b>	<b>(221,303)</b>	<b>15,373</b>	<b>(236,676)</b>	<b>-1540%</b>	<b>113,152</b>	<b>(334,455)</b>	<b>-296%</b>	<b>604,907</b>	<b>841,583</b>	<b>-28%</b>

Financial Report - Actual vs. Budget  
For Period Ending Mar 2026

amounts in \$US dollars



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

Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2026				Mar 2025			Jul 2025 - Mar 2026				Jul 2025 - Jun 2026					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4285 Mob/Demob Services	0	15,523	(15,523)	-100%	12,702	(12,702)	-100%	0	139,711	(139,711)	-100%	115,100	(115,100)	-100%	46,570	186,281	-75%
4287 Dredging Services	0	20,883	(20,883)	-100%	24,740	(24,740)	-100%	(18,225)	187,943	(206,168)	-110%	198,677	(216,902)	-109%	44,422	250,590	-82%
4290 Other	3,893	45,228	(41,335)	-91%	75,413	(71,520)	-95%	270,125	407,054	(136,928)	-34%	277,310	(7,185)	-3%	405,810	542,738	-25%
<b>Total Operating Income</b>	<b>3,893</b>	<b>81,634</b>	<b>(77,741)</b>	<b>-95%</b>	<b>112,855</b>	<b>(108,962)</b>	<b>-97%</b>	<b>251,900</b>	<b>734,707</b>	<b>(482,807)</b>	<b>-66%</b>	<b>591,087</b>	<b>(339,187)</b>	<b>-57%</b>	<b>496,802</b>	<b>979,609</b>	<b>-49%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5115 Workers compensation	155	0	(155)	-	0	(155)	-	1,394	0	(1,394)	-	0	(1,394)	-	1,394	0	-
<b>Total Payroll Taxes</b>	<b>155</b>	<b>0</b>	<b>(155)</b>	<b>-</b>	<b>0</b>	<b>(155)</b>	<b>-</b>	<b>1,394</b>	<b>0</b>	<b>(1,394)</b>	<b>-</b>	<b>0</b>	<b>(1,394)</b>	<b>-</b>	<b>1,394</b>	<b>0</b>	<b>-</b>
5295 Allocations	467	23,272	22,804	98%	31,490	31,023	99%	51,949	209,444	157,496	75%	205,968	154,020	75%	121,763	279,259	56%
<b>Total Insured Benefits</b>	<b>467</b>	<b>23,272</b>	<b>22,804</b>	<b>98%</b>	<b>31,490</b>	<b>31,023</b>	<b>99%</b>	<b>51,949</b>	<b>209,444</b>	<b>157,496</b>	<b>75%</b>	<b>205,968</b>	<b>154,020</b>	<b>75%</b>	<b>121,763</b>	<b>279,259</b>	<b>56%</b>
<b>Total Personnel Services</b>	<b>622</b>	<b>23,272</b>	<b>22,649</b>	<b>97%</b>	<b>31,490</b>	<b>30,868</b>	<b>98%</b>	<b>53,343</b>	<b>209,444</b>	<b>156,102</b>	<b>75%</b>	<b>205,968</b>	<b>152,626</b>	<b>74%</b>	<b>123,157</b>	<b>279,259</b>	<b>56%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	2,625	2,625	100%	0	0	-	0	23,625	23,625	100%	5,150	5,150	100%	7,875	31,500	75%
<b>Total Staff Training</b>	<b>0</b>	<b>2,625</b>	<b>2,625</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>23,625</b>	<b>23,625</b>	<b>100%</b>	<b>5,150</b>	<b>5,150</b>	<b>100%</b>	<b>7,875</b>	<b>31,500</b>	<b>75%</b>
6025 Travel - lodging & transportation	0	4,225	4,225	100%	2,640	2,640	100%	0	38,025	38,025	100%	51,485	51,485	100%	12,675	50,700	75%
6030 Travel - Per Diem & mileage reimbursement	0	3,021	3,021	100%	2,845	2,845	100%	0	27,187	27,187	100%	44,684	44,684	100%	9,063	36,250	75%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>7,246</b>	<b>7,246</b>	<b>100%</b>	<b>5,485</b>	<b>5,485</b>	<b>100%</b>	<b>0</b>	<b>65,212</b>	<b>65,212</b>	<b>100%</b>	<b>96,169</b>	<b>96,169</b>	<b>100%</b>	<b>21,738</b>	<b>86,950</b>	<b>75%</b>
6050 Office supplies	0	0	0	-	0	0	-	21	0	(21)	-	0	(21)	-	21	0	-
6060 IT supplies	0	0	0	-	0	0	-	0	0	0	-	330	330	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>21</b>	<b>0</b>	<b>(21)</b>	<b>-</b>	<b>330</b>	<b>309</b>	<b>94%</b>	<b>21</b>	<b>0</b>	<b>-</b>
6105 Telephone - mobile	40	110	70	64%	53	14	26%	356	990	634	64%	554	198	36%	686	1,320	48%
<b>Total Utilities</b>	<b>40</b>	<b>110</b>	<b>70</b>	<b>64%</b>	<b>53</b>	<b>14</b>	<b>26%</b>	<b>356</b>	<b>990</b>	<b>634</b>	<b>64%</b>	<b>554</b>	<b>198</b>	<b>36%</b>	<b>686</b>	<b>1,320</b>	<b>48%</b>
6260 Consulting services	0	7,500	7,500	100%	0	0	-	0	67,500	67,500	100%	24,490	24,490	100%	22,500	90,000	75%
6290 Commercial insurance	8,909	6,946	(1,964)	-28%	5,681	(3,228)	-57%	54,250	62,512	8,262	13%	52,742	(1,508)	-3%	75,088	83,350	10%
<b>Total Professional Services</b>	<b>8,909</b>	<b>14,446</b>	<b>5,536</b>	<b>38%</b>	<b>5,681</b>	<b>(3,228)</b>	<b>-57%</b>	<b>54,250</b>	<b>130,012</b>	<b>75,762</b>	<b>58%</b>	<b>77,232</b>	<b>22,982</b>	<b>30%</b>	<b>97,588</b>	<b>173,350</b>	<b>44%</b>
6400 Small equipment & tools	0	2,083	2,083	100%	0	0	-	87,540	18,750	(68,790)	-367%	19,022	(68,518)	-360%	93,790	25,000	-275%
6405 Safety/hazardous materials	0	0	0	-	0	0	-	1,009	0	(1,009)	-	741	(268)	-36%	1,009	0	-
6420 Janitorial supplies	0	17	17	100%	0	0	-	66	150	85	56%	311	245	79%	115	200	42%
6425 Operational supplies	0	1,500	1,500	100%	0	0	-	6,314	13,500	7,186	53%	12,939	6,625	51%	10,814	18,000	40%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	38,045	38,045	100%	0	0	-
6450 Fuel - Gas	0	1,100	1,100	100%	17	17	100%	0	9,900	9,900	100%	781	781	100%	3,300	13,200	75%
6455 Fuel - Diesel	0	4,183	4,183	100%	450	450	100%	0	37,650	37,650	100%	2,133	2,133	100%	12,550	50,200	75%
<b>Total Operational Expense</b>	<b>0</b>	<b>8,883</b>	<b>8,883</b>	<b>100%</b>	<b>467</b>	<b>467</b>	<b>100%</b>	<b>94,929</b>	<b>79,950</b>	<b>(14,979)</b>	<b>-19%</b>	<b>73,972</b>	<b>(20,957)</b>	<b>-28%</b>	<b>121,579</b>	<b>106,600</b>	<b>-14%</b>
6500 Repairs & maintenance equipment	0	16,667	16,667	100%	0	0	-	57,759	150,000	92,241	61%	24,705	(33,054)	-134%	107,759	200,000	46%
6505 Repairs & maintenance vehicles	3,386	7,303	3,916	54%	3,074	(312)	-10%	35,649	65,723	30,074	46%	81,573	45,925	56%	57,556	87,630	34%
6510 Repairs & maintenance buildings	0	0	0	-	0	0	-	10	0	(10)	-	828	818	99%	10	0	-
6520 Repairs & maintenance docks	0	0	0	-	0	0	-	1	0	(1)	-	0	(1)	-	1	0	-
<b>Total Repair and Maintenance</b>	<b>3,386</b>	<b>23,969</b>	<b>20,583</b>	<b>86%</b>	<b>3,074</b>	<b>(312)</b>	<b>-10%</b>	<b>93,418</b>	<b>215,723</b>	<b>122,304</b>	<b>57%</b>	<b>107,107</b>	<b>13,689</b>	<b>13%</b>	<b>165,326</b>	<b>287,630</b>	<b>43%</b>
<b>Total Goods &amp; Services</b>	<b>12,335</b>	<b>57,279</b>	<b>44,944</b>	<b>78%</b>	<b>14,760</b>	<b>2,425</b>	<b>16%</b>	<b>242,975</b>	<b>515,512</b>	<b>272,538</b>	<b>53%</b>	<b>360,514</b>	<b>117,539</b>	<b>33%</b>	<b>414,812</b>	<b>687,350</b>	<b>40%</b>
<b>Total Expenses</b>	<b>12,957</b>	<b>80,551</b>	<b>67,593</b>	<b>84%</b>	<b>46,251</b>	<b>33,293</b>	<b>72%</b>	<b>296,317</b>	<b>724,957</b>	<b>428,639</b>	<b>59%</b>	<b>566,482</b>	<b>270,165</b>	<b>48%</b>	<b>537,970</b>	<b>966,609</b>	<b>44%</b>
<b>Operating Results</b>	<b>(9,064)</b>	<b>1,083</b>	<b>(10,148)</b>	<b>-937%</b>	<b>66,605</b>	<b>(75,669)</b>	<b>-114%</b>	<b>(44,417)</b>	<b>9,750</b>	<b>(54,168)</b>	<b>-556%</b>	<b>24,605</b>	<b>(69,022)</b>	<b>-281%</b>	<b>(41,168)</b>	<b>13,000</b>	<b>-417%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4505 Interest - Bank	973	0	973	-	685	287	42%	5,302	0	5,302	-	14,598	(9,296)	-64%	5,302	0	-
<b>Total Other Income</b>	<b>973</b>	<b>0</b>	<b>973</b>	<b>-</b>	<b>685</b>	<b>287</b>	<b>42%</b>	<b>5,302</b>	<b>0</b>	<b>5,302</b>	<b>-</b>	<b>14,598</b>	<b>(9,296)</b>	<b>-64%</b>	<b>5,302</b>	<b>0</b>	<b>-</b>
9005 Transfers - GF	0	0	0	-	67,518	67,518	100%	0	0	0	-	207,340	207,340	100%	13,000	13,000	0%
<b>Total Debt Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>67,518</b>	<b>67,518</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>207,340</b>	<b>207,340</b>	<b>100%</b>	<b>13,000</b>	<b>13,000</b>	<b>0%</b>
<b>Total Other Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>67,518</b>	<b>67,518</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>207,340</b>	<b>207,340</b>	<b>100%</b>	<b>13,000</b>	<b>13,000</b>	<b>0%</b>
<b>Net Other Income</b>	<b>973</b>	<b>0</b>	<b>973</b>	<b>-</b>	<b>(66,833)</b>	<b>67,805</b>	<b>-101%</b>	<b>5,302</b>	<b>0</b>	<b>5,302</b>	<b>-</b>	<b>(192,742)</b>	<b>198,045</b>	<b>-103%</b>	<b>(7,698)</b>	<b>(13,000)</b>	<b>-41%</b>
<b>Net Result</b>	<b>(8,092)</b>	<b>1,083</b>	<b>(9,175)</b>	<b>-847%</b>	<b>(228)</b>	<b>(7,863)</b>	<b>3445%</b>	<b>(39,115)</b>	<b>9,750</b>	<b>(48,865)</b>	<b>-501%</b>	<b>(168,137)</b>	<b>129,022</b>	<b>-77%</b>	<b>(48,865)</b>	<b>0</b>	<b>-</b>

	Carloads: 378	Current Period				Same Month Last Year			Year to Date				Year End					
		Mar 2026				Mar 2025			Jul 2025 - Mar 2026				Jul 2025 - Jun 2026					
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD	\$ Diff	% Diff	Projected	Budget	% Diff
1	<b>Operating Income</b>																	
2	<b>Administration</b>																	
3	Union Pacific	117,408	131,694	(14,286)	(11%)	107,734	9,674	9%	966,887	1,185,246	(218,359)	(18%)	1,068,875	(101,988)	(10%)	1,361,969	1,580,328	(14%)
4	Carloads CBRL	107,608	115,104	(7,497)	(7%)	144,388	(36,780)	(25%)	726,703	1,035,938	(309,236)	(30%)	1,027,977	(301,274)	(29%)	1,072,016	1,381,251	(22%)
5	Demurrage	0	20,833	(20,833)	(100%)	0	0	-	0	187,500	(187,500)	(100%)	2,170	(2,170)	(100%)	62,500	250,000	(75%)
6	<b>Total Administration</b>	225,016	268,215	(43,199)	(16%)	252,122	(27,106)	(11%)	1,693,590	2,413,934	(720,344)	(30%)	2,099,022	(405,432)	(19%)	2,498,235	3,218,579	(22%)
7	Maintenance of Way	0	0	0	-	0	0	-	0	0	0	-	(2,218)	2,218	(100%)	0	0	-
9	Mechanical	65,497	99,636	(34,140)	(34%)	88,979	(23,483)	(26%)	599,213	896,726	(297,513)	(33%)	806,101	(206,888)	(26%)	898,121	1,195,634	(25%)
10	<b>Total Operating Income</b>	290,512	367,851	(77,339)	(21%)	341,101	(50,589)	(15%)	2,292,803	3,310,660	(1,017,857)	(31%)	2,902,905	(610,102)	(21%)	3,396,356	4,414,213	(23%)
12	<b>Operating Expenses</b>																	
13	Administration	121,870	82,485	(39,385)	(48%)	97,572	(24,298)	(25%)	664,559	754,164	89,605	12%	752,016	87,457	12%	925,856	1,015,461	9%
14	Maintenance of Way	56,332	64,382	8,050	13%	50,934	(5,399)	(11%)	531,663	595,896	64,233	11%	489,014	(42,649)	9%	742,466	806,699	(8%)
15	Transportation	161,520	129,644	(31,876)	(25%)	118,930	(42,590)	(36%)	1,126,528	1,188,199	61,672	5%	1,258,132	131,605	(10%)	1,536,860	1,598,531	(4%)
16	Mechanical	59,791	76,026	16,235	21%	73,147	13,356	18%	553,127	693,938	140,811	20%	568,018	14,891	(3%)	790,911	931,722	(15%)
17	<b>Total Expenses</b>	399,513	352,537	(46,976)	(13%)	340,582	(58,931)	(17%)	2,875,877	3,232,198	356,321	11%	3,067,181	191,304	6%	3,996,093	4,352,413	8%
19	<b>Operating Results</b>																	
20	Administration	103,146	185,730	(82,584)	(44%)	154,550	(51,404)	(33%)	1,029,031	1,659,770	(630,739)	(38%)	1,347,006	(317,975)	(24%)	1,572,379	2,203,117	(29%)
21	Maintenance of Way	(56,332)	(64,382)	8,050	(13%)	(50,934)	(5,399)	11%	(531,663)	(595,896)	64,233	(11%)	(491,232)	(40,431)	8%	(742,466)	(806,699)	(8%)
22	Transportation	(161,520)	(129,644)	(31,876)	25%	(118,930)	(42,590)	36%	(1,126,528)	(1,188,199)	61,672	(5%)	(1,258,132)	131,605	(10%)	(1,536,860)	(1,598,531)	(4%)
23	Mechanical	5,706	23,610	(17,905)	(76%)	15,833	(10,127)	(64%)	46,086	202,788	(156,702)	(77%)	238,083	(191,997)	(81%)	107,211	263,912	(59%)
24	<b>Totals Operating Results</b>	(109,001)	15,314	(124,315)	(812%)	519	(109,520)	(21092%)	(583,074)	78,462	(661,536)	(843%)	(164,276)	(418,798)	255%	(599,737)	61,800	(1070%)
29	Other Income	0	0	0	-	2,286	(2,286)	(100%)	571,307	0	571,307	-	61,376	509,931	831%	571,307	0	-
30	<b>Total Other Income</b>	0	0	0	-	2,286	(2,286)	(100%)	571,307	0	571,307	-	61,376	509,931	831%	571,307	0	-
32	Financial Expenses & Taxes	9,413	5,162	(4,251)	82%	1,471	(7,942)	540%	73,156	46,314	(26,842)	58%	156,097	82,941	(53%)	88,642	61,800	(43%)
35	<b>Total Other Expenses</b>	9,413	5,162	(4,251)	82%	1,471	(7,942)	540%	73,156	46,314	(26,842)	58%	156,097	82,941	(53%)	88,642	61,800	(43%)
37	<b>Net Result</b>	(118,414)	10,152	(128,566)	(1266%)	1,335	(119,748)	(8971%)	(84,923)	32,148	(117,071)	(364%)	(258,997)	174,074	(67%)	(117,071)	(0)	39023617%

Month	Carloads	Operating Revenue	Operating Expenses	Operating Expense Ratio
Jul 2025	283	228,993	387,126	169.06%
Aug 2025	330	240,514	263,167	109.42%
Sep 2025	365	348,393	300,877	86.36%
Oct 2025	324	329,706	332,409	100.82%
Nov 2025	294	240,382	267,780	111.40%
Dec 2025	283	189,981	287,822	151.50%
Jan 2026	303	738,378	324,269	43.92%
Feb 2026	325	257,251	367,281	142.77%
<b>Mar 2026</b>	<b>378</b>	<b>290,512</b>	<b>408,926</b>	<b>140.76%</b>
Apr 2026	-	-	-	0.00%
May 2026	-	-	-	0.00%
Jun 2026	-	-	-	0.00%
<b>Total</b>	<b>2,885</b>	<b>2,864,110</b>	<b>2,939,657</b>	<b>102.64%</b>



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: May 14, 2026  
SUBJECT: External Affairs Management Report

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**Stakeholder and Partner Engagement:**

- Community outreach included meetings with representatives from multiple local construction trades regarding regional workforce capacity, infrastructure activity, and potential Port-related opportunities. Staff also continued coordination with Southern Oregon University through onboarding and mentorship support for an intern participating in the Oregon Resilience Project.
- Staff attended the Blue Economy Conference at the Hatfield Marine Science Center, which focused on workforce development strategies and improving alignment between university training programs and maritime and industrial employer needs. Additional engagement with Oregon State University included a meeting with a graduate student conducting research related to port projects.
- Staff delivered a presentation at the Maritime Commerce Club “State of the Ports” Breakfast attended by maritime, freight, shipping, and trade stakeholders from across Oregon and the Pacific Northwest.
- Additional regional engagement included participation in the Charleston Advisory Committee meeting and SCDC’s South Coast Economic Exchange meeting.
- Staff also assisted with outreach and promotion efforts related to the Charleston Memorial Day Blessing of the Fleet event honoring the South Coast fishing community.
- Conversations also continued regarding Oregon Opportunity Zones and emerging economic development tools and opportunities for the South Coast region.
- Staff participated in South Coast Rails to Trails stakeholder and steering committee discussions focused on regional transportation connectivity and long-term corridor planning involving portions of the Coos Bay Rail Line (CBRL).

**Government Relations:**

- Staff participated in the Chamber of Commerce Legislative Action Team meeting and attended public forums involving county commissioners and state legislators for upcoming elections to learn about priorities in anticipation of future working relationships.

- External Affairs staff participated in Business Oregon NEPA training focused on environmental review processes and infrastructure coordination associated with transportation and development projects.
- Staff also participated in discussions regarding statewide dredging issues and navigation infrastructure priorities affecting Oregon ports and waterways.
- Additional efforts included research and coordination related to wastewater treatment issues involving the Oregon Department of Environmental Quality (DEQ). Staff had multiple conversations with representatives from the Governor’s office, the seafood processors and legislators to assist with finding a workable balanced permitting system that brings certainty for industry while maintaining a healthy ecosystem.
- External Affairs also assisted with review, coordination, and development support for multiple funding opportunities across several Port business lines and infrastructure priorities.

**Media and Communications:**

- Communications efforts this month included drafting and distribution of press releases related to recent Connect Oregon funding requests and Charleston work dock improvement efforts.
- Staff coordinated multiple social media updates highlighting Charleston RV Park facility improvements, seasonal maintenance activity, and introduction of new RV camp hosts.
- Additional communications work included responding to multiple media inquiries and interview requests regarding Port projects, infrastructure initiatives, and regional economic development activities.
- Staff also continued research and pilot efforts involving new presentation and communications technology intended to modernize Port presentations, public information materials, and outreach capabilities.



## MEMORANDUM

TO: Port of Coos Bay Board of Commissioners

FROM: Raymond Dwire, Charleston Marina Complex Manager

DATE: May 14, 2026

SUBJECT: Charleston Operations Management Report

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### **Monthly Statistics:**

#### Moorages

Of the 525 moorage slips, there were 114 annuals (21.71%), 72 semi-annuals (13.71%), 26 monthlies (4.95%), and 315 transient nights, for a total occupancy of 42.37% for the month.

#### RV Park

The Charleston Marina RV Park had an average occupancy of 19.25% in April. Out of 103 RV Park spaces, we had 17 new check-ins. Total sales for the month were \$8,554.15. Occupancy in April 2025 was 12.69%. April sales last year were \$13,129.63.

#### Ice Plant

We sold approximately 680 tons of ice in the month of April totaling \$69,043.00. In comparison, in April 2025, approximately 169 tons of ice were sold resulting in \$17,237.00 in sales.

#### Shipyard Work Dock and Short-Term Work Area

With most of the gear change over for Pink Shrimp season completed, Shipyard Work Dock slowed down a bit with \$5,527.86 in sales. In comparison, April 2025 was \$9,051.34 in sales.

The Charleston Shipyard Short-Term Work Area was at \$7,311.24 in sales compared to \$6,775.30 in sales for April last year.

### **Charleston Marina Staff:**

- Marina Office and RV Park Office are fully staffed.
- Charleston Maintenance Staff remain at 6.6 FTE's on staff.
- The Charleston Security Department continues with 4 FTE's on staff.

### **Charleston Marina RV Park:**

Painting of the RV Park restrooms, showers, laundry room, and crab room is complete. Last on the list for this project is the exterior of the building. Port staff are doing an amazing job. Take a look at the photos or better yet, come check it out the next time you are in Charleston. Such a nice look for our upcoming summer season.



The finished look of the men's restroom and showers at the RV Park.



Fresh paint on the walls of the RV Park laundry room and the crab/fish cleaning room.

The flowerbeds at Charleston RV Park also needed some work. From overgrown Rhododendron bushes last year to a new, clean bark mulch look this year. These flower beds have been cleaned out, lined with landscape felt, and covered with a 12-year "rubber" mulch, resulting in a nice clean look with easy maintenance.





### **OSMB Grant Received:**

On April 22, 2026, Port staff received confirmation from the Oregon State Marine Board that our Inner Basin Restroom Refurbish grant request had been approved. This grant is to refurbish the public restrooms located at the Inner Basin. The project will address the current deteriorating conditions of the heavily used restrooms, and reduce maintenance expenses and future condition deterioration. This is a \$50,000 project, \$30,000 of which has been planned for materials and will come from the Oregon State Marine Board, and the Port will be providing \$20,000 in matching resources. The project is expected to begin later this month.

*Note - Partial funding will be provided by the Oregon State Marine Board Boating Facility Grant Program, investing fees and marine fuel taxes paid by motorized boaters.*

### **Ice Plant Text Updates:**

As a reminder, the Charleston Marina has a text message notification system for the Charleston Ice Plant. This notification system is so that we can now communicate with the fleet when there is an issue at the Charleston Ice Plant. To sign up for the Ice Plant Updates, text “Ice” to (205) 751-0770. This is for notifications only. To make ice appointments, please continue to call the Charleston Marina Office at (541) 888-2548.

### **A Special Visitor:**

Last weekend, the research vessel “*Western Flyer*” was at the Charleston Marina docks. Built in Tacoma in 1937, the Western Flyer became famous when John Steinbeck and Ed Ricketts sailed



it to the Gulf of California for a 1940 marine science expedition, later chronicled in *The Log from the Sea of Cortez*. After decades of fishing, two sinkings, and a meticulous restoration led by Port Townsend Shipwrights Co-Op, the vessel now serves as a platform for ocean research and education.



Research Vessels *Western Flyer* and *Megalopa* offered tours on Saturday, May 9, 2026.



Representatives from Oregon Sea Grant and South Slough Reserve.

### **Annual Charleston Blessing of the Fleet:**

The Annual Charleston Blessing of the Fleet is scheduled for 10:00 am on Monday, May 25, 2026, at the Charleston Fishermen's Memorial near the launch ramp at the Charleston Marina. This meaningful Charleston tradition honors the men and women of the local fishing industry who have passed away, including those lost at sea, and those who spent their lives working on our waterfront. Following the ceremony, guests are invited to gather at the Charleston Fishing Families office for coffee and cake.



**Charleston Marine Life Center:**

Saturday, May 9, 2026 also marked the 10<sup>th</sup> anniversary of the Charleston Marine Life Center. Located on the edge of the harbor in Charleston, the University of Oregon’s Charleston Marine Life Center is an exciting place of discovery for all ages. According to CMLC’s staff, over 600 visitors came through the door on Saturday for the Free Public Day. Go check it out for yourself.

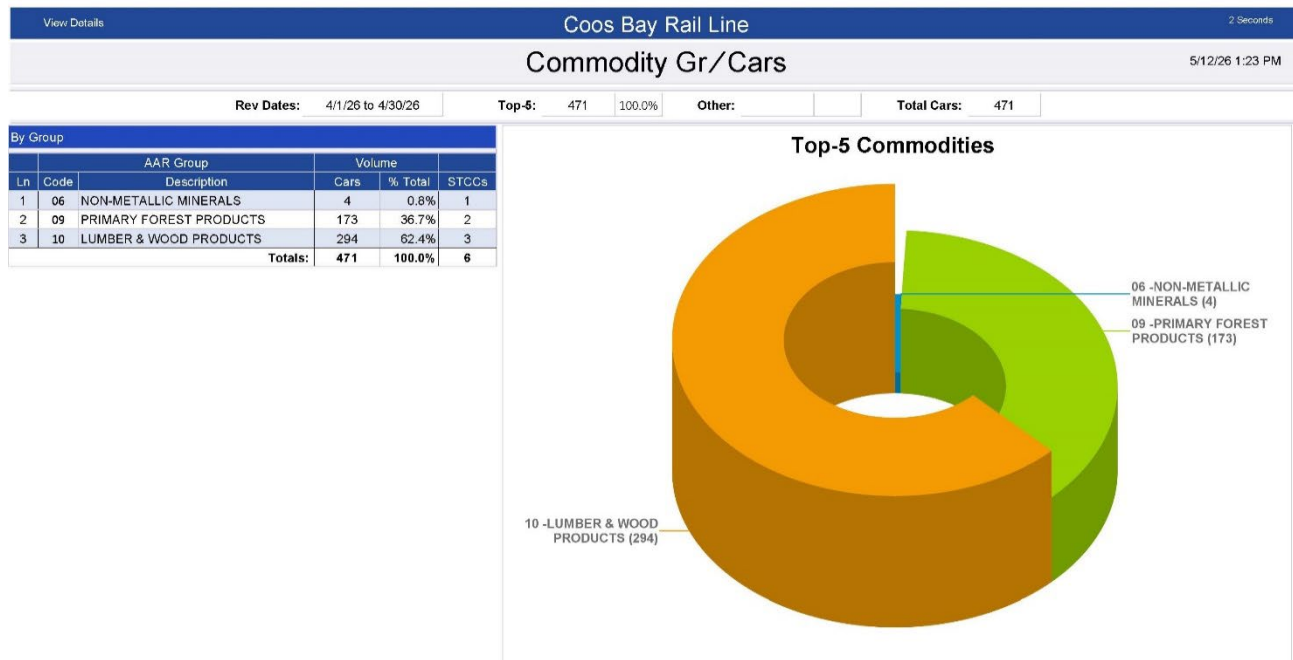


MEMORANDUM

TO: Port of Coos Bay Board of Commissioners  
 FROM: Brian Early, General Manager, CBRL  
 DATE: May 14, 2026  
 SUBJECT: Railroad Department Management Report

**Operations:**

CBRL Carloads for April 2026 = 471  
 Prior Month, March 2026 = 378  
 Prior Year, April 2025 = 476  
 FY 2025/2026 Forecasted Monthly Average = 409



April 2026 was the best month for carloadings on the CBRL since April of 2025, and is the best month of this fiscal year. We are fortunate to have received this many carloads in light of the fact that our shippers continue to experience a soft wood products market, and the ongoing chaos and uncertainty in the global economy.

Both of our larger finished lumber products mills increased carloads substantially and at least our shipper on the south end is planning to try and maintain those increased levels as they seek out new opportunities to expand their market share.

Also contributing to the increase was our export log shipper. With the additional cars added to the fleet, and

increased logs made available for transloading, the number of log shipments nearly doubled since January of this year. We are looking at further opportunities for some efficiencies in log car movements by potentially moving our car repair location to Greenhill, as they are currently constructing a new siding across from the transload facility. The facility was awarded a Connect Oregon Grant last year that will enable them to increase capacity by adding to the existing siding, as well as adding another new siding, north of the mainline. It is our hope that CBRL can move our car repair and inspection to that location which should increase the velocity of car movements by not having to stop all the cars at Mapleton.

According to a recent report from The American Association of Railroads (AAR), the near-term outlook for rail traffic in Oregon is characterized by a “quietly firming” freight market, with broad based growth across multiple commodities, signaling a rebound from previous periods of sluggishness. While national trends show improved industrial production, Oregon’s specific rail outlook is affected by regional economic factors and budgetary constraints that may limit major capacity expansions.

Carload volumes in early 2026 reached their strongest April levels since 2019, with widespread increases across industrial, agricultural, and consumer-related sectors. Not unlike most of our counterparts, CBRL’s rail traffic is heavily reliant on lumber and wood products. Strengthening demand in manufacturing and construction is supporting the increased volumes in that sector. The full report is attached to this memorandum.



*(Cushman swing span in the fully open position, courtesy Rodney Kreidler)*

**Mechanical (Locomotive):**

LOCO	92 Day Insp. Next Due	368 Day Insp. Next Due	1104 Day Insp. Next Due
CBRL 1909	05/20/26	11/21/26	11/26/28
HLCX 1044	07/15/26	10/19/26	11/24/27
HLCX 1052	07/17/26	04/14/27	04/24/29
HLCX 1078	06/18/26	06/20/26	12/26/28
HLCX 1081	05/22/26	08/23/26	08/28/26
HLCX 3847	01/15/26	07/17/26	09/01/26
HLCX 3854	06/18/26	06/22/26	07/28/26

Columbia Rail was onsite on the week of April 13. A 92-day inspection and service was performed on locomotive 1044 as well as a triannual inspection and service on locomotive 1052.

Locomotive 3847 continues to be out of service but all the necessary parts to repair it have finally arrived and we should have this unit back in service by mid-May. Next up for service will be locomotive 1909 for a 92-day and another triannual on unit 1081.

**Mechanical (Car):**

Car repair volume continues to increase as more cars are ordered by our lumber shippers and more log cars make the roundtrip on the line.

The fabrication of the flat cart that I spoke about last month has been completed and the cart is ready to be placed into service. This cart will be towed along behind the car repair truck and will give the crew immediate access to water in the case of sparks or fire. Apart from the pump and hose, this cart was constructed entirely of scrap materials by the crew. We are fortunate to have such talented individuals among our ranks, and they did such a good job on the first cart that we have tasked them with the construction of a second one to be used up at Beck siding.



**Maintenance of Way (MOW):**

(See attached report from Operations Manager Isaac Mingus)

**ODOT/FRA:**

CBRL had no visits from the regulatory agencies in April.

**Coos Bay Rail Line:**

As of April 30, 2026, CBRL has worked 848 days injury free. Currently, CBRL has 18 employees and 7 locomotives on property.



*(Marshfield Depot, date unknown)*



# Rail Industry Overview

## What Rail Data Are Saying About the U.S. Economy

*Rail traffic often provides one of the earliest signals of shifts across production, trade flows, inventories, and supply chains. This month's data continue to suggest the goods side of the economy is holding up better than many broader narratives imply.*

After a strong March, rail volumes strengthened again in April, with gains across agricultural products, chemicals, intermodal, and several industrial categories. That breadth matters because rail traffic often reflects shifts in production, trade, inventories, and supply chains before they become fully visible in broader economic data.

This is not an economy surging out of recession. Growth remains uneven, sentiment remains fragile, and inflation volatility continues to cloud the outlook. But rail volumes increasingly suggest the goods side of the economy is doing more than simply stabilizing. In several areas, momentum is quietly improving.

### The Freight Economy Is Quietly Firming

Several April indicators reinforce that view. The key point is not simply that volumes are rising, but that the improvement is becoming increasingly broad-based.

- Total carloads posted a fourth straight year-over-year gain and reached their strongest April level since 2019.
- Sixteen of twenty carload categories increased in April, pointing to unusually broad-based freight strength.
- Intermodal volumes rose for a third consecutive month and recorded one of the strongest April readings on record, reinforcing continued resilience in containerized trade and consumer-related freight demand.
- The AAR Freight Rail Index (FRI), which excludes coal and grain to better capture underlying freight momentum, rose to its highest level in 16 months, reinforcing broader signs of improving goods-sector momentum.

The composition of the gains matters as much as the gains themselves. Much of the recent strength is coming from sectors tied to industrial production, exports, agriculture, and supply chain replenishment. That mix matters because it tends to reflect underlying economic activity more directly than sentiment surveys alone.

### Key Takeaways

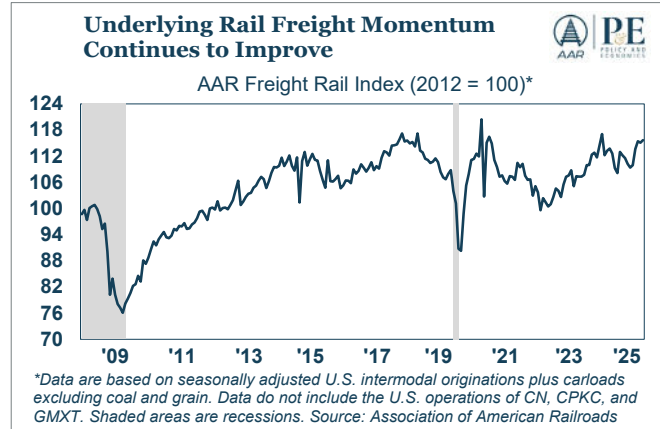
- **Freight Growth Is Broad-Based.** Sixteen of twenty carload categories rose in April, pointing to strengthening goods demand across multiple sectors.
- **Intermodal Remains Strong.** Volumes rose for a third straight month, reinforcing continued resilience in imports, consumer goods demand, and containerized trade flows.
- **Manufacturing Activity Is Improving.** The ISM Manufacturing PMI® remained above 50% for a fourth consecutive month, signaling renewed industrial expansion.
- **The Economy Remains Resilient but Uneven.** Consumer spending continues to hold up, though inflation volatility and mixed labor market signals continue to cloud the outlook.

*[Subscribe](#) to receive the Rail Industry Overview directly in your inbox.*

### Agriculture Continues to Lead

Agricultural traffic remains one of the clearest sources of strength in the rail network and an important signal for both export demand and domestic processing activity.

Grain carloads continued to rise in April, supported by stronger exports of corn, wheat, and soybeans. Grain mill products also remained strong, reflecting continued demand tied to livestock feed, soybean crushing, ethanol production, and food manufacturing.



Together, these trends suggest agricultural demand remains supported by durable export and domestic processing activity rather than temporary market distortions.

### Chemicals Reflect Broader Industrial Resilience

Chemical traffic continues to provide one of the strongest signals of underlying industrial activity within the U.S. economy.

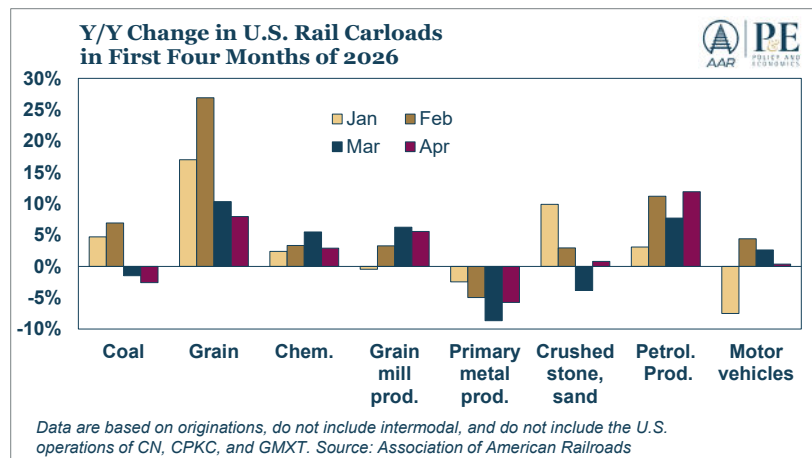
Rail chemical shipments reached near-record levels again in April, supported by steady manufacturing demand, favorable petrochemical production economics, and continued activity across construction, packaging, and agricultural markets.

More broadly, chemical volumes continue to suggest that industrial activity remains firmer than broader economic sentiment might suggest.

### Coal Weakness Remains Structural

Coal and steel remained the main soft spots in April rail volumes.

Coal traffic continues to face longer-term structural pressure tied to changes in the U.S. energy mix, even as seasonal factors can still create short-term volatility.



Steel-related traffic was more mixed. Finished steel shipments remained weak, partly reflecting lower imports, but stronger scrap volumes suggest domestic steel production remains relatively resilient.

More broadly, the divergence across coal and steel categories reinforces how uneven the industrial economy remains beneath the surface.

## Manufacturing Is Quietly Improving

Perhaps the most important development for freight markets has been the gradual improvement in manufacturing activity.

After spending much of the past three years in contraction territory, the ISM Manufacturing PMI® has now remained above 50% throughout 2026, signaling renewed industrial expansion.

That matters for railroads because manufacturing activity directly supports freight categories tied to chemicals, metals, forest products, and construction materials. The stabilization in manufacturing is particularly important because freight demand across several rail-served sectors weakened materially during the industrial slowdown of the past two years.

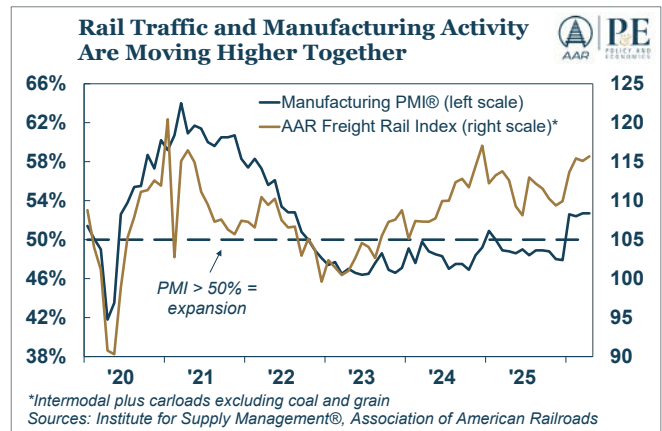
More broadly, the macroeconomic backdrop continues to support freight demand, though not without growing areas of uncertainty.

The labor market continues to hold up, though underlying indicators remain volatile and lack a clear trend. Inflation pressures also resurfaced in March, driven largely by energy prices, contributing to weaker consumer sentiment readings.

Yet actual spending behavior continues to hold up better than surveys imply. Consumer spending remained positive year over year, including continued growth in goods spending, a key driver of rail intermodal demand.

Overall, rail data continue to point to an economy that remains more resilient than many headline narratives suggest. Manufacturing activity is improving, goods demand remains positive, and freight flows across several core rail markets continue to strengthen.

Risks remain, particularly around inflation and labor market volatility. But beneath the noise, rail traffic continues to point to a goods economy entering the summer with genuine underlying momentum.





## Maintenance of Way – April 2026 End-of-Month Review

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### Summary

April 2026 maintenance activity demonstrates strong field responsiveness, with the majority of work orders completed within one week of origin. A total of 8 work orders were completed during the month, with an average lag of approximately 3 days.

Overall lag metrics are influenced by one legacy vegetation abatement project (W/O 115), which extends the average but does not reflect current operational response times.

TSRs increased slightly from 14 to 15. Estimated delay remains ~23 minutes per movement (~46 total impact). Fleet constraints continue to limit TSR reduction.

### Summary

Total WO: 172 (42 open)

Completed: 8

Avg Lag: ~3 days

TSRs Start: 14

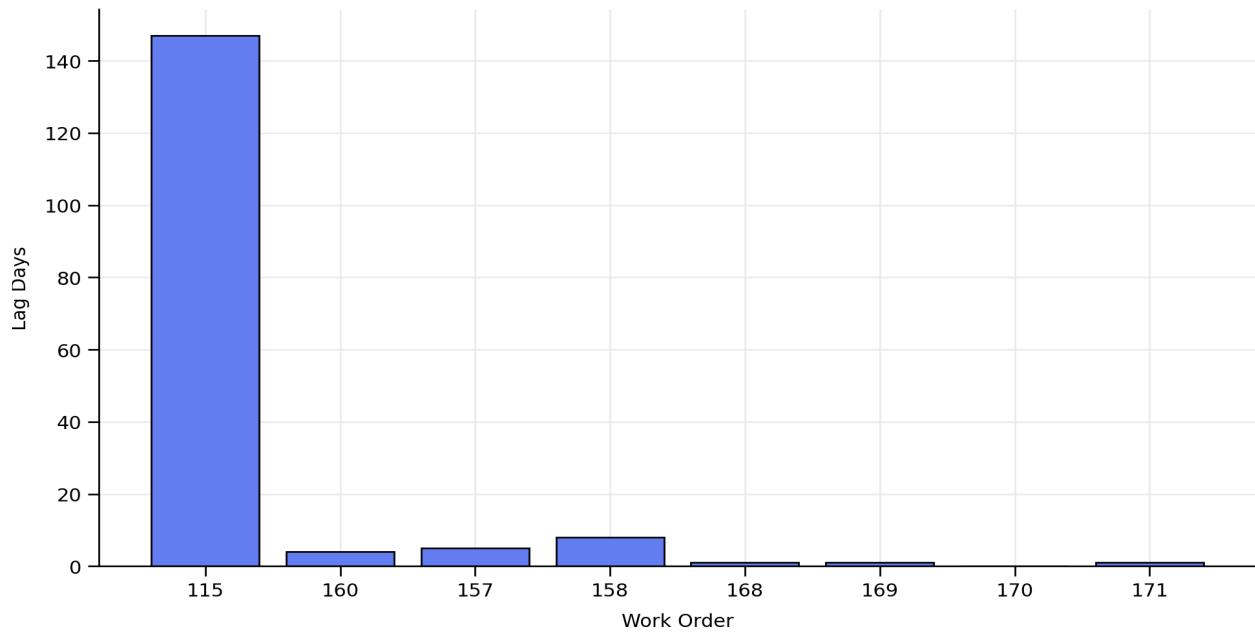
TSRs End: 15

Delay: ~23 min (~46 total)

### Performance Charts

Lag Days by Work Order – April 2026

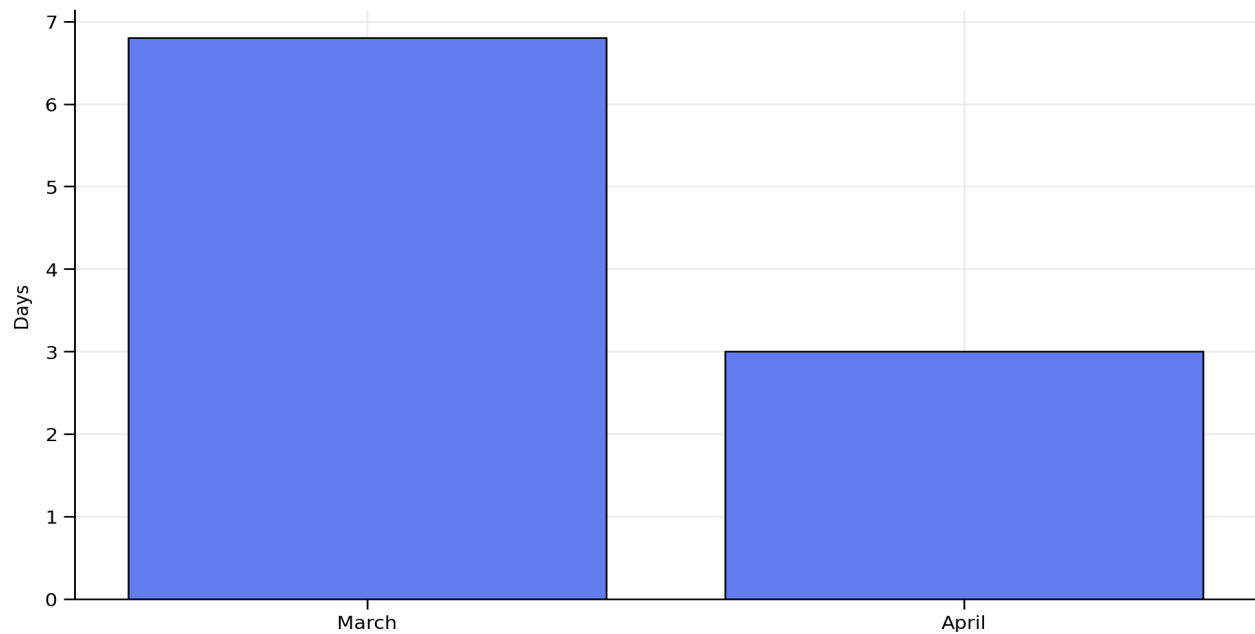
### Lag Days by Work Order - April 2026



Note: Lag includes legacy work orders initiated prior to April, including ongoing vegetation programs.

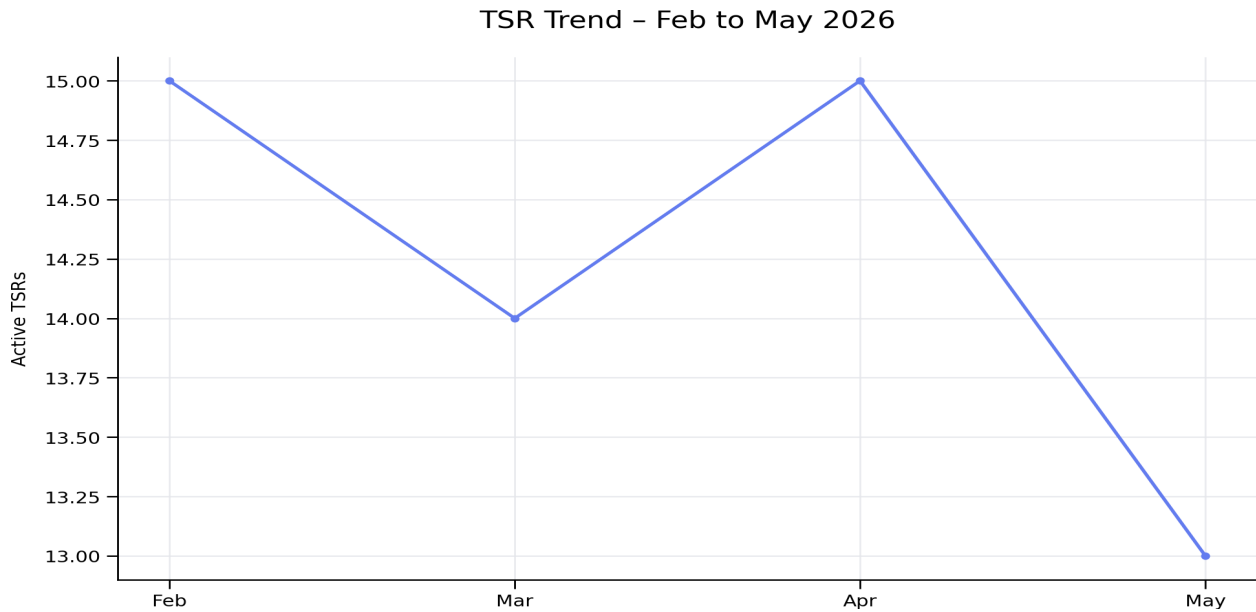
### Average Lag - Month to Month Comparison

Average Lag - Month to Month





TSR Trend – Feb to May 2026



**TSR Impact**

Active TSRs: 15

Delay: ~23 min per train.

Impact: reduced fluidity, higher cost.

Reduction depends on bridge work and equipment availability.

**Projects Completed in April**

W/O	Location	Project	Origin	Complete	TSR
115	MP 730-740	Vegetation	11/5/25	4/1/26	
160	MP 714	Tree	4/3/26	4/7/26	
157	Beck	Veg	4/8/26	4/13/26	
158	Mapleton	Veg	4/8/26	4/16/26	
168	710.96	Signs	4/14/26	4/15/26	
169	746.40	Rail	4/16/26	4/17/26	
170	668.40	Signs	4/21/26	4/21/26	
171	749.0	Rail	4/27/26	4/28/26	OOS

# Action Items

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

**DATE:** May 14, 2026

**PROJECT TITLE:** AKS Eastside Housing Feasibility Study

**ACTION REQUESTED:** Accept the findings of the Eastside Housing Feasibility Study completed by AKS Engineering

**BACKGROUND:**

*(As presented at the April 21 Coos Bay City Council Meeting)*

The City of Coos Bay, in partnership with the Oregon International Port of Coos Bay, through a Business Oregon grant, commissioned a feasibility study to evaluate the potential for residential development on approximately 110 acres of Port-owned property on the Eastside of Coos Bay.

The study was initiated to explore opportunities to address the region’s housing shortage while identifying productive uses of underutilized Port property. AKS Engineering was contracted to conduct a comprehensive analysis of the site, including geotechnical conditions, environmental constraints, infrastructure needs, market conditions, and financial feasibility, along with a community engagement process.

Key findings include:

- Significant geotechnical challenges, including compressible soils, long-term settlement risks, and seismic vulnerability.
- Extensive wetlands that limit buildable area and introduce regulatory and mitigation requirements.
- Substantial infrastructure needs, including transportation, utilities, and stormwater systems.
- Development costs that exceed what the local housing market can support, resulting in a persistent financial feasibility gap.
- Community feedback expressing concerns regarding environmental impacts, access, and site suitability, with interest in lower-impact alternative uses.

Based on these factors, the study concludes that large-scale residential development of the site is not feasible under the current conditions.

Staff recommends the Commission accept the findings of the study completed by AKS Engineering.

**RECOMMENDED MOTION:**

Accept the findings of the Eastside Housing Feasibility Study completed by AKS Engineering.

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

**DATE:** May 14, 2026

**PROJECT TITLE:** Negotiate Sale of Property at 341 Newmark Avenue

**ACTION REQUESTED:** Authorize Port Staff to negotiate and execute the sale of Port owned property at 341 Newmark Avenue to Tyree

**BACKGROUND:**

At the December 2025 Port Commission Meeting, the Board recommended Staff look into selling Port property in an effort to quickly payoff outstanding CBRL payables. The Port is typically not in favor of divesting property, however the need to pay debt and open cash flow was critical. The Strategic Business Plan identified Port property at 341 Newmark Avenue (the site of Tyree Oil Company) as an option to divest.

At the February Port Commission Meeting, the Board directed Port Staff to begin the process of selling the property by soliciting a Request for Interest (RFI). Port Staff solicited a RFI for the sale of the property by advertising in the World Newspaper twice, in the Daily Journal of Commerce, on the Port’s website for four weeks, and emailing parties who expressed interest in the property. The solicitation closed April 10 at 5pm.

One Statement of Interest was received from Tyree Oil, Inc. The Statement of Interest received was complete and addressed all requirements outlined in the solicited RFI.

Tyree Oil has leased this property for 25 years and has proven to be an essential community asset and successful business. Per their response, Tyree would continue to use the facility as its main fuel storage and distribution center for the southern Oregon Coast.

Port Staff recommends negotiating and executing the sale of the property to Tyree Oil, Inc. The Port’s legal counsel will draft the Purchase and Sale Agreement and facilitate the escrow process.

**RECOMMENDED MOTION:**

Authorize Port Staff to negotiate and execute the sale of Port owned property at 341 Newmark Avenue to Tyree Oil, Inc.

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

**DATE:** May 14, 2026

**PROJECT TITLE:** Pacific Shellfish Tideland Lease Agreement

**ACTION REQUESTED:** Ratify the execution of a tideland lease agreement with Pacific Shellfish - Coos Bay, LLC

**BACKGROUND:**

In March 2026, Clausen Oysters and Pacific Seafoods contacted Port Staff about initiating an assignment and assumption of Clausen Oysters tideland lease to Pacific Seafoods / Pacific Shellfish - Coos Bay, LLC (Pacific Shellfish) due to Pacific Seafoods acquiring Clausen Oysters. Clausen Oysters, under various owners, has leased Port tidelands for nearly 25 years for the sole use of planting, raising and harvesting oysters.

Port Staff worked with Clausen Oysters, Pacific Shellfish, and the Department of State Lands to ensure a smooth transition and drafted a new lease for Pacific Shellfish mirroring existing tideland lease agreements. The Pacific Shellfish lease reflects the existing lease agreement with Clausen Oysters to include a five year lease agreement with the option to renew for five (5) successive terms of five (5) years each at the existing lease rate of \$3,556.12 per year. The lease rate will incur a CPI increase on the anniversary date of each subsequent year.

**RECOMMENDED MOTION:**

Ratify the execution of a tideland lease agreement with Pacific Shellfish - Coos Bay, LLC.

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

**DATE:** May 14, 2026

**PROJECT TITLE:** Building 8 Lease Agreement

**ACTION REQUESTED:** Approve the negotiation and execution of a commercial lease agreement with Derek Henkels to lease Building 8 in Charleston

**BACKGROUND:**

The Port of Coos Bay was approached by Derek Henkels who is the owner of U Save Gas & Tackle in Grants Pass and is interested in leasing Building 8 in Charleston, located at 63510 Kingfisher Road in the Charleston Marina Complex. Mr. Henkels plans to use the building as a bait and tackle store.

Building 8, formerly known as Basin Tackle, is approximately 2,754 square feet of interior space and includes an additional 1,071 square foot covered concrete patio. The effective date of the agreement is anticipated to be June 1, 2026 and the lease rate would be \$2,010.42 per month, or \$0.73 per square foot.

The initial term of the proposed lease agreement would be one year. The lease rate will incur a CPI increase on the anniversary date in subsequent years.

**RECOMMENDED MOTION:**

Approve Port Staff to negotiate and execute a commercial lease agreement with Derek Henkels to lease Building 8, located at 63510 Kingfisher Road in Charleston.

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

**DATE:** May 14, 2026

**PROJECT TITLE:** H&R Block Hub Building Lease Agreement

**ACTION REQUESTED:** Ratify the execution of a commercial lease agreement with H&R Block to lease 101 Central Avenue in the Hub Building

**BACKGROUND:**

H&R Block has been a long-term tenant in the Hub Building since 2011. Their previous 5-year lease with the Hub Partnership expired on April 30, 2026.

101 Central Ave is approximately 1,822 square feet of leased space and includes 327 square feet of common space. The effective date of the agreement is May 1, 2026 and the lease rate is \$2,919.62 per month.

**RECOMMENDED MOTION:**

Ratify the execution of a commercial lease agreement with H&R Block to lease 101 Central Avenue in the Hub Building.

# **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 / 2022-2026**

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

	2022		2023		2024		2025		2026	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	445	1,468.5	473	1,560.9	363	1,197.9	269	887.7	303	999.9
Feb	502	1,656.6	393	1,296.9	598	1,973.4	379	1,250.7	325	1,072.5
Mar	694	2,290.2	498	1,643.4	488	1,610.4	414	1,366.2	378	1,247.4
Apr	668	2,204.4	407	1,343.1	456	1,504.8	476	1,570.8	471	1,554.3
May	707	2,333.1	454	1,498.2	548	1,808.4	286	943.8		0.0
Jun	595	1,963.5	468	1,544.4	420	1,386.0	260	858.0		0.0
Jul	530	1,749.0	473	1,560.9	465	1,534.5	283	933.9		0.0
Aug	597	1,970.1	388	1,280.4	433	1,428.9	330	1,089.0		0.0
Sep	524	1,729.2	372	1,227.6	351	1,158.3	365	1,204.5		0.0
Oct	488	1,610.4	393	1,296.9	498	1,643.4	324	1,069.2		0.0
Nov	512	1,689.6	409	1,349.7	335	1,105.5	294	970.2		0.0
Dec	493	1,626.9	440	1,452.0	347	1,145.1	283	933.9		0.0
<b>Total</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>	<b>3,963</b>	<b>13,077.9</b>	<b>1,477</b>	<b>4,874.1</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.

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 2026 are as follows:

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	5,302	rail carloads =	530,200	short tons =	17,496.6	highway truck loads
2025:	3,963	rail carloads =	396,300	short tons =	13,077.9	highway truck loads
2026:	1,477	rail carloads =	147,700	short tons =	4,874.1	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.

**SUMMARY OF  
CHARLESTON MARINA ADVISORY COMMITTEE MEETING  
10:00 a.m., Wednesday, April 22, 2026**

Six of the eight Advisory Committee members and eleven Port staff members were present. Three public guests, including one Coos County Commissioner, were present.

The Committee conducted the election of officers, resulting in John Blanchard being elected Chair and Nick Nylander elected Vice Chair. The January 28, 2026 meeting minutes were approved with a minor addition regarding lighting in the Fish Cleaning Station.

The Committee discussed the current budget and financial performance, noting a strong year-to-date net gain of \$148,000 compared to a budgeted net loss. Staff discussed the proposed budget for the upcoming fiscal year, including a recommended 3% increase to moorage rates to address rising costs in power, water, insurance, and labor. Significant discussion focused on the Ice Plant, which continues to operate at a substantial loss. Current production costs are more than \$200 per ton while ice is sold for \$100 per ton, resulting in losses of about \$100 per ton. Last year the Ice Plant's losses were \$133,215. Staff explained that high fixed electrical demand charges during the off-season dramatically increase per-ton costs, and that shutting down the plant is not feasible due to mechanical risks and the need to support year-round fishing activity. The Committee considered options including raising ice rates to \$140–\$150 per ton to reduce losses while the Port continues to subsidize this important facility for the fishing community.

Ongoing maintenance needs throughout the Charleston Marina Complex were also reviewed, including dock repairs on F Dock, electrical system upgrades, stormwater system maintenance, and Ice Plant repairs. Planning and funding items included the Connect Oregon grant application for Phase 1 of the Shipyard Improvement Project and the Oregon State Marine Board grant for the inner-basin restroom remodel. The Committee also discussed proposed changes to travel lift rates, noting that Charleston's current pricing is significantly lower than comparable ports. Staff recommended restructuring to a \$400 one-way move (including one hour of staff time) plus \$82.50 per hour per staff member thereafter to improve cost recovery while remaining competitive and more equitable for both quick and extended jobs.

Public and committee comments centered on ways to promote Charleston and increase activity at the Marina. This included a proposed crab-tagging promotional event, developed in coordination with ODFW and the Charleston Merchants Association, aimed at boosting public use of the docks, RV Park, and boat launch. Additional topics included building leasing activity, collaboration with local merchants, and appreciation for the new RV Park camp hosts.

Full meeting minutes will be included in the June Commission meeting packet.