



M E M O R A N D U M

TO: Interested Parties  
FROM: David Kronsteiner, President  
DATE: September 13, 2022  
SUBJECT: Port of Coos Bay Commission Meeting Notice

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The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **10:00 a.m., Tuesday, September 20, 2022.**

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Tuesday, September 20, 2022. Written comment will be accepted until 8:30 a.m. on Tuesday, September 20, 2022 by sending an email to [portcoos@portofcoosbay.com](mailto:portcoos@portofcoosbay.com) with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, September 20, 2022**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

- (d) conduct deliberations with person designated by the governing body to carry on labor negotiations;
- (e) conduct deliberations with persons designated by the governing body to negotiate real property transactions;
- (g) consider preliminary negotiations involving matters of trade or commerce in which the governing body is in competition with governing bodies in other states or nations;
- (h) consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed;
- (i) review and evaluate the job performance of a chief executive officer, other officers, employees and staff, if the person whose performance is being reviewed and evaluated does not request an open hearing; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.

DK/lf

**OREGON INTERNATIONAL PORT OF COOS BAY  
REGULAR COMMISSION MEETING  
10:00 a.m., Tuesday, September 20, 2022**  
Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420  
Watch Live on YouTube: [www.youtube.com/portcoos](http://www.youtube.com/portcoos)

**T E N T A T I V E   A G E N D A**

**1. CALL MEETING TO ORDER**

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

**3. PUBLIC COMMENT**

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**10. NEXT MEETING DATE** – Tuesday, October 18, 2022, 10:00 a.m.

**11. RECESS TO EXECUTIVE SESSION**

**12. ADJOURN**

# Consent Items

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING & BUDGET HEARING**  
**10:00 a.m., Thursday, June 16, 2022**

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

**ATTENDANCE**

**Commission:**

David Kronsteiner, President; Eric Farm, Vice President; Brianna Hanson, Treasurer; Kyle ViksneHill, Secretary; and Kyle Stevens, Commissioner.

**Staff:**

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Rich Lopez, General Manager, Coos Bay Rail Line; Krystal Karcher, Administrative Assistant; and Mike Stebbins, Port Legal Counsel.

**Media & Guests:**

Greg Harvey, Coos Bay Shipping Terminal.

**1. CALL MEETING TO ORDER**

President Kronsteiner called the meeting to order at 10:02 a.m.

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

President Kronsteiner welcomed new Commissioner Kyle ViksneHill.

**3. PUBLIC COMMENT**

John Burns stated public comment was received from Tim Novotny, assistant administrator and communications manager for the Oregon Dungeness Crab Commission. Mr. Novotny writes:

I have been requested to forward this letter written by the Coastal Caucus to BOEM on behalf of the Southern Oregon Ocean Resource Coalition (SOORC). SOORC urgently requests that you share this letter with your Board of Commissioners at their next meeting and asks that the Port consider a similar letter to seek a slowing of the BOEM process. Thank you for your consideration of this request.

A copy of the attached 4-page letter from the Coastal Caucus to Mr. Douglas Boren of BOEM was provided to the Commissioners.

**4. CONSENT ITEMS**

- A. Approval of May 17, 2022 Regular Commission Meeting Minutes
- B. Approval of May 25, 2022 Budget Committee Meeting Minutes
- C. Approval of May Invoices

#### D. Approval of May Contracts Awarded

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners voted to approve the May 17, 2022 Regular Commission Meeting Minutes, May 25, 2022 Budget Committee Meeting Minutes, May Invoices and May Contracts Awarded. **Motion Passed.**

#### 5. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

#### 6. BUDGET HEARING – FY 2022/23 BUDGET

##### A. Public Hearing

President Kronsteiner opened the public hearing at 10:15 a.m.

The Port's Budget Committee approved the proposed 2022/23 Fiscal Year Budget after its first budget committee meeting May 25, 2022. Each year, following the Budget Committee's approval of the budget, the Commission is required to hold a public hearing. The objective of the public hearing is to receive testimony from any person present. The public hearing was scheduled for 10:00 a.m., June 16, 2022, prior to the regular Commission meeting.

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

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

President Kronsteiner asked for any public comment or testimony on the proposed resolution. There being none, President Kronsteiner closed the public hearing at 10:17 a.m.

#### 7. ACTION ITEMS/REPORTS

##### A. **2022Res04: Adoption of Budget, Making Appropriations, Imposing and Categorizing Taxes – Combined for Fiscal Year 2022/23**

Upon a motion by Commissioner Farm (second by Commissioner Hanson), the Board of Commissioners motioned to approve Resolution 2022Res04, a resolution adopting a budget, making appropriations, imposing and categorizing taxes – combined for the 2022/23 fiscal year. **Motion Passed.**

##### B. **2022Res06: Approval of 2022/23 Port of Coos Bay Rate Schedule**

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

Despite CPI being in excess of 8%, Port Staff is requesting a 6% increase to all Charleston Marina Complex Services except for:

1. Shipyard Environmental Fee: increase from 11% to 15%
2. Commercial Flake Ice: 0%
3. Semiannual Moorage: 0%
4. Work Docks: 0%
5. Shower Tokens: increased from \$.50 per token to \$1.00 per token
6. Shipyard Long-Term Work Area: Rates will increase 6% July 1, and then increase 25% every six months for two years beginning January 1, 2023. After two years the rate is locked with the exception of annual CPI (four 25% increases).

The proposed red lined 2022/23 Port of Coos Bay Rate Schedule was attached as Exhibit A to the resolution within the meeting packet. The Rate Schedule may be modified by Resolution of the Port Commission. Upon approval by the Board, the proposed 2022/23 Port of Coos Bay Rate Schedule will become effective July 1, 2022.

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners motioned to approve Resolution 2022Res06 revising the Port of Coos Bay Rate Schedule as presented, for Fiscal Year 2022/23. **Motion Passed.**

### **C. Execution of 2020 PIDP Grant Agreement**

In October 2020, the Port received a grant award notice under the 2020 Port Infrastructure and Development Program (PIDP) in the amount of \$9,880,000; total project cost \$10,000,000. The project will fund Phase II of the Coos Bay Rail Line tie and resurfacing program, which will replace roughly 48,000 crossties and resurface main line, sidings, an industrial lead, rail yard, and spur tracks with ballast along 85 miles of track that stretches from Eugene, Oregon to Coos Bay, Oregon. The final draft agreement shows a reduction in the scope of work due to inflation and the rising costs of materials and services. The application scope of work was 67,000 ties and 121 miles of resurfacing. A provision is included that if additional funding is available, there will be additional work. The increased price of ties will likely preclude that additional work.

Despite the reduction in scope, the project will improve the safety and efficiency of the movement of goods by bringing the track into a much-improved state of good repair, while reducing the risk of train derailment and eliminating the need for 34 miles of slow orders. The reduced scope continues to provide a more efficient rail option that will reduce transportation costs, truck congestion, and delays, while supporting the movement of products from the Willamette Valley for export through the Port of Coos Bay. The Port match for this project is \$120,000 which will be covered by Port General Funds.

Port staff worked with the USDOT MARAD grant team members to finalize the project scope, schedule, and budget information in June of 2022 and to prepare the initial draft grant agreement concurrent with the NEPA certification efforts. The MARAD team is finalizing internal draft requirements and approvals and expects a final agreement to be submitted to the Port for signature in early August 2022.

The final draft agreement has been reviewed by Port legal counsel and staff and sent back to MARAD for final concurrence. Once this process is completed, the Port will be able to enter into a grant agreement for project funds.

Commissioner ViksneHill asked whether there is a plan for obtaining funding for the remaining ties and resurfacing due to the reduction in scope. Mike Dunning stated it is not in the plan at this time. Port Staff has agreed with MARAD that the reduction in scope will meet the needs and goals of the project. Mr. Burns stated as part of the MEGA grant application, there will be additional tie, rail, and ballast replacement in conjunction with that work.

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners motioned to authorize Port Chief Executive Officer John Burns to execute the Grant Agreement between the Port and USDOT Maritime Administration for the 2020 PIDP Grant covering the CBRL Phase II Tie and Resurfacing Project. **Motion Passed.**

#### **D. Execution of David Miller and Associates Task Order #16**

At the March 28, 2016 Board of Commissioners meeting, the Commission authorized Commission President David Kronsteiner to execute an Amendment, Assignment, Assumption and Consent Agreement of the prime contract for consulting services for the Channel Modification Project from David Evans and Associates (DEA) to David Miller & Associates (DMA).

Task Order DMA #16 in the amount of \$4,264,881 describes the tasks to be undertaken during FY 2022/23, along with projected costs including work on the project's Environmental Impact Statement. A shift in the primary beneficiaries of the project will require the Port to conduct a new economic feasibility study to include the proposed container terminal and Roseburg Forest Products.

Funding for this Task Order will be provided by the \$15 million grant that was passed by the Oregon legislature in the Spring of 2022.

Commissioner ViksneHill asked whether the procurement rules of the Port allow for a change order, as it sounds like the scope of the project has changed significantly. Mr. Dunning stated this is a task order rather than a change order, but this is within the procurement law. The significant scope of the project has not changed; rather it is the commodity coming in that has changed. The channel design and work done to date will not change.

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners motioned to authorize Commission President David Kronsteiner to execute Task Order DMA #16 for professional services related to the Coos Bay Channel Modification Project in an amount not to exceed \$4,264,881 for work to be performed on the project during FY 2022/23. **Motion Passed.**

#### **E. 2022Res07: Declaration of Emergency Repairs at MP 655-656**

On May 31, 2022 CBRL General Manager was notified of a derailment between MP 655 and 656 on the rail line. While there was no damage to people, cargo, or rolling stock, Maintenance of Way track inspectors took the track out of service due to rail, tie, and ballast conditions. All service was stopped while the track was assessed, and the determination was made that it was necessary to bring in equipment and manpower to execute timely repairs. Without these timely repairs, customers would not have had service for an excessive amount of time.

Port Procurement Rule 4.6.3 allows the Chief Executive Officer or his designee to award emergency contracts up to \$200,000 in value, and Rule 4.6.5 allows the CEO to enter into a direct award for construction. These actions require a Commission Resolution to ratify the Declaration of Emergency at its next regularly scheduled meeting or as soon as practical.

Commissioner Farm asked the approximate value of the contract. Mr. Burns stated it was about \$30,000.

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners motioned to adopt Resolution 2022Res07 ratifying the Declaration of Emergency by CEO John Burns, including the execution of a contract with Coos Bay Rail Line, Inc and H&S Construction to effect emergency repairs to the track and bed at milepost 655-656 on the Coos Bay Rail Line. **Motion Passed.**

#### **F. Disposal of Surplus Property**

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

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

Much of the Port's surplus property has little to no value to the Port or its operations. It is inefficient to continue to bring individual action items to the Commission for the disposal of such property. Therefore, Port staff is requesting the Commission, as the LCRB, name the Chief Executive Officer as its designee for determining and authorizing the methods of disposal of surplus property with little to no value to the Port for Fiscal Year 2022/23 in strict accordance with written policy.

All surplus property will be evaluated against policy before disposition. If any items are determined to not meet the specific criteria set forth in policy, Staff will present an action item for the Commission's consideration upon that determination.

Upon a motion by Commissioner Stevens (second by Commissioner Farm), the Board of Commissioners motioned to name the Chief Executive Officer as the Local Contract Review Board's designee for determining and authorizing the methods of disposal of surplus property with little to no value to the Port for Fiscal Year 2022/23 in accordance with the Port's Local Public Contracting Rules. **Motion Passed.**

#### **G. Chief Executive Officer Performance Review**

The Oregon International Port of Coos Bay Board of Commissioners reviewed and discussed the performance of Chief Executive Officer John Burns during Executive Session on Tuesday, May 17, 2022, and then President Kronsteiner and Vice President Farm met with John Burns the morning of June 16, 2022, to conduct the actual performance review. This Performance Review is intended to formally document Mr. Burns' performance over the past year, recognize his achievements, and provide specific feedback and objectives.



The summary of Mr. Burns review has been provided to the Commission and was added to the online Commission packet for the public.

Based on the Chief Executive Officer's commendable Performance Review and successful achievements, the Oregon International Port of Coos Bay Board of Commissioners recommended providing Mr. Burns with an 8.1% Cost of Living Adjustment increase retroactive to January 1, 2022. This is the same cost of living adjustment that all staff will be receiving effective July 1, 2022.

Considering that Mr. Burns' review was the morning of the Commission meeting, and in order to include this merit increase in this fiscal year's budget, staff have added this action item as a last minute walk on.

Commissioner ViksneHill asked whether the retroactive pay raise is typical or if there is a specific reason for it this time. Commissioner Farm stated it has been done previously, and typically these performance evaluations take place in January.

Upon a motion by Commissioner Stevens (second by Commissioner Farm), the Board of Commissioners motioned to approve an 8.1% Cost of Living Adjustment increase retroactive to January 1, 2022, for Chief Executive Officer John Burns based on his commendable achievements and outstanding leadership, as outlined in Mr. Burns' documented Performance Review. **Motion Passed.**

**8. OTHER**

**9. COMMISSION COMMENTS**

**10. NEXT MEETING DATE** – Tuesday, July 19, 2022 at 10:00 a.m.

Mr. Burns stated there will be an additional meeting prior to the July meeting. There had been an action item on today's agenda to approve the supplemental budget for FY 2021/22 but that was removed due to an error. Staff will schedule a supplemental budget hearing on Wednesday, June 29, 2022 at 10:00 a.m. via Zoom.

**11. ADJOURN**

President Kronsteiner adjourned the meeting at 10:36 a.m. and entered into Executive Session to:

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

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**SPECIAL COMMISSION MEETING & BUDGET HEARING**  
**10:00 a.m., Wednesday, June 29, 2022**  
Zoom Meeting

**ATTENDANCE**

**Commission:**

David Kronsteiner, President; Eric Farm, Vice President; Brianna Hanson, Treasurer; Kyle ViksneHill, Secretary; and Kyle Stevens, Commissioner.

**Staff:**

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Chief Port Operations Officer; Megan Richardson, Director of Finance and Accounting; Rich Lopez, General Manager, Coos Bay Rail Line; Krystal Karcher, Administrative Assistant; and Mike Stebbins, Port Legal Counsel.

**Media & Guests:**

None Present.

**1. CALL MEETING TO ORDER**

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

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

**3. PUBLIC COMMENT**

**4. SUPPLEMENTAL BUDGET HEARING – FY 2021/22 BUDGET**

**A. Public Hearing**

President Kronsteiner opened the public hearing at 10:02 a.m.

Staff wishes to increase appropriations and reallocate contingency in the General Fund. The first increase to appropriation levels is necessary in the External Affairs department where the Port increased their legislative activities and received unexpected funds through a private-public agreement to offset the additional expense. The second increase in appropriation would be in the Debt Service category. Additional funds were received from the State of Oregon through the American Rescue Plan Act (ARPA). These grant funds were received to pay down the loan principal the Port attained to purchase the property now known as Terminal One. It was not known at the time of the budget that these funds would be received. These changes are an overall increase to the fund appropriation by \$4,089,650.

The Port also proposes to reallocate the appropriation from contingency to Charleston Ops and Rail Ops departments to cover unanticipated repairs and maintenance in both departments. This removes expenditure authority from Contingency and adds to Materials and Services to both the Charleston Ops and Rail Ops departments. This reallocation does not increase the expenditure appropriation in the fund.

Staff wishes to amend the FY 2021/22 budget as follows:

<u>General Fund</u>	<u>Budgeted Amounts</u>	<u>New Amounts</u>	<u>Change</u>
Administration	\$1,641,623	\$1,641,623	-
Charleston Operations	\$2,105,034	\$2,145,034	\$40,000
External Affairs	\$303,931	\$393,581	\$89,650
Port Ops	\$1,029,620	\$1,029,620	-
Rail Ops	\$1,053,572	\$1,303,597	\$250,025
Debt Service	\$1,333,940	\$5,333,940	4,000,000
Transfers to other funds	-	-	-
Contingency	\$290,025	-	(\$290,025)
<b>General Fund Total</b>	<b>\$7,757,745</b>	<b>\$11,847,395</b>	<b>\$4,089,650</b>

Under Oregon Budget Law, if a change in expenses to any one fund is greater than 10%, or if allocating contingency to another expense category is greater than 15%, then a budget hearing is required. The proposed increase is greater than 10% and a supplemental budget hearing is required. The increase to expense is due to unexpected funds being received in the year and the request of service of those funds.

President Kronsteiner asked for any public comment or testimony on the proposed resolution. There being none, President Kronsteiner closed the public hearing at 10:05 a.m.

## 5. ACTION ITEMS/REPORTS

### A. **2022Res05: Adoption of Supplemental Budget for Fiscal Year 2021/22**

Upon a motion by Commissioner Farm (second by Commissioner Hanson), the Board of Commissioners motioned to approve Resolution 2022Res05 adopting the supplemental budget and increasing and reallocating appropriations to incorporate changes in the Port’s General Fund. **Motion Passed.**

### B. **2022Res08: Approval of 2022/23 Port of Coos Bay Rate Schedule**

At the June 16, 2022 Regular Port of Coos Bay Board of Commissioners meeting, the Board adopted resolution 2022Res06, approving the 2022/23 Port of Coos Bay Rate Schedule.

The rate increases were accurately presented during the Commission meeting (and the Budget Committee meeting), but the rate schedule attached as an exhibit to the resolution erroneously omitted the accurate rate increases for vessels over 15’.

To ensure there is no ambiguity, Port Staff is requesting adoption of Resolution 2022Res08, approving the corrected 2022/23 Port of Coos Bay Rate Schedule.

The corrected 2022/23 Port of Coos Bay Rate Schedule is attached as Exhibit A to the resolution included within the meeting packet. The items in red were the previously proposed and approved changes, and the highlighted red text are the corrected revised rates that were not reflected in the previously adopted Rate Schedule. The 2022/23 Moorage Rate Schedule was also included with the Exhibit.

Upon approval by the Board, the proposed 2022/23 Port of Coos Bay Rate Schedule will become effective July 1, 2022.

Upon a motion by Commissioner Farm (second by Commissioner Stevens), the Board of Commissioners motioned to approve Resolution 2022Res08 revising the Port of Coos Bay Rate Schedule as presented, for Fiscal Year 2022/23. **Motion Passed.**

6. **OTHER**

7. **COMMISSION COMMENTS**

8. **NEXT MEETING DATE** – Tuesday, July 19, 2022, 10:00 a.m.

9. **ADJOURN**

President Kronsteiner adjourned the meeting at 10:08 a.m.



M E M O R A N D U M

**To:** John Burns, Chief Executive Officer  
**From:** Mary Green, Accounting Clerk  
**Date:** September 13, 2022  
**Subject:** Invoices Paid for Commission Approval through August 2022

A/P checks issued per NetSuite financial system	451,191.78
Payroll disbursement per Umpqua Bank statement	131,680.81
Misc electronic disbursements per Umpqua Bank statement	4,252,402.19

**Total June Disbursements** **\$ 4,835,274.78**

A/P checks issued per NetSuite financial system	802,851.11
Payroll disbursement per Umpqua Bank statement	131,127.75
Misc electronic disbursements per Umpqua Bank statement	73,385.30

**Total July Disbursements** **\$ 1,007,364.16**

A/P checks issued per NetSuite financial system	284,881.40
Payroll disbursement per Umpqua Bank statement	214,113.84
Misc electronic disbursements per Umpqua Bank statement	124,905.05

**Total August Disbursements** **\$ 623,900.29**

**Total June, July and August Disbursements** **\$ 6,466,539.23**



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Accounting Manager

DATE: September 13, 2022

SUBJECT: June, July and August 2022 Contracts Awarded

The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the months of June, July and August. 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:

No Contracts were awarded in June 2022.

<b>Contract</b>	<b>Description</b>	<b>Cost</b>
SLR International Corporation	Feasibility Study for Multi-User Byproduct Recovery Center	\$75,000.00
AKS Engineering	Survey on Outer Basin, Inner Basin and Shipyard	\$15,000.00
Stantec Consulting	Task Order#45 – On-Call General Engineering FY 22/23	\$50,000.00
Turner Consulting	Terminal One Caretaker – 6 Month Renewal	\$33,600.00
David Miller Assoc	Task Order 16: Channel Modification Project	\$4,264,881.00
<b>Total Contracts Awarded for July:</b>		\$4,438,481.00

<b>Contract</b>	<b>Description</b>	<b>Cost</b>
Scott Partney	Change Order 1: Steel Bridges Repairs Project	\$59,866.00
McMillen Jacobs	PIDP Design/Engineering	\$74,810.00
Protran Technology/ Harsco Rail LLC	Geometry Car Services for PIDP Project	\$22,600.00
Whit Industries	North Bend Swing Span Hydraulic Repairs	\$30,000.00
<b>Total Contracts Awarded for August:</b>		\$187,276.00

# **Management Reports**



MEMORANDUM

TO: John Burns, Chief Executive Officer  
FROM: Lanelle Comstock, Chief Administrative Officer  
DATE: September 13, 2022  
SUBJECT: Administrative Services Management Report

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**Upcoming Scheduled Meetings and Events:**

- September Regular Commission Meeting: Tuesday, September 20, 10:00 am
- October Regular Commission Meeting: Tuesday, October 18, 10:00 am

**Veneta Railroad Office:**

Admin Staff has been working with the City of Veneta to permit for the placement of an office building along the railroad in Veneta. A pre-existing building from the Terminal One facility will be moved and placed on site, a fence will be constructed around the perimeter, and power will be provided to the facility. This greatly anticipated office will be for staff stationed along the north end of the rail line.

**Veneta Dog Park:**

Admin Staff has also been working with the City of Veneta to draft an Intergovernmental Agreement for the City to develop Port property along the railroad, which is currently maintained by the City, into a fenced community dog park. Staff anticipates bringing the IGA to the Commission in October or November.

**Hub Building Vacancies:**

The Port of Coos Bay is looking for tenants to lease the following [spaces in the Hub Building](#). Interested parties should contact Margaret Barber for more information at (541) 267-7678.

- **147 S Broadway** - Approximately 2,366 square feet of prime storefront space located on Highway 101 southbound in downtown Coos Bay. This location has great visibility and heavy foot traffic. The space also contains two private offices, one with a kitchenette.
- **145 Central Avenue** - Three individual offices are available in a space shared by an economic development group, conveniently located in downtown Coos Bay.

**2022 SDIS Best Practices Program – Board Duties and Responsibilities:**

Each year, the Port of Coos Bay participates in the Special Districts Insurance Services (SDIS) [Best Practices Program](#) to receive up to a 10% credit on the following year’s contributions for general liability, auto liability, and property insurance. The purpose of the program is to assist districts with implementing best practices to mitigate risk in areas of high exposure. This year, the focus of the program is on Board Duties and Responsibilities. Board member involvement is needed to receive 4% of the 10% credit (4% is about a \$6,500 credit):



- **2% - Training:** All members of the Board must attend one online or in person class regarding Board members duties and responsibilities. Examples of trainings that qualify include:
  - SDAO Board of Directors and Management Staff Regional Training
  - Board Duties and Responsibilities Training
  - [Boardmanship 301 - Special Districts Association of Oregon \(sdao.com\)](http://sdao.com)
  - [Boardroom Dancing - Special Districts Association of Oregon \(sdao.com\)](http://sdao.com)
  
- **2% - Board Member Education:** At least two members of the Board must enroll in the SDAO Board Leadership Academy. The SDAO Board Leadership Academy has been designed to ensure that Oregon’s special district board members have the tools necessary to provide superior leadership and governance to their communities. The program offers current, in-depth training and education opportunities in several areas including board member basics, statutory obligations, risk management, and human resources. There is no cost to enroll.
  - Interested Board members must complete an enrollment form located on the SDAO website at [www.sdao.com/sdao-board-leadership-academy](http://www.sdao.com/sdao-board-leadership-academy)

The requirements must be completed by October 1, as I will bring the Best Practices to the October Commission meeting for review and consent. I will provide additional information regarding training access and a form acknowledging completion of the training, in the near future.

**Recruitment:**

The Port is seeking to hire:

- A **Charleston Marina Office Assistant** to provide customer service to all Marina and RV Park customers. This position was filled by a temporary position during the busy summer season, but the need for a full-time position has become evident. The position was posted, interviews have taken place, and an offer will be extended within the week.
  
- A **[Maintenance Apprentice I](#)** to participate as a key team member in the maintenance and repairs of equipment and facilities operated by the Port. Located at the Charleston Marina, the Maintenance Apprentice maintains facilities and grounds to a safe, clean and sanitary condition. Essential job functions include disinfecting and cleaning public restrooms, performing landscaping tasks, cleaning and power washing docks and assisting with dock repairs, collecting trash, fish waste, and recycling from the dumpsters, as well as safely operating heavy equipment such as boats, forklifts, and travel lift. Required experience and education include a high school diploma or GED and 1 year of relevant work experience.

CBRL is seeking to hire:

- A **[Track Laborer](#)** to perform track maintenance and repairs to ensure safe and efficient movement of trains along the Rail Line. Essential job functions include observing the condition of tracks, track beds and track right-of-way for problems or defects, removing and replacing rails, rail anchors, spikes, ballast, ties and other track parts as needed, and operating heavy machinery and hand tools including chainsaws. Work locations include elevated heights such as bridges over waterways and in dark, close clearance spaces such as tunnels.
  
- A **[Locomotive Diesel Mechanic](#)** to inspect, repair and maintain the engine and mechanical components of railroad locomotives and hyrail fleet. Essential job functions include diagnosing, repairing, replacing, or rebuilding diesel engines, air brake systems, fuel systems, and other locomotive mechanical components, as well as efficiently operating equipment including measuring instruments, precision machines, hand tools, and material handling equipment, i.e., forklifts, cranes and overhead hoists.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer  
FROM: Megan Richardson, Director of Finance  
DATE: September 13, 2022  
SUBJECT: Accounting & Finance Management Report

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We hereby present July and July Year-to-Date (1 month) of financial results for the Port.

**Operating Revenue:**

Total operating revenues were \$406K which was \$67K less than budget. All departments reported revenues that fell short of budget except External Affairs. Administration has budgeted for full tenancy, but they are currently down two lessees. Port Ops has decreased revenue due to the timing of budgeted CPI increases. Rail Ops fell short this month due to lower rail car movements. This shortage is also due to the allocation of anticipated rail revenues which will be addressed to provide a better monthly projection in upcoming reporting periods. Charleston Ops had decreased revenue because of lower than projected ice sales and lower activity in the shipyard.

**Operating Expense:**

Operating expenses totaled \$343K, which was \$195K less than budget. All departments underspent their budgets this month. One of the major projects that started in July was derelict vessel destruction in Charleston. It was only partially complete and most of that project expense will be seen in August's financials.

**Operating Result:**

The Port ended June with a \$63K gain against a planned deficit of \$58K, which is greater than plan by \$120K. All departments, except for Rail Ops, performed better than plan this month. Rail's shortfall is due to lower revenue.

**Other Income & Expense:**

Total other revenues totaled \$416K, which is less than budget by \$52K. This shortfall is due to the lower tax credit funds than were anticipated. The selling price for tax credits is uncertain during budget preparation. Other expenses totaled \$5K this period, which was underspent by \$109K. This underspending is related to the timing of capital outlays

**Net Result & Year to Date:**

July had a net gain of \$473K compared to a budgeted net gain of \$295K resulting in a \$178K positive variance. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

**Other comments:**

The total cash balances in all bank accounts for August month end were \$9,811,367.68 which is an increase of \$5.28 million from July. \$5 Million of the increase this period is an advance of grant funds from Business Oregon for the Channel Deepening project. These funds are restricted to Channel Deepening project expenses and are not for use in the General Fund. In addition, \$444,738 of the total bank balance are restricted for the Dredge Fund overhead expenses and equipment. Interest earnings this period totaled \$3,110.71. 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 increased to 1.58% from 1.25%. This is an increase of the pool interest rate by 0.33% since the start of the fiscal year.

The finance department continues to prepare for final audit field work which is scheduled to take place the last week of September and the second week of October.

Financial Report - Actual vs. Budget - General Fund  
For Period Ending Jul 2022



		Current Period				Same Month Last Year			Year to Date				Year End					
		Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
		Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
1	<b>Operating Income</b>																	
2	Administration	15,095	17,712	(2,617)	(15%)	1,371	13,724	1001%	15,095	17,712	(2,617)	(15%)	1,371	13,724	1001%	209,922	212,539	(1%)
3	External Affairs	15,025	15,025	0	0%	58	14,967	25805%	15,025	15,025	0	0%	58	14,967	25805%	90,300	90,300	0%
5	Port Operations	24,344	27,290	(2,946)	(11%)	18,109	6,235	34%	24,344	27,290	(2,946)	(11%)	18,109	6,235	34%	324,530	327,475	(1%)
6	Railroad Operations	108,558	160,386	(51,828)	(32%)	86,498	22,060	26%	108,558	160,386	(51,828)	(32%)	86,498	22,060	26%	4,189,492	4,241,320	(1%)
8	<b>Charleston Operations</b>																	
9	Building & Dock Leases	26,752	28,502	(1,750)	(6%)	25,427	1,325	5%	26,752	28,502	(1,750)	(6%)	25,427	1,325	5%	340,273	342,023	(1%)
11	Marina	78,801	73,536	5,264	7%	75,357	3,443	5%	78,801	73,536	5,264	7%	75,357	3,443	5%	1,116,524	1,111,260	0%
12	Shipyard	21,145	26,431	(5,286)	(20%)	21,361	(216)	(1%)	21,145	26,431	(5,286)	(20%)	21,361	(216)	(1%)	311,883	317,170	(2%)
13	RV Park	66,412	61,689	4,723	8%	67,260	(848)	(1%)	66,412	61,689	4,723	8%	67,260	(848)	(1%)	447,423	442,700	1%
14	Ice Plant	43,233	57,533	(14,301)	(25%)	42,640	593	1%	43,233	57,533	(14,301)	(25%)	42,640	593	1%	285,699	300,000	(5%)
16	Travel Lift	5,119	8,564	(3,445)	(40%)	6,640	(1,521)	(23%)	5,119	8,564	(3,445)	(40%)	6,640	(1,521)	(23%)	56,555	60,000	(6%)
17	Other	1,354	4,167	(2,813)	(68%)	1,721	(368)	(21%)	1,354	4,167	(2,813)	(68%)	1,721	(368)	(21%)	17,187	20,000	(14%)
18	<b>Total Charleston Operations</b>	242,815	260,423	(17,608)	(7%)	240,406	2,408	1%	242,815	260,423	(17,608)	(7%)	240,406	2,408	1%	2,575,544	2,593,152	(1%)
19	<b>Total Operating Income</b>	<b>405,837</b>	<b>480,834</b>	<b>(74,998)</b>	<b>(16%)</b>	<b>346,441</b>	<b>59,395</b>	<b>17%</b>	<b>405,837</b>	<b>480,834</b>	<b>(74,998)</b>	<b>(16%)</b>	<b>346,441</b>	<b>59,395</b>	<b>17%</b>	<b>7,389,789</b>	<b>7,464,786</b>	<b>(1%)</b>
21	<b>Operating Expenses</b>																	
22	Administration	111,243	143,876	32,632	23%	74,145	(37,099)	(50%)	111,243	143,876	32,632	23%	74,145	(37,099)	(50%)	2,520,216	2,552,848	1%
23	External Affairs	37,363	42,975	5,612	13%	17,134	(20,229)	(118%)	37,363	42,975	5,612	13%	17,134	(20,229)	118%	537,782	543,394	(1%)
25	Port Operations	68,995	100,690	31,695	31%	33,358	(35,637)	(107%)	68,995	100,690	31,695	31%	33,358	(35,637)	107%	1,271,159	1,302,854	(2%)
26	Railroad Operations	3,598	53,872	50,274	93%	3,146	(452)	(14%)	3,598	53,872	50,274	93%	3,146	(452)	14%	596,189	646,463	(8%)
28	Charleston Operations	122,127	197,165	75,037	38%	99,651	(22,476)	(23%)	122,127	197,165	75,037	38%	99,651	(22,476)	23%	2,166,839	2,241,877	(3%)
29	<b>Total Expenses</b>	<b>343,326</b>	<b>538,577</b>	<b>195,251</b>	<b>36%</b>	<b>227,433</b>	<b>(115,893)</b>	<b>(51%)</b>	<b>343,326</b>	<b>538,577</b>	<b>195,251</b>	<b>36%</b>	<b>227,433</b>	<b>(115,893)</b>	<b>(51%)</b>	<b>7,092,185</b>	<b>7,287,436</b>	<b>3%</b>
31	<b>Operating Results</b>																	
32	Administration	(96,149)	(126,164)	30,015	(24%)	(72,774)	(23,375)	32%	(96,149)	(126,164)	30,015	(24%)	(72,774)	(23,375)	32%	(2,310,294)	(2,340,309)	(1%)
33	External Affairs	(22,338)	(27,950)	5,612	(20%)	(17,076)	(5,262)	31%	(22,338)	(27,950)	5,612	(20%)	(17,076)	(5,262)	31%	(447,482)	(453,094)	(1%)
35	Port Operations	(44,651)	(73,401)	28,750	(39%)	(15,249)	(29,402)	193%	(44,651)	(73,401)	28,750	(39%)	(15,249)	(29,402)	193%	(946,629)	(975,379)	(3%)
36	Railroad Operations	104,960	106,514	(1,553)	(1%)	83,352	21,608	26%	104,960	106,514	(1,553)	(1%)	83,352	21,608	26%	3,593,303	3,594,857	(0%)
38	Charleston Operations	120,687	63,258	57,429	91%	140,755	(20,067)	(14%)	120,687	63,258	57,429	91%	140,755	(20,067)	(14%)	408,705	351,275	16%
39	<b>Totals Operating Results</b>	<b>62,510</b>	<b>(57,743)</b>	<b>120,253</b>	<b>(208%)</b>	<b>119,008</b>	<b>(56,498)</b>	<b>(47%)</b>	<b>62,510</b>	<b>(57,743)</b>	<b>120,253</b>	<b>(208%)</b>	<b>119,008</b>	<b>(56,498)</b>	<b>(47%)</b>	<b>297,604</b>	<b>177,350</b>	<b>68%</b>
41	Tax Collected	387,774	458,938	(71,164)	(16%)	29,056	358,718	1235%	387,774	458,938	(71,164)	(16%)	29,056	358,718	1235%	2,706,837	2,778,001	(3%)
42	Financial Income	9,382	8,374	1,008	12%	9,355	27	0%	9,382	8,374	1,008	12%	9,355	27	0%	101,495	100,487	1%
43	Grant Income	0	0	0	-	0	0	-	0	0	0	-	0	0	-	85,000	85,000	0%
45	Other Income	18,430	0	18,430	-	768	17,662	2299%	18,430	0	18,430	-	768	17,662	2299%	18,430	0	-
46	<b>Total Other Income</b>	<b>415,586</b>	<b>467,312</b>	<b>(51,726)</b>	<b>(11%)</b>	<b>39,179</b>	<b>376,406</b>	<b>961%</b>	<b>415,586</b>	<b>467,312</b>	<b>(51,726)</b>	<b>(11%)</b>	<b>39,179</b>	<b>376,406</b>	<b>961%</b>	<b>2,911,762</b>	<b>2,963,488</b>	<b>(2%)</b>
48	Financial Expenses & Taxes	3,151	2,542	(610)	24%	2,921	(231)	8%	3,151	2,542	(610)	24%	2,921	(231)	8%	51,610	51,000	(1%)
49	Debt Service	1,910	13,745	11,834	(86%)	5,122	3,212	(63%)	1,910	13,745	11,834	(86%)	5,122	3,212	(63%)	1,277,274	1,289,108	1%
50	Capital Outlays	0	97,811	97,811	(100%)	0	0	-	0	97,811	97,811	(100%)	0	0	-	1,102,919	1,200,730	8%
51	Interfund Transfers	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,000,000	1,000,000	0%
52	<b>Total Other Expenses</b>	<b>5,062</b>	<b>114,097</b>	<b>109,035</b>	<b>(96%)</b>	<b>8,043</b>	<b>2,981</b>	<b>(37%)</b>	<b>5,062</b>	<b>114,097</b>	<b>109,035</b>	<b>(96%)</b>	<b>8,043</b>	<b>2,981</b>	<b>(37%)</b>	<b>3,431,803</b>	<b>3,540,838</b>	<b>(3%)</b>
54	<b>Net Result</b>	<b>473,034</b>	<b>295,472</b>	<b>177,563</b>	<b>(60%)</b>	<b>150,144</b>	<b>322,890</b>	<b>215%</b>	<b>473,034</b>	<b>295,472</b>	<b>177,563</b>	<b>(60%)</b>	<b>150,144</b>	<b>322,890</b>	<b>(215%)</b>	<b>(222,437)</b>	<b>(400,000)</b>	<b>44%</b>

Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

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			
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	14,095	16,712	(2,617)	-16%	371	13,724	3703%	14,095	16,712	(2,617)	-16%	371	13,724	3703%	197,922	200,539	-1%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	1,000	1,000	0	0%	1,000	0	0%	12,000	12,000	0%
<b>Total Operating Income</b>	<b>15,095</b>	<b>17,712</b>	<b>(2,617)</b>	<b>-15%</b>	<b>1,371</b>	<b>13,724</b>	<b>1001%</b>	<b>15,095</b>	<b>17,712</b>	<b>(2,617)</b>	<b>-15%</b>	<b>1,371</b>	<b>13,724</b>	<b>1001%</b>	<b>209,922</b>	<b>212,539</b>	<b>-1%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	57,340	61,905	4,565	7%	31,158	(26,182)	-84%	57,340	61,905	4,565	7%	31,158	(26,182)	-84%	800,437	805,002	1%
5010 Other compensation	0	1,637	1,637	100%	0	0	-	0	1,637	1,637	100%	0	0	-	19,654	21,291	8%
5050 Merit Pool	0	1,769	1,769	100%	0	0	-	0	1,769	1,769	100%	0	0	-	21,231	23,000	8%
<b>Total Compensation</b>	<b>57,340</b>	<b>65,311</b>	<b>7,971</b>	<b>12%</b>	<b>31,158</b>	<b>(26,182)</b>	<b>-84%</b>	<b>57,340</b>	<b>65,311</b>	<b>7,971</b>	<b>12%</b>	<b>31,158</b>	<b>(26,182)</b>	<b>-84%</b>	<b>841,322</b>	<b>849,293</b>	<b>1%</b>
5100 Federal Payroll taxes	4,300	4,500	200	4%	2,359	(1,941)	-82%	4,300	4,500	200	4%	2,359	(1,941)	-82%	58,316	58,516	0%
5105 State Payroll taxes	12	0	(12)	-	7	(6)	-82%	12	0	(12)	-	7	(6)	-82%	12	0	-
5110 Unemployment Insurance	641	1,195	553	46%	295	(346)	-117%	641	1,195	553	46%	295	(346)	-117%	14,984	15,537	4%
5115 Workers compensation	0	257	257	100%	256	256	100%	0	257	257	100%	256	256	100%	3,084	3,341	8%
<b>Total Payroll Taxes</b>	<b>4,954</b>	<b>5,952</b>	<b>998</b>	<b>17%</b>	<b>2,916</b>	<b>(2,038)</b>	<b>-70%</b>	<b>4,954</b>	<b>5,952</b>	<b>998</b>	<b>17%</b>	<b>2,916</b>	<b>(2,038)</b>	<b>-70%</b>	<b>76,396</b>	<b>77,394</b>	<b>1%</b>
5200 Medical insurance	7,293	9,481	2,188	23%	6,834	(459)	-7%	7,293	9,481	2,188	23%	6,834	(459)	-7%	121,101	123,289	2%
5205 Dental insurance	978	1,084	106	10%	882	(96)	-11%	978	1,084	106	10%	882	(96)	-11%	13,990	14,096	1%
5215 Term life insurance	100	104	4	4%	82	(18)	-22%	100	104	4	4%	82	(18)	-22%	1,346	1,350	0%
5220 Long Term Disability insurance	399	371	(28)	-8%	266	(133)	-50%	399	371	(28)	-8%	266	(133)	-50%	4,852	4,824	-1%
5225 PERS Employer Contributions	11,899	12,830	931	7%	6,215	(5,684)	-91%	11,899	12,830	931	7%	6,215	(5,684)	-91%	165,907	166,838	1%
5230 PERS Employee Contributions	3,322	3,584	263	7%	1,661	(1,661)	-100%	3,322	3,584	263	7%	1,661	(1,661)	-100%	46,348	46,611	1%
5295 Allocations	0	(141)	(141)	100%	0	0	-	0	(141)	(141)	100%	0	0	-	(1,694)	(1,835)	8%
<b>Total Insured Benefits</b>	<b>23,991</b>	<b>27,313</b>	<b>3,322</b>	<b>12%</b>	<b>15,940</b>	<b>(8,051)</b>	<b>-51%</b>	<b>23,991</b>	<b>27,313</b>	<b>3,322</b>	<b>12%</b>	<b>15,940</b>	<b>(8,051)</b>	<b>-51%</b>	<b>351,851</b>	<b>355,173</b>	<b>1%</b>
<b>Total Personnel Services</b>	<b>86,284</b>	<b>98,575</b>	<b>12,291</b>	<b>12%</b>	<b>50,014</b>	<b>(36,270)</b>	<b>-73%</b>	<b>86,284</b>	<b>98,575</b>	<b>12,291</b>	<b>12%</b>	<b>50,014</b>	<b>(36,270)</b>	<b>-73%</b>	<b>1,269,569</b>	<b>1,281,860</b>	<b>1%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	40	196	156	80%	695	655	94%	40	196	156	80%	695	655	94%	2,194	2,350	7%
6010 Educational reimbursement	0	83	83	100%	0	0	-	0	83	83	100%	0	0	-	917	1,000	8%
<b>Total Staff Training</b>	<b>40</b>	<b>279</b>	<b>239</b>	<b>86%</b>	<b>695</b>	<b>655</b>	<b>94%</b>	<b>40</b>	<b>279</b>	<b>239</b>	<b>86%</b>	<b>695</b>	<b>655</b>	<b>94%</b>	<b>3,111</b>	<b>3,350</b>	<b>7%</b>
6020 Travel - airfare	0	167	167	100%	0	0	-	0	167	167	100%	0	0	-	1,833	2,000	8%
6025 Travel - lodging & transportation	0	333	333	100%	0	0	-	0	333	333	100%	0	0	-	3,667	4,000	8%
6030 Travel - Per Diem & mileage reimbursement	0	333	333	100%	0	0	-	0	333	333	100%	0	0	-	3,667	4,000	8%
6035 Meals & Entertainment	606	208	(398)	-191%	0	(606)	-	606	208	(398)	-191%	0	(606)	-	2,898	2,500	-16%
<b>Total Travel &amp; Entertainment</b>	<b>606</b>	<b>1,042</b>	<b>436</b>	<b>42%</b>	<b>0</b>	<b>(606)</b>	<b>-</b>	<b>606</b>	<b>1,042</b>	<b>436</b>	<b>42%</b>	<b>0</b>	<b>(606)</b>	<b>-</b>	<b>12,064</b>	<b>12,500</b>	<b>3%</b>
6050 Office supplies	650	779	129	17%	536	(114)	-21%	650	779	129	17%	536	(114)	-21%	9,221	9,350	1%
6055 Kitchen supplies	144	284	140	49%	223	79	35%	144	284	140	49%	223	79	35%	3,268	3,408	4%
6060 IT supplies	525	1,433	908	63%	0	(525)	-	525	1,433	908	63%	0	(525)	-	16,292	17,200	5%

**Financial Report - Actual vs. Budget  
For Period Ending Jul 2022**

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					
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6070 Postage & courier services	400	333	(67)	-20%	0	(400)	-	400	333	(67)	-20%	0	(400)	-	4,067	4,000	-2%
6080 Office lease	0	0	0	-	8,046	8,046	100%	0	0	0	-	8,046	8,046	100%	0	0	-
6085 Office equipment lease	0	189	189	100%	0	0	-	0	189	189	100%	0	0	-	2,079	2,268	8%
6087 Office equipment repairs & maintenance	274	375	101	27%	227	(47)	-21%	274	375	101	27%	227	(47)	-21%	4,399	4,500	2%
6090 IT SW subscriptions & licenses	10,981	12,235	1,254	10%	9,444	(1,537)	-16%	10,981	12,235	1,254	10%	9,444	(1,537)	-16%	145,567	146,821	1%
6095 Commission expenses	0	292	292	100%	38	38	100%	0	292	292	100%	38	38	100%	3,208	3,500	8%
<b>Total Office Expense</b>	<b>12,974</b>	<b>15,921</b>	<b>2,947</b>	<b>19%</b>	<b>18,513</b>	<b>5,539</b>	<b>30%</b>	<b>12,974</b>	<b>15,921</b>	<b>2,947</b>	<b>19%</b>	<b>18,513</b>	<b>5,539</b>	<b>30%</b>	<b>188,100</b>	<b>191,047</b>	<b>2%</b>
6100 Telephone - landline	432	503	71	14%	448	16	4%	432	503	71	14%	448	16	4%	5,967	6,038	1%
6105 Telephone - mobile	416	572	156	27%	365	(51)	-14%	416	572	156	27%	365	(51)	-14%	6,704	6,860	2%
6110 Internet services	604	625	21	3%	604	0	0%	604	625	21	3%	604	0	0%	7,479	7,500	0%
6130 Electricity	598	900	302	34%	392	(206)	-53%	598	900	302	34%	392	(206)	-53%	10,498	10,800	3%
6135 Water/Sewer	0	250	250	100%	0	0	-	0	250	250	100%	0	0	-	2,750	3,000	8%
6140 Garbage/Sanitation Collection	272	300	28	9%	0	(272)	-	272	300	28	9%	0	(272)	-	3,572	3,600	1%
<b>Total Utilities</b>	<b>2,322</b>	<b>3,150</b>	<b>828</b>	<b>26%</b>	<b>1,808</b>	<b>(513)</b>	<b>-28%</b>	<b>2,322</b>	<b>3,150</b>	<b>828</b>	<b>26%</b>	<b>1,808</b>	<b>(513)</b>	<b>-28%</b>	<b>36,970</b>	<b>37,798</b>	<b>2%</b>
6205 Janitorial services	1,284	1,417	133	9%	484	(800)	-165%	1,284	1,417	133	9%	484	(800)	-165%	16,867	17,000	1%
6215 Payroll services	673	715	42	6%	215	(458)	-213%	673	715	42	6%	215	(458)	-213%	9,258	9,300	0%
6245 Legal advertising	0	167	167	100%	0	0	-	0	167	167	100%	0	0	-	1,833	2,000	8%
6250 Legal services	0	12,500	12,500	100%	0	0	-	0	12,500	12,500	100%	0	0	-	137,500	150,000	8%
6255 Auditing	0	0	0	-	0	0	-	0	0	0	-	0	0	-	60,000	60,000	0%
6260 Consulting services	0	1,258	1,258	100%	0	0	-	0	1,258	1,258	100%	0	0	-	13,842	15,100	8%
6265 Recruiting services	0	625	625	100%	0	0	-	0	625	625	100%	0	0	-	6,875	7,500	8%
6290 Commercial insurance	2,366	2,537	172	7%	1,855	(510)	-28%	2,366	2,537	172	7%	1,855	(510)	-28%	30,277	30,449	1%
<b>Total Professional Services</b>	<b>4,323</b>	<b>19,219</b>	<b>14,897</b>	<b>78%</b>	<b>2,554</b>	<b>(1,768)</b>	<b>-69%</b>	<b>4,323</b>	<b>19,219</b>	<b>14,897</b>	<b>78%</b>	<b>2,554</b>	<b>(1,768)</b>	<b>-69%</b>	<b>276,452</b>	<b>291,349</b>	<b>5%</b>
6350 Employee sponsorships	0	0	0	-	341	341	100%	0	0	0	-	341	341	100%	0	0	-
6351 Awards & Recognitions	204	500	296	59%	219	15	7%	204	500	296	59%	219	15	7%	4,054	4,350	7%
<b>Total Marketing Expense</b>	<b>204</b>	<b>500</b>	<b>296</b>	<b>59%</b>	<b>560</b>	<b>356</b>	<b>64%</b>	<b>204</b>	<b>500</b>	<b>296</b>	<b>59%</b>	<b>560</b>	<b>356</b>	<b>64%</b>	<b>4,054</b>	<b>4,350</b>	<b>7%</b>
6400 Small equipment & tools	0	417	417	100%	0	0	-	0	417	417	100%	0	0	-	4,583	5,000	8%
6420 Janitorial supplies	0	208	208	100%	0	0	-	0	208	208	100%	0	0	-	2,292	2,500	8%
6450 Fuel - Gas	195	83	(112)	-134%	0	(195)	-	195	83	(112)	-134%	0	(195)	-	1,112	1,000	-11%
<b>Total Operational Expense</b>	<b>195</b>	<b>708</b>	<b>513</b>	<b>72%</b>	<b>0</b>	<b>(195)</b>	<b>-</b>	<b>195</b>	<b>708</b>	<b>513</b>	<b>72%</b>	<b>0</b>	<b>(195)</b>	<b>-</b>	<b>7,987</b>	<b>8,500</b>	<b>6%</b>
6505 Repairs & maintenance vehicles	17	33	16	48%	0	(17)	-	17	33	16	48%	0	(17)	-	384	400	4%
6510 Repairs & maintenance buildings	867	4,407	3,539	80%	0	(867)	-	867	4,407	3,539	80%	0	(867)	-	49,341	52,880	7%
<b>Total Repair and Maintenance</b>	<b>885</b>	<b>4,482</b>	<b>3,597</b>	<b>80%</b>	<b>0</b>	<b>(885)</b>	<b>-</b>	<b>885</b>	<b>4,482</b>	<b>3,597</b>	<b>80%</b>	<b>0</b>	<b>(885)</b>	<b>-</b>	<b>50,183</b>	<b>53,780</b>	<b>7%</b>

Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

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					
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6599 Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	668,314	668,314	0%
<b>Total Goods &amp; Services</b>	<b>21,548</b>	<b>45,301</b>	<b>23,753</b>	<b>52%</b>	<b>24,131</b>	<b>2,583</b>	<b>11%</b>	<b>21,548</b>	<b>45,301</b>	<b>23,753</b>	<b>52%</b>	<b>24,131</b>	<b>2,583</b>	<b>11%</b>	<b>1,247,235</b>	<b>1,270,988</b>	<b>2%</b>
<b>Total Expenses</b>	<b>107,832</b>	<b>143,876</b>	<b>36,044</b>	<b>25%</b>	<b>74,145</b>	<b>(33,687)</b>	<b>-45%</b>	<b>107,832</b>	<b>143,876</b>	<b>36,044</b>	<b>25%</b>	<b>74,145</b>	<b>(33,687)</b>	<b>-45%</b>	<b>2,516,804</b>	<b>2,552,848</b>	<b>1%</b>
<b>Operating Results</b>	<b>(92,737)</b>	<b>(126,164)</b>	<b>33,427</b>	<b>-26%</b>	<b>(72,774)</b>	<b>(19,963)</b>	<b>27%</b>	<b>(92,737)</b>	<b>(126,164)</b>	<b>33,427</b>	<b>-26%</b>	<b>(72,774)</b>	<b>(19,963)</b>	<b>27%</b>	<b>(2,306,882)</b>	<b>(2,340,309.00)</b>	<b>-1%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	16,730	19,438	(2,708)	-14%	19,263	(2,533)	-13%	16,730	19,438	(2,708)	-14%	19,263	(2,533)	-13%	1,913,428	1,916,136	0%
4410 Property Taxes - Prior Years	6,889	7,635	(746)	-10%	9,793	(2,904)	-30%	6,889	7,635	(746)	-10%	9,793	(2,904)	-30%	79,254	80,000	-1%
4505 Interest - Bank	(477)	1,000	(1,477)	-148%	1,981	(2,458)	-124%	(477)	1,000	(1,477)	-148%	1,981	(2,458)	-124%	10,523	12,000	-12%
4506 Interest - Southport Note	1,729	1,729	0	0%	1,895	(167)	-9%	1,729	1,729	0	0%	1,895	(167)	-9%	19,807	19,807	0%
4515 Principal Repayment - Southport Note	5,645	5,645	0	0%	5,478	167	3%	5,645	5,645	0	0%	5,478	167	3%	68,680	68,680	0%
4905 Other	0	0	0	-	1	(1)	-100%	0	0	0	-	1	(1)	-100%	0	0	-
4915 Insurance Reimbursement	0	0	0	-	767	(767)	-100%	0	0	0	-	767	(767)	-100%	0	0	-
<b>Total Other Income</b>	<b>30,516</b>	<b>35,447</b>	<b>(4,931)</b>	<b>-14%</b>	<b>39,179</b>	<b>(8,663)</b>	<b>-22%</b>	<b>30,516</b>	<b>35,447</b>	<b>(4,931)</b>	<b>-14%</b>	<b>39,179</b>	<b>(8,663)</b>	<b>-22%</b>	<b>2,091,692</b>	<b>2,096,623</b>	<b>0%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6740 Merchant fees	3,151	2,500	(651)	-26%	2,903	(248)	-9%	3,151	2,500	(651)	-26%	2,903	(248)	-9%	30,651	30,000	-2%
6745 Banking fees	0	42	42	100%	17	17	99%	0	42	42	100%	17	17	99%	458	500	8%
<b>Total Taxes &amp; Misc Expenses</b>	<b>3,151</b>	<b>2,542</b>	<b>(610)</b>	<b>-24%</b>	<b>2,921</b>	<b>(231)</b>	<b>-8%</b>	<b>3,151</b>	<b>2,542</b>	<b>(610)</b>	<b>-24%</b>	<b>2,921</b>	<b>(231)</b>	<b>-8%</b>	<b>31,110</b>	<b>30,500</b>	<b>-2%</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	115,000	115,000	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	71,794	71,794	0%
7020 Principal repayment - Vehicles	542	550	8	2%	527	(14)	-3%	542	550	8	2%	527	(14)	-3%	6,591	6,599	0%
7025 Interest payment - Vehicles	120	116	(5)	-4%	97	(24)	-24%	120	116	(5)	-4%	97	(24)	-24%	1,395	1,390	0%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	27,000	27,000	0%
9005 Transfers out	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,000,000	1,000,000	0%
<b>Total Debt Services</b>	<b>662</b>	<b>666</b>	<b>4</b>	<b>1%</b>	<b>624</b>	<b>(38)</b>	<b>-6%</b>	<b>662</b>	<b>666</b>	<b>4</b>	<b>1%</b>	<b>624</b>	<b>(38)</b>	<b>-6%</b>	<b>1,221,779</b>	<b>1,221,783</b>	<b>0%</b>
<b>Total Other Expenses</b>	<b>3,813</b>	<b>3,207</b>	<b>(606)</b>	<b>-19%</b>	<b>3,545</b>	<b>(268)</b>	<b>-8%</b>	<b>3,813</b>	<b>3,207</b>	<b>(606)</b>	<b>-19%</b>	<b>3,545</b>	<b>(268)</b>	<b>-8%</b>	<b>1,252,888</b>	<b>1,252,283</b>	<b>0%</b>
<b>Net Other Income</b>	<b>26,703</b>	<b>32,239</b>	<b>(5,537)</b>	<b>-17%</b>	<b>35,634</b>	<b>(8,932)</b>	<b>-25%</b>	<b>26,703</b>	<b>32,239</b>	<b>(5,537)</b>	<b>-17%</b>	<b>35,634</b>	<b>(8,932)</b>	<b>-25%</b>	<b>838,804</b>	<b>844,341</b>	<b>-1%</b>
<b>Net Result</b>	<b>(66,034)</b>	<b>(93,925)</b>	<b>27,890</b>	<b>-30%</b>	<b>(37,140)</b>	<b>(28,895)</b>	<b>78%</b>	<b>(66,034)</b>	<b>(93,925)</b>	<b>27,890</b>	<b>-30%</b>	<b>(37,140)</b>	<b>(28,895)</b>	<b>78%</b>	<b>(1,468,078)</b>	<b>(1,495,969)</b>	<b>-2%</b>



Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

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					
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	26,752	28,502	(1,750)	-6%	25,427	1,325	5%	26,752	28,502	(1,750)	-6%	25,427	1,325	5%	340,273	342,023	-1%
4100 Annual Moorage	21,996	24,298	(2,302)	-9%	22,302	(306)	-1%	21,996	24,298	(2,302)	-9%	22,302	(306)	-1%	452,240	454,542	-1%
4105 Semi-Annual Moorage	3,439	2,754	685	25%	2,830	609	22%	3,439	2,754	685	25%	2,830	609	22%	115,685	115,000	1%
4110 Monthly Moorage	18,525	18,175	351	2%	17,576	949	5%	18,525	18,175	351	2%	17,576	949	5%	205,351	205,000	0%
4115 Transient Moorage	9,578	8,127	1,451	18%	9,505	73	1%	9,578	8,127	1,451	18%	9,505	73	1%	98,971	97,520	1%
4118 Work Dock	1,255	6,250	(4,995)	-80%	3,799	(2,544)	-67%	1,255	6,250	(4,995)	-80%	3,799	(2,544)	-67%	70,005	75,000	-7%
4120 Metered Utilities	30	63	(33)	-52%	30	0	0%	30	63	(33)	-52%	30	0	0%	718	750	-4%
4125 Launch Ramp	4,940	4,000	940	23%	3,854	1,086	28%	4,940	4,000	940	23%	3,854	1,086	28%	45,940	45,000	2%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	17	(17)	-100%	0	0	-	183	200	-8%
4135 Storage Yard	2,969	3,533	(565)	-16%	2,842	127	4%	2,969	3,533	(565)	-16%	2,842	127	4%	41,835	42,400	-1%
4140 Storage Unit	16,900	16,104	796	5%	15,551	1,349	9%	16,900	16,104	796	5%	15,551	1,349	9%	194,044	193,248	0%
4145 Long Term Boat Storage	8,438	10,236	(1,798)	-18%	9,177	(739)	-8%	8,438	10,236	(1,798)	-18%	9,177	(739)	-8%	121,030	122,828	-1%
4150 Short Term Boat Storage	6,596	3,412	3,185	93%	3,497	3,099	89%	6,596	3,412	3,185	93%	3,497	3,099	89%	44,127	40,942	8%
4155 Boat Wash	0	83	(83)	-100%	70	(70)	-100%	0	83	(83)	-100%	70	(70)	-100%	917	1,000	-8%
4165 Space Rents	63,721	59,223	4,499	8%	66,372	(2,651)	-4%	63,721	59,223	4,499	8%	66,372	(2,651)	-4%	429,499	425,000	1%
4173 Laundry	764	766	(2)	0%	552	212	38%	764	766	(2)	0%	552	212	38%	5,498	5,500	0%
4175 Propane	799	1,839	(1,041)	-57%	590	209	35%	799	1,839	(1,041)	-57%	590	209	35%	12,159	13,200	-8%
4180 Merchandise	76	70	6	9%	47	29	62%	76	70	6	9%	47	29	62%	506	500	1%
4185 Visitor Convention Bureau Fee	449	488	(39)	-8%	608	(159)	-26%	449	488	(39)	-8%	608	(159)	-26%	3,461	3,500	-1%
4190 Ice	43,233	57,533	(14,301)	-25%	42,640	593	1%	43,233	57,533	(14,301)	-25%	42,640	593	1%	285,699	300,000	-5%
4200 Boat Lifts	5,119	8,564	(3,445)	-40%	7,071	(1,952)	-28%	5,119	8,564	(3,445)	-40%	7,071	(1,952)	-28%	56,555	60,000	-6%
4230 Environmental Fee	3,306	2,917	389	13%	2,511	795	32%	3,306	2,917	389	13%	2,511	795	32%	35,389	35,000	1%
4235 Customer Discounts	(1,097)	(697)	(400)	57%	(909)	(188)	21%	(1,097)	(697)	(400)	57%	(909)	(188)	21%	(5,400)	(5,000)	8%
4290 Other	5,027	4,167	861	21%	4,465	562	13%	5,027	4,167	861	21%	4,465	562	13%	50,861	50,000	2%
4295 Bad Debt Expense	0	0	0	-	0	0	-	0	0	0	-	0	0	-	(30,000)	(30,000)	0%
<b>Total Operating Income</b>	<b>242,815</b>	<b>260,423</b>	<b>(17,608)</b>	<b>-7%</b>	<b>240,406</b>	<b>2,408</b>	<b>1%</b>	<b>242,815</b>	<b>260,423</b>	<b>(17,608)</b>	<b>-7%</b>	<b>240,406</b>	<b>2,408</b>	<b>1%</b>	<b>2,575,544</b>	<b>2,593,152</b>	<b>-1%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	25,455	35,307	9,852	28%	21,840	(3,615)	-17%	25,455	35,307	9,852	28%	21,840	(3,615)	-17%	449,279	459,130	2%
5010 Other compensation	625	951	326	34%	420	(205)	-49%	625	951	326	34%	420	(205)	-49%	12,036	12,361	3%
5015 Overtime	1,287	1,682	395	23%	146	(1,141)	-783%	1,287	1,682	395	23%	146	(1,141)	-783%	21,475	21,870	2%
<b>Total Compensation</b>	<b>27,367</b>	<b>37,940</b>	<b>10,572</b>	<b>28%</b>	<b>22,405</b>	<b>(4,962)</b>	<b>-22%</b>	<b>27,367</b>	<b>37,940</b>	<b>10,572</b>	<b>28%</b>	<b>22,405</b>	<b>(4,962)</b>	<b>-22%</b>	<b>482,789</b>	<b>493,361</b>	<b>2%</b>
5100 Federal Payroll taxes	2,033	2,902	870	30%	1,715	(318)	-19%	2,033	2,902	870	30%	1,715	(318)	-19%	36,872	37,742	2%
5105 State Payroll taxes	10	0	(10)	-	8	(2)	-25%	10	0	(10)	-	8	(2)	-25%	10	0	-
5110 Unemployment Insurance	771	1,032	261	25%	518	(252)	-49%	771	1,032	261	25%	518	(252)	-49%	13,156	13,417	2%
5115 Workers compensation	0	2,672	2,672	100%	3,323	3,323	100%	0	2,672	2,672	100%	3,323	3,323	100%	32,075	34,747	8%
<b>Total Payroll Taxes</b>	<b>2,813</b>	<b>6,606</b>	<b>3,794</b>	<b>57%</b>	<b>5,563</b>	<b>2,751</b>	<b>49%</b>	<b>2,813</b>	<b>6,606</b>	<b>3,794</b>	<b>57%</b>	<b>5,563</b>	<b>2,751</b>	<b>49%</b>	<b>82,113</b>	<b>85,906</b>	<b>4%</b>
5200 Medical insurance	8,905	11,306	2,401	21%	10,379	1,474	14%	8,905	11,306	2,401	21%	10,379	1,474	14%	144,625	147,026	2%
5205 Dental insurance	646	826	180	22%	814	168	21%	646	826	180	22%	814	168	21%	10,560	10,740	2%
5215 Term life insurance	98	104	5	5%	105	7	7%	98	104	5	5%	105	7	7%	1,345	1,350	0%
5220 Long Term Disability insurance	195	226	31	14%	212	17	8%	195	226	31	14%	212	17	8%	2,903	2,934	1%
5225 PERS Employee Contributions	5,980	8,303	2,323	28%	5,504	(476)	-9%	5,980	8,303	2,323	28%	5,504	(476)	-9%	105,648	107,971	2%
5230 PERS Employer Contributions	1,624	2,219	596	27%	1,388	(236)	-17%	1,624	2,219	596	27%	1,388	(236)	-17%	28,264	28,860	2%



Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

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					
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
5295 Allocations	0	(3,160)	(3,160)	100%	0	0	-	0	(3,160)	(3,160)	100%	0	0	-	(37,927)	(41,086)	8%
<b>Total Insured Benefits</b>	<b>17,448</b>	<b>19,824</b>	<b>2,377</b>	<b>12%</b>	<b>18,401</b>	<b>954</b>	<b>5%</b>	<b>17,448</b>	<b>19,824</b>	<b>2,377</b>	<b>12%</b>	<b>18,401</b>	<b>954</b>	<b>5%</b>	<b>255,419</b>	<b>257,795</b>	<b>1%</b>
<b>Total Personnel Services</b>	<b>47,628</b>	<b>64,370</b>	<b>16,743</b>	<b>26%</b>	<b>46,370</b>	<b>(1,258)</b>	<b>-3%</b>	<b>47,628</b>	<b>64,370</b>	<b>16,743</b>	<b>26%</b>	<b>46,370</b>	<b>(1,258)</b>	<b>-3%</b>	<b>820,320</b>	<b>837,063</b>	<b>2%</b>
<b>Goods &amp; Services</b>																	
6025 Travel - lodging & transportation	0	42	42	100%	0	0	-	0	42	42	100%	0	0	-	458	500	8%
6030 Travel - Per Diem & mileage reimbursement	0	21	21	100%	0	0	-	0	21	21	100%	0	0	-	229	250	8%
6035 Meals & Entertainment	0	25	25	100%	0	0	-	0	25	25	100%	0	0	-	275	300	8%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>88</b>	<b>88</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>88</b>	<b>88</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>963</b>	<b>1,050</b>	<b>8%</b>
6055 Kitchen supplies	153	250	97	39%	184	31	17%	153	250	97	39%	184	31	17%	2,903	3,000	3%
6070 Postage & courier services	0	0	0	-	0	0	-	0	0	0	-	0	0	-	250	250	0%
<b>Total Office Expense</b>	<b>153</b>	<b>250</b>	<b>97</b>	<b>39%</b>	<b>184</b>	<b>31</b>	<b>17%</b>	<b>153</b>	<b>250</b>	<b>97</b>	<b>39%</b>	<b>184</b>	<b>31</b>	<b>17%</b>	<b>3,153</b>	<b>3,250</b>	<b>3%</b>
6100 Telephone - landline	187	208	21	10%	182	(5)	-3%	187	208	21	10%	182	(5)	-3%	2,479	2,500	1%
6105 Telephone - mobile	636	530	(106)	-20%	563	(74)	-13%	636	530	(106)	-20%	563	(74)	-13%	6,466	6,360	-2%
6110 Internet services	1,312	1,850	538	29%	1,241	(71)	-6%	1,312	1,850	538	29%	1,241	(71)	-6%	21,662	22,200	2%
6115 Cable TV	925	1,066	141	13%	892	(33)	-4%	925	1,066	141	13%	892	(33)	-4%	12,651	12,792	1%
6130 Electricity	17,439	23,386	5,947	25%	18,041	603	3%	17,439	23,386	5,947	25%	18,041	603	3%	249,313	255,260	2%
6131 Propane - Operations	273	167	(106)	-64%	115	(158)	-137%	273	167	(106)	-64%	115	(158)	-137%	2,106	2,000	-5%
6135 Water/Sewer	9,058	8,525	(533)	-6%	10,178	1,120	11%	9,058	8,525	(533)	-6%	10,178	1,120	11%	85,533	85,000	-1%
6140 Garbage/Sanitation Collection	3,571	8,333	4,763	57%	6,657	3,086	46%	3,571	8,333	4,763	57%	6,657	3,086	46%	95,237	100,000	5%
6145 Hazardous material disposal	0	583	583	100%	0	0	-	0	583	583	100%	0	0	-	6,417	7,000	8%
6150 Derelict boat disposal	12,286	45,000	32,714	73%	0	(12,286)	-	12,286	45,000	32,714	73%	0	(12,286)	-	57,286	90,000	36%
6155 Environmental Remediation/Mitigation/Monitoring	0	500	500	100%	125	125	100%	0	500	500	100%	125	125	100%	5,500	6,000	8%
<b>Total Utilities</b>	<b>45,688</b>	<b>90,148</b>	<b>44,461</b>	<b>49%</b>	<b>37,994</b>	<b>(7,693)</b>	<b>-20%</b>	<b>45,688</b>	<b>90,148</b>	<b>44,461</b>	<b>49%</b>	<b>37,994</b>	<b>(7,693)</b>	<b>-20%</b>	<b>544,651</b>	<b>589,112</b>	<b>8%</b>
6200 Temporary/Contract help	0	4,133	4,133	100%	623	623	100%	0	4,133	4,133	100%	623	623	100%	45,467	49,600	8%
6205 Janitorial services	29	30	1	5%	49	20	41%	29	30	1	5%	49	20	41%	359	360	0%
6210 Vending machine services	125	417	292	70%	1,156	1,031	89%	125	417	292	70%	1,156	1,031	89%	4,708	5,000	6%
6245 Legal advertising	94	250	156	62%	0	(94)	-	94	250	156	62%	0	(94)	-	2,844	3,000	5%
6260 Consulting services	258	6,667	6,409	96%	62	(196)	-316%	258	6,667	6,409	96%	62	(196)	-316%	73,591	80,000	8%
6290 Commercial insurance	7,940	8,674	734	8%	7,733	(208)	-3%	7,940	8,674	734	8%	7,733	(208)	-3%	103,358	104,092	1%
<b>Total Professional Services</b>	<b>8,446</b>	<b>20,171</b>	<b>11,725</b>	<b>58%</b>	<b>9,622</b>	<b>1,176</b>	<b>12%</b>	<b>8,446</b>	<b>20,171</b>	<b>11,725</b>	<b>58%</b>	<b>9,622</b>	<b>1,176</b>	<b>12%</b>	<b>230,327</b>	<b>242,052</b>	<b>5%</b>
6350 Employee sponsorships	0	0	0	-	786	786	100%	0	0	0	-	786	786	100%	0	0	-
<b>Total Marketing Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>786</b>	<b>786</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>786</b>	<b>786</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6400 Small equipment & tools	113	500	387	77%	0	(113)	-	113	500	387	77%	0	(113)	-	5,613	6,000	6%
6410 Signage	0	63	63	100%	92	92	100%	0	63	63	100%	92	92	100%	688	750	8%
6415 Clothing	180	283	103	36%	0	(180)	-	180	283	103	36%	0	(180)	-	3,297	3,400	3%
6420 Janitorial supplies	546	1,417	871	61%	969	423	44%	546	1,417	871	61%	969	423	44%	16,129	17,000	5%
6425 Operational supplies	489	2,542	2,053	81%	207	(282)	-136%	489	2,542	2,053	81%	207	(282)	-136%	28,447	30,500	7%
6430 Equipment Rental	783	625	(158)	-25%	0	(783)	-	783	625	(158)	-25%	0	(783)	-	7,658	7,500	-2%
6450 Fuel - Gas	1,705	833	(872)	-105%	0	(1,705)	-	1,705	833	(872)	-105%	0	(1,705)	-	10,872	10,000	-9%
6455 Fuel - Diesel	2,125	333	(1,792)	-538%	131	(1,994)	-1517%	2,125	333	(1,792)	-538%	131	(1,994)	-1517%	5,792	4,000	-45%
6481 Propane - Retail	641	625	(16)	-2%	521	(120)	-23%	641	625	(16)	-2%	521	(120)	-23%	7,516	7,500	0%
<b>Total Operational Expense</b>	<b>6,581</b>	<b>7,221</b>	<b>639</b>	<b>9%</b>	<b>1,920</b>	<b>(4,661)</b>	<b>-243%</b>	<b>6,581</b>	<b>7,221</b>	<b>639</b>	<b>9%</b>	<b>1,920</b>	<b>(4,661)</b>	<b>-243%</b>	<b>86,011</b>	<b>86,650</b>	<b>1%</b>
6500 Repairs & maintenance equipment	894	5,000	4,107	82%	753	(140)	-19%	894	5,000	4,107	82%	753	(140)	-19%	55,894	60,000	7%

Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

amounts in \$US dollars

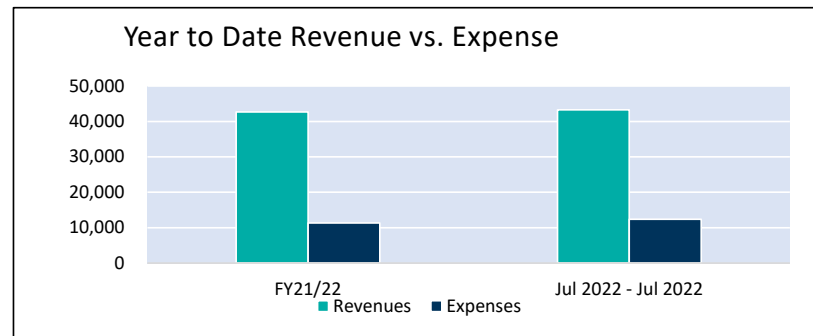
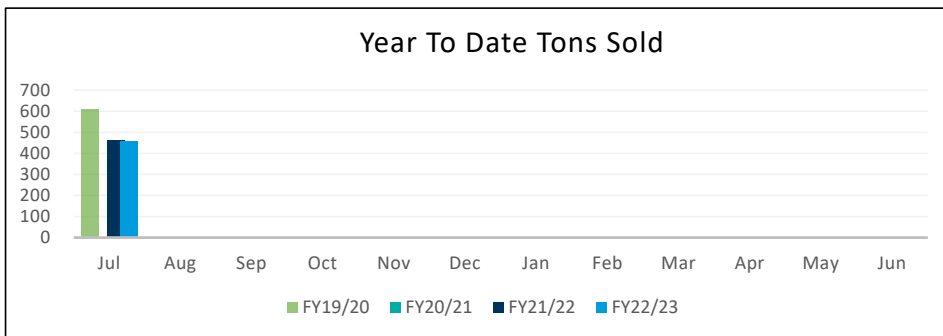
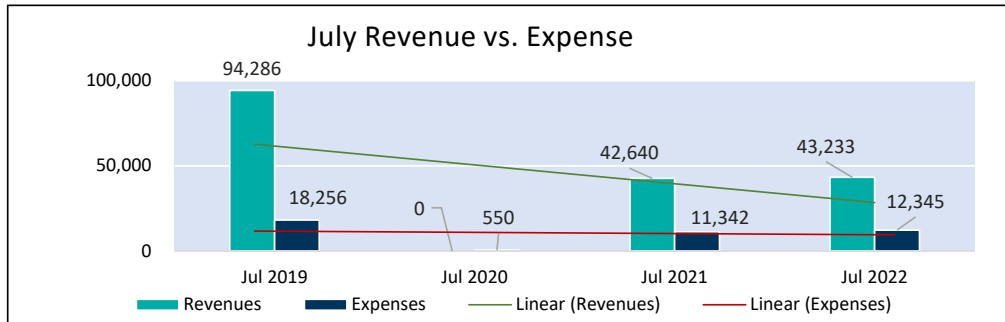
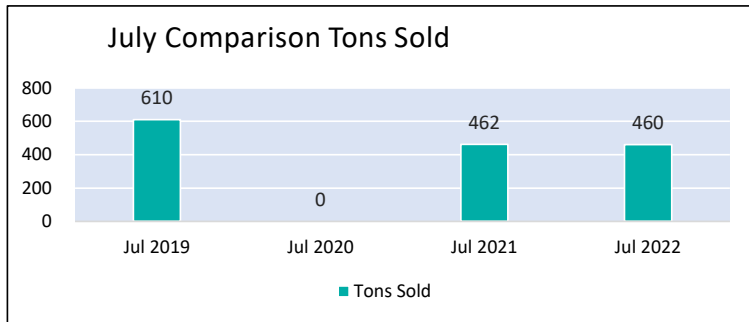
Fund: General Fund Department: Charleston Ops Location: All Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6505 Repairs & maintenance vehicles	1,099	1,542	443	29%	11	(1,088)	-9975%	1,099	1,542	443	29%	11	(1,088)	-9975%	18,057	18,500	2%
6510 Repairs & maintenance buildings	3,593	3,125	(468)	-15%	2,012	(1,582)	-79%	3,593	3,125	(468)	-15%	2,012	(1,582)	-79%	37,968	37,500	-1%
6515 Repairs & maintenance land improvements	0	250	250	100%	0	0	-	0	250	250	100%	0	0	-	2,750	3,000	8%
6520 Repairs & maintenance docks	7,966	5,000	(2,966)	-59%	0	(7,966)	-	7,966	5,000	(2,966)	-59%	0	(7,966)	-	62,966	60,000	-5%
6540 Marina dredging	0	0	0	-	0	0	-	0	0	0	-	0	0	-	260,000	260,000	0%
6575 Waterway Leases	0	0	0	-	0	0	-	0	0	0	-	0	0	-	38,000	38,000	0%
6580 Permits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,700	5,700	0%
<b>Total Repair and Maintenance</b>	<b>13,552</b>	<b>14,917</b>	<b>1,365</b>	<b>9%</b>	<b>2,776</b>	<b>(10,776)</b>	<b>-388%</b>	<b>13,552</b>	<b>14,917</b>	<b>1,365</b>	<b>9%</b>	<b>2,776</b>	<b>(10,776)</b>	<b>-388%</b>	<b>481,335</b>	<b>482,700</b>	<b>0%</b>
<b>Total Goods &amp; Services</b>	<b>74,420</b>	<b>132,794</b>	<b>58,375</b>	<b>44%</b>	<b>53,282</b>	<b>(21,138)</b>	<b>-40%</b>	<b>74,420</b>	<b>132,794</b>	<b>58,375</b>	<b>44%</b>	<b>53,282</b>	<b>(21,138)</b>	<b>-40%</b>	<b>1,346,439</b>	<b>1,404,814</b>	<b>4%</b>
<b>Total Expenses</b>	<b>122,047</b>	<b>197,165</b>	<b>75,117</b>	<b>38%</b>	<b>99,651</b>	<b>(22,396)</b>	<b>-22%</b>	<b>122,047</b>	<b>197,165</b>	<b>75,117</b>	<b>38%</b>	<b>99,651</b>	<b>(22,396)</b>	<b>-22%</b>	<b>2,166,759</b>	<b>2,241,877</b>	<b>3%</b>
<b>Operating Results</b>	<b>120,767</b>	<b>63,258</b>	<b>57,509</b>	<b>91%</b>	<b>140,755</b>	<b>(19,987)</b>	<b>-14%</b>	<b>120,767</b>	<b>63,258</b>	<b>57,509</b>	<b>91%</b>	<b>140,755</b>	<b>(19,987)</b>	<b>-14%</b>	<b>408,785</b>	<b>351,275</b>	<b>16%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	75,000	75,000	0%
4905 Other	11,850	0	11,850	-	0	11,850	-	11,850	0	11,850	-	0	11,850	-	11,850	0	-
4915 Insurance Reimbursement	6,580	0	6,580	-	0	6,580	-	6,580	0	6,580	-	0	6,580	-	6,580	0	-
<b>Total Other Income</b>	<b>18,430</b>	<b>0</b>	<b>18,430</b>	<b>-</b>	<b>0</b>	<b>18,430</b>	<b>-</b>	<b>18,430</b>	<b>0</b>	<b>18,430</b>	<b>-</b>	<b>0</b>	<b>18,430</b>	<b>-</b>	<b>98,430</b>	<b>80,000</b>	<b>23%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	0	0	0	-	-	-	-	0	0	0	-	0	0	-	10,500	10,500.00	0%
<b>Total Taxes &amp; Misc Expenses</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>10,500</b>	<b>10,500.00</b>	<b>0%</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	223,162	223,162	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	149,490	149,490	0%
7020 Vehicle Principal repayment	764	1,305	542	41%	749	(15)	-2%	764	1,305	542	41%	749	(15)	-2%	15,124	15,665	3%
7025 Vehicle Interest payment	40	164	124	76%	55	15	28%	40	164	124	76%	55	15	28%	1,847	1,971	6%
8010 CIP Buildings	0	2,500	2,500	100%	0	0	-	0	2,500	2,500	100%	0	0	-	27,500	30,000	8%
8011 CIP Docks	0	4,167	4,167	100%	0	0	-	0	4,167	4,167	100%	0	0	-	45,833	50,000	8%
<b>Total Debt Services</b>	<b>804</b>	<b>8,136</b>	<b>7,332</b>	<b>90%</b>	<b>804</b>	<b>0</b>	<b>0%</b>	<b>804</b>	<b>8,136</b>	<b>7,332</b>	<b>90%</b>	<b>804</b>	<b>0</b>	<b>0%</b>	<b>462,956</b>	<b>470,288</b>	<b>2%</b>
<b>Total Other Expenses</b>	<b>804</b>	<b>8,136</b>	<b>7,332</b>	<b>90%</b>	<b>804</b>	<b>0</b>	<b>0%</b>	<b>804</b>	<b>8,136</b>	<b>7,332</b>	<b>90%</b>	<b>804</b>	<b>0</b>	<b>0%</b>	<b>473,456</b>	<b>480,788</b>	<b>2%</b>
<b>Net Other Income</b>	<b>17,626</b>	<b>(8,136)</b>	<b>25,763</b>	<b>-317%</b>	<b>(804)</b>	<b>18,430</b>	<b>-2292%</b>	<b>17,626</b>	<b>(8,136)</b>	<b>25,763</b>	<b>-317%</b>	<b>(804)</b>	<b>18,430</b>	<b>-2292%</b>	<b>(375,026)</b>	<b>(400,788)</b>	<b>-6%</b>
<b>Net Result</b>	<b>138,394</b>	<b>55,122</b>	<b>83,272</b>	<b>151%</b>	<b>139,951</b>	<b>(1,557)</b>	<b>-1%</b>	<b>138,394</b>	<b>55,122</b>	<b>83,272</b>	<b>151%</b>	<b>139,951</b>	<b>(1,557)</b>	<b>-1%</b>	<b>33,759</b>	<b>(49,513)</b>	<b>-168%</b>

Ice Plant	Current Period		Same Month Prior Years			Year to Date			Year End				
	Jul 2022		Jul 2021	Jul 2020	Jul 2019	Jul 2022 - Jul 2022		Prior FYTD vs Current FYTD					
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	'Last FY	\$ Diff	% Diff	Jul 2022 - Jun 2023		
										Projected	Budget	% Diff	
Tons Sold	460	632	462	0	610	460	632	462	(2)	-0.33%	3,124	3,296	-5.23%
<b>Revenues</b>									0			0	
Ice Sales	43,233	57,533	42,640	0	47,813	43,233	57,533	42,640	593	1.39%	285,699	300,000	-4.77%
Insurance Reimbursement	0	0	0	0	46,473	0	0	0	0	-	0	0	-
<b>Total Revenues</b>	<b>43,233</b>	<b>57,533</b>	<b>42,640</b>	<b>0</b>	<b>94,286</b>	<b>43,233</b>	<b>57,533</b>	<b>42,640</b>	<b>593</b>	<b>1.39%</b>	<b>285,699</b>	<b>300,000</b>	<b>-4.77%</b>
<b>Expenses</b>													
Personnel Services	2,625	2,620	2,038	0	3,217	2,625	2,620	2,038	587	28.79%	34,072	34,068	0.01%
Utilities	6,087	10,639	7,298	136	8,843	6,087	10,639	7,298	(1,211)	-16.60%	80,448	85,000	-5.36%
Repairs & Maintenance	834	1,667	113	414	6,048	834	1,667	113	721	638.35%	19,167	20,000	-4.17%
Operational Supplies & Service	2,800	1,301	1,892	0	149	2,800	1,301	1,892	907	47.95%	17,312	15,814	9.48%
Debt Services	0	0	0	0	0	0	0	0	0	-	220,000	220,000	0.00%
<b>Total Expenses</b>	<b>12,345</b>	<b>16,227</b>	<b>11,342</b>	<b>550</b>	<b>18,256</b>	<b>12,345</b>	<b>16,227</b>	<b>11,342</b>	<b>1,003</b>	<b>8.85%</b>	<b>371,000</b>	<b>374,881</b>	<b>-1.04%</b>
<b>Net Result</b>	<b>30,887</b>	<b>41,307</b>	<b>31,298</b>	<b>(550)</b>	<b>29,556</b>	<b>30,887</b>	<b>41,307</b>	<b>31,298</b>	<b>(410)</b>	<b>-1.31%</b>	<b>(85,301)</b>	<b>(74,881)</b>	<b>13.91%</b>

Fisheries	Current Period		Same Month Prior Years			Year to Date			Prior FYTD vs Current FYTD		
	Jul 2022		Jul 2021	Jul 2020	Jul 2019	FY22/23			Last FY	\$ Diff	% Diff
Albacore Tuna (Oregon) MT		217.6	138.0	245.5	146.6			217.6	146.6	71	48.43%
Pink Shrimp (Oregon) MT		4,132.4	4,830.6	3,269.2	2,676.2			4,132.4	4,830.6	(698)	-14.45%
Dungeness Crab (Coos Bay) MT		3.7	5.3	5.6	6.4			3.7	5.3	(2)	-30.19%



Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

amounts in \$US dollars

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



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4180 Merchandise	0	0	0	-	58	(58)	-100%	0	0	0	-	58	(58)	-100%	0	0	-
4290 Other	15,025	15,025	0	0%	0	15,025	-	15,025	15,025	0	0%	0	15,025	-	90,300	90,300	0%
<b>Total Operating Income</b>	<b>15,025</b>	<b>15,025</b>	<b>0</b>	<b>0%</b>	<b>58</b>	<b>14,967</b>	<b>25805%</b>	<b>15,025</b>	<b>15,025</b>	<b>0</b>	<b>0%</b>	<b>58</b>	<b>14,967</b>	<b>25805%</b>	<b>90,300</b>	<b>90,300</b>	<b>0%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	7,480	12,501	5,021	40%	4,289	(3,190)	-74%	7,480	12,501	5,021	40%	4,289	(3,190)	-74%	157,535	162,556	3%
5010 Other compensation	0	337	337	100%	0	0	-	0	337	337	100%	0	0	-	4,040	4,377	8%
<b>Total Compensation</b>	<b>7,480</b>	<b>12,837</b>	<b>5,357</b>	<b>42%</b>	<b>4,289</b>	<b>(3,190)</b>	<b>-74%</b>	<b>7,480</b>	<b>12,837</b>	<b>5,357</b>	<b>42%</b>	<b>4,289</b>	<b>(3,190)</b>	<b>-74%</b>	<b>161,575</b>	<b>166,933</b>	<b>3%</b>
5100 Federal Payroll taxes	568	982	414	42%	326	(243)	-74%	568	982	414	42%	326	(243)	-74%	12,357	12,770	3%
5105 State Payroll taxes	1	0	(1)	-	1	(1)	-76%	1	0	(1)	-	1	(1)	-76%	1	0	-
5110 Unemployment Insurance	57	264	208	79%	0	(57)	-	57	264	208	79%	0	(57)	-	3,227	3,434	6%
5115 Workers compensation	0	65	65	100%	37	37	100%	0	65	65	100%	37	37	100%	780	845	8%
<b>Total Payroll Taxes</b>	<b>626</b>	<b>1,311</b>	<b>685</b>	<b>52%</b>	<b>363</b>	<b>(263)</b>	<b>-72%</b>	<b>626</b>	<b>1,311</b>	<b>685</b>	<b>52%</b>	<b>363</b>	<b>(263)</b>	<b>-72%</b>	<b>16,365</b>	<b>17,050</b>	<b>4%</b>
5200 Medical insurance	1,163	3,120	1,957	63%	1,090	(73)	-7%	1,163	3,120	1,957	63%	1,090	(73)	-7%	38,618	40,576	5%
5205 Dental insurance	108	263	155	59%	108	0	0%	108	263	155	59%	108	0	0%	3,262	3,417	5%
5215 Term life insurance	13	23	11	46%	12	(1)	-7%	13	23	11	46%	12	(1)	-7%	289	300	4%
5220 Long Term Disability insurance	51	76	26	34%	41	(9)	-22%	51	76	26	34%	41	(9)	-22%	966	992	3%
5225 PERS Employee Contributions	1,574	2,630	1,056	40%	956	(618)	-65%	1,574	2,630	1,056	40%	956	(618)	-65%	33,145	34,202	3%
5230 PERS Employer Contributions	449	750	301	40%	257	(191)	-74%	449	750	301	40%	257	(191)	-74%	9,452	9,753	3%
<b>Total Insured Benefits</b>	<b>3,356</b>	<b>6,863</b>	<b>3,506</b>	<b>51%</b>	<b>2,464</b>	<b>(892)</b>	<b>-36%</b>	<b>3,356</b>	<b>6,863</b>	<b>3,506</b>	<b>51%</b>	<b>2,464</b>	<b>(892)</b>	<b>-36%</b>	<b>85,733</b>	<b>89,239</b>	<b>4%</b>
<b>Total Personnel Services</b>	<b>11,462</b>	<b>21,011</b>	<b>9,548</b>	<b>45%</b>	<b>7,116</b>	<b>(4,346)</b>	<b>-61%</b>	<b>11,462</b>	<b>21,011</b>	<b>9,548</b>	<b>45%</b>	<b>7,116</b>	<b>(4,346)</b>	<b>-61%</b>	<b>263,673</b>	<b>273,222</b>	<b>3%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	83	83	100%	0	0	-	917	1,000	8%
6025 Travel - lodging & transportation	0	83	83	100%	0	0	-	0	83	83	100%	0	0	-	917	1,000	8%
6030 Travel - Per Diem & mileage reimbursement	0	83	83	100%	0	0	-	0	83	83	100%	0	0	-	917	1,000	8%
6035 Meals & Entertainment	0	92	92	100%	0	0	-	0	92	92	100%	0	0	-	1,008	1,100	8%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>342</b>	<b>342</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>342</b>	<b>342</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>3,758</b>	<b>4,100</b>	<b>8%</b>
6050 Office supplies	0	0	0	-	67	67	100%	0	0	0	-	67	67	100%	0	0	-
6075 Memberships & dues	2,270	3,194	925	29%	2,407	137	6%	2,270	3,194	925	29%	2,407	137	6%	37,407	38,332	2%
<b>Total Office Expense</b>	<b>2,270</b>	<b>3,194</b>	<b>925</b>	<b>29%</b>	<b>2,474</b>	<b>204</b>	<b>8%</b>	<b>2,270</b>	<b>3,194</b>	<b>925</b>	<b>29%</b>	<b>2,474</b>	<b>204</b>	<b>8%</b>	<b>37,407</b>	<b>38,332</b>	<b>2%</b>
6260 Consulting services	49	1,120	1,071	96%	16	(33)	-206%	49	1,120	1,071	96%	16	(33)	-206%	12,369	13,440	8%
<b>Total Professional Services</b>	<b>49</b>	<b>1,120</b>	<b>1,071</b>	<b>96%</b>	<b>16</b>	<b>(33)</b>	<b>-206%</b>	<b>49</b>	<b>1,120</b>	<b>1,071</b>	<b>96%</b>	<b>16</b>	<b>(33)</b>	<b>-206%</b>	<b>12,369</b>	<b>13,440</b>	<b>8%</b>
6310 Marketing supplies	0	425	425	100%	0	0	-	0	425	425	100%	0	0	-	4,675	5,100	8%

Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6315 Advertising	0	1,383	1,383	100%	48	48	100%	0	1,383	1,383	100%	48	48	100%	15,217	16,600	8%
6340 Legislative support	5,550	15,500	9,950	64%	7,480	1,930	26%	5,550	15,500	9,950	64%	7,480	1,930	26%	176,050	186,000	5%
6345 Community affairs	0	0	0	-	0	0	-	0	0	0	-	0	0	-	6,600	6,600	0%
<b>Total Marketing Expense</b>	<b>5,550</b>	<b>17,308</b>	<b>11,758</b>	<b>68%</b>	<b>7,528</b>	<b>1,978</b>	<b>26%</b>	<b>5,550</b>	<b>17,308</b>	<b>11,758</b>	<b>68%</b>	<b>7,528</b>	<b>1,978</b>	<b>26%</b>	<b>202,542</b>	<b>214,300</b>	<b>5%</b>
<b>Total Goods &amp; Services</b>	<b>7,869</b>	<b>21,964</b>	<b>14,096</b>	<b>64%</b>	<b>10,018</b>	<b>2,149</b>	<b>21%</b>	<b>7,869</b>	<b>21,964</b>	<b>14,096</b>	<b>64%</b>	<b>10,018</b>	<b>2,149</b>	<b>21%</b>	<b>256,076</b>	<b>270,172</b>	<b>5%</b>
<b>Total Expenses</b>	<b>19,331</b>	<b>42,975</b>	<b>23,644</b>	<b>55%</b>	<b>17,134</b>	<b>(2,197)</b>	<b>-13%</b>	<b>19,331</b>	<b>42,975</b>	<b>23,644</b>	<b>55%</b>	<b>17,134</b>	<b>(2,197)</b>	<b>-13%</b>	<b>519,750</b>	<b>543,394</b>	<b>4%</b>
<b>Operating Results</b>	<b>(4,306)</b>	<b>(27,950)</b>	<b>23,644</b>	<b>-85%</b>	<b>(17,076)</b>	<b>12,770</b>	<b>-75%</b>	<b>(4,306)</b>	<b>(27,950)</b>	<b>23,644</b>	<b>-85%</b>	<b>(17,076)</b>	<b>12,770</b>	<b>-75%</b>	<b>(429,450)</b>	<b>(453,094)</b>	<b>-5%</b>
<b>Net Result</b>	<b>(4,306)</b>	<b>(27,950)</b>	<b>23,644</b>	<b>-85%</b>	<b>(17,076)</b>	<b>12,770</b>	<b>-75%</b>	<b>(4,306)</b>	<b>(27,950)</b>	<b>23,644</b>	<b>-85%</b>	<b>(17,076)</b>	<b>12,770</b>	<b>-75%</b>	<b>(429,450)</b>	<b>(453,094)</b>	<b>-5%</b>

Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

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					
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4005 Building & Dock Leases	15,788	17,350	(1,563)	-9%	10,328	5,459	53%	15,788	17,350	(1,563)	-9%	10,328	5,459	53%	206,640	208,203	-1%
4010 Property Agreements	8,557	8,439	117	1%	7,780	776	10%	8,557	8,439	117	1%	7,780	776	10%	101,390	101,273	0%
4290 Other	0	1,500	(1,500)	-100%	0	0	-	0	1,500	(1,500)	-100%	0	0	-	16,500	18,000	-8%
<b>Total Operating Income</b>	<b>24,344</b>	<b>27,290</b>	<b>(2,946)</b>	<b>-11%</b>	<b>18,109</b>	<b>6,235</b>	<b>34%</b>	<b>24,344</b>	<b>27,290</b>	<b>(2,946)</b>	<b>-11%</b>	<b>18,109</b>	<b>6,235</b>	<b>34%</b>	<b>324,530</b>	<b>327,475</b>	<b>-1%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	33,516	48,662	15,146	31%	17,204	(16,312)	-95%	33,516	48,662	15,146	31%	17,204	(16,312)	-95%	617,650	632,796	2%
5010 Other compensation	0	1,180	1,180	100%	0	0	-	0	1,180	1,180	100%	0	0	-	14,164	15,344	8%
5015 Overtime	0	169	169	100%	0	0	-	0	169	169	100%	0	0	-	2,029	2,198	8%
5050 Merit Pool	0	623	623	100%	0	0	-	0	623	623	100%	0	0	-	7,477	8,100	8%
<b>Total Compensation</b>	<b>33,516</b>	<b>50,634</b>	<b>17,118</b>	<b>34%</b>	<b>17,204</b>	<b>(16,312)</b>	<b>-95%</b>	<b>33,516</b>	<b>50,634</b>	<b>17,118</b>	<b>34%</b>	<b>17,204</b>	<b>(16,312)</b>	<b>-95%</b>	<b>641,320</b>	<b>658,438</b>	<b>3%</b>
5100 Federal Payroll taxes	2,479	3,873	1,395	36%	1,286	(1,193)	-93%	2,479	3,873	1,395	36%	1,286	(1,193)	-93%	48,976	50,371	3%
5105 State Payroll taxes	10	0	(10)	-	5	(5)	-101%	10	0	(10)	-	5	(5)	-101%	10	0	-
5110 Unemployment Insurance	650	1,270	620	49%	314	(336)	-107%	650	1,270	620	49%	314	(336)	-107%	15,892	16,513	4%
5115 Workers compensation	0	2,211	2,211	100%	37	37	100%	0	2,211	2,211	100%	37	37	100%	26,544	28,755	8%
<b>Total Payroll Taxes</b>	<b>3,139</b>	<b>7,355</b>	<b>4,216</b>	<b>57%</b>	<b>1,641</b>	<b>(1,498)</b>	<b>-91%</b>	<b>3,139</b>	<b>7,355</b>	<b>4,216</b>	<b>57%</b>	<b>1,641</b>	<b>(1,498)</b>	<b>-91%</b>	<b>91,422</b>	<b>95,638</b>	<b>4%</b>
5200 Medical insurance	6,404	14,292	7,888	55%	6,103	(301)	-5%	6,404	14,292	7,888	55%	6,103	(301)	-5%	177,965	185,852	4%
5205 Dental insurance	529	1,150	620	54%	515	(15)	-3%	529	1,150	620	54%	515	(15)	-3%	14,333	14,953	4%
5215 Term life insurance	88	127	39	31%	82	(6)	-7%	88	127	39	31%	82	(6)	-7%	1,611	1,650	2%
5220 Long Term Disability insurance	240	302	62	20%	179	(60)	-34%	240	302	62	20%	179	(60)	-34%	3,861	3,923	2%
5225 PERS Employee Contributions	6,434	10,405	3,971	38%	4,141	(2,293)	-55%	6,434	10,405	3,971	38%	4,141	(2,293)	-55%	131,336	135,307	3%
5230 PERS Employer Contributions	1,835	2,967	1,132	38%	1,115	(720)	-65%	1,835	2,967	1,132	38%	1,115	(720)	-65%	37,453	38,586	3%
<b>Total Insured Benefits</b>	<b>15,531</b>	<b>29,243</b>	<b>13,712</b>	<b>47%</b>	<b>12,136</b>	<b>(3,395)</b>	<b>-28%</b>	<b>15,531</b>	<b>29,243</b>	<b>13,712</b>	<b>47%</b>	<b>12,136</b>	<b>(3,395)</b>	<b>-28%</b>	<b>366,558</b>	<b>380,271</b>	<b>4%</b>
<b>Total Personnel Services</b>	<b>52,185</b>	<b>87,231</b>	<b>35,046</b>	<b>40%</b>	<b>30,980</b>	<b>(21,205)</b>	<b>-68%</b>	<b>52,185</b>	<b>87,231</b>	<b>35,046</b>	<b>40%</b>	<b>30,980</b>	<b>(21,205)</b>	<b>-68%</b>	<b>1,099,301</b>	<b>1,134,347</b>	<b>3%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	83	83	100%	0	0	-	917	1,000	8%
6025 Travel - lodging & transportation	0	125	125	100%	0	0	-	0	125	125	100%	0	0	-	1,375	1,500	8%
6030 Travel - Per Diem & mileage reimbursement	0	125	125	100%	0	0	-	0	125	125	100%	0	0	-	1,375	1,500	8%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	21	21	100%	0	0	-	229	250	8%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>354</b>	<b>354</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>354</b>	<b>354</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>3,896</b>	<b>4,250</b>	<b>8%</b>
6130 Electricity	1,011	1,508	497	33%	123	(888)	-723%	1,011	1,508	497	33%	123	(888)	-723%	17,603	18,100	3%
6135 Water/Sewer	497	350	(147)	-42%	0	(497)	-	497	350	(147)	-42%	0	(497)	-	4,347	4,200	-4%
6155 Environmental Remediation/Mitigation/Monitoring	365	708	343	48%	0	(365)	-	365	708	343	48%	0	(365)	-	8,157	8,500	4%
<b>Total Utilities</b>	<b>1,873</b>	<b>2,567</b>	<b>694</b>	<b>27%</b>	<b>123</b>	<b>(1,750)</b>	<b>-1425%</b>	<b>1,873</b>	<b>2,567</b>	<b>694</b>	<b>27%</b>	<b>123</b>	<b>(1,750)</b>	<b>-1425%</b>	<b>30,106</b>	<b>30,800</b>	<b>2%</b>

Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

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					
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	3,408	3,750	342	9%	467	(2,941)	-630%	3,408	3,750	342	9%	467	(2,941)	-630%	44,658	45,000	1%
6245 Legal advertising	218	125	(93)	-75%	0	(218)	-	218	125	(93)	-75%	0	(218)	-	1,593	1,500	-6%
6260 Consulting services	5,600	1,025	(4,575)	-446%	0	(5,600)	-	5,600	1,025	(4,575)	-446%	0	(5,600)	-	16,875	12,300	-37%
6290 Commercial insurance	2,240	2,477	237	10%	901	(1,338)	-148%	2,240	2,477	237	10%	901	(1,338)	-148%	29,485	29,723	1%
<b>Total Professional Services</b>	<b>11,466</b>	<b>7,377</b>	<b>(4,089)</b>	<b>-55%</b>	<b>1,368</b>	<b>(10,098)</b>	<b>-738%</b>	<b>11,466</b>	<b>7,377</b>	<b>(4,089)</b>	<b>-55%</b>	<b>1,368</b>	<b>(10,098)</b>	<b>-738%</b>	<b>92,612</b>	<b>88,523</b>	<b>-5%</b>
6400 Small equipment & tools	0	83	83	100%	135	135	100%	0	83	83	100%	135	135	100%	917	1,000	8%
6405 Safety/hazardous materials	0	1,417	1,417	100%	751	751	100%	0	1,417	1,417	100%	751	751	100%	15,583	17,000	8%
6410 Signage	0	125	125	100%	0	0	-	0	125	125	100%	0	0	-	1,375	1,500	8%
6415 Clothing	34	411	377	92%	0	(34)	-	34	411	377	92%	0	(34)	-	4,558	4,935	8%
6420 Janitorial supplies	0	42	42	100%	0	0	-	0	42	42	100%	0	0	-	458	500	8%
6425 Operational supplies	0	42	42	100%	0	0	-	0	42	42	100%	0	0	-	458	500	8%
6450 Fuel - Gas	55	0	(55)	-	0	(55)	-	55	0	(55)	-	0	(55)	-	55	0	-
<b>Total Operational Expense</b>	<b>90</b>	<b>2,120</b>	<b>2,030</b>	<b>96%</b>	<b>886</b>	<b>796</b>	<b>90%</b>	<b>90</b>	<b>2,120</b>	<b>2,030</b>	<b>96%</b>	<b>886</b>	<b>796</b>	<b>90%</b>	<b>23,405</b>	<b>25,435</b>	<b>8%</b>
6510 Repairs & maintenance buildings	262	417	155	37%	0	(262)	-	262	417	155	37%	0	(262)	-	4,845	5,000	3%
6515 Repairs & maintenance land improvements	0	208	208	100%	0	0	-	0	208	208	100%	0	0	-	2,292	2,500	8%
6520 Repairs & maintenance docks	0	417	417	100%	0	0	-	0	417	417	100%	0	0	-	4,583	5,000	8%
6580 Permits	0	0	0	-	0	0	-	0	0	0	-	0	0	-	7,000	7,000	0%
<b>Total Repair and Maintenance</b>	<b>262</b>	<b>1,042</b>	<b>780</b>	<b>75%</b>	<b>0</b>	<b>(262)</b>	<b>-</b>	<b>262</b>	<b>1,042</b>	<b>780</b>	<b>75%</b>	<b>0</b>	<b>(262)</b>	<b>-</b>	<b>18,720</b>	<b>19,500</b>	<b>4%</b>
<b>Total Goods &amp; Services</b>	<b>13,691</b>	<b>13,459</b>	<b>(232)</b>	<b>-2%</b>	<b>2,377</b>	<b>(11,314)</b>	<b>-476%</b>	<b>13,691</b>	<b>13,459</b>	<b>(232)</b>	<b>-2%</b>	<b>2,377</b>	<b>(11,314)</b>	<b>-476%</b>	<b>168,740</b>	<b>168,508</b>	<b>0%</b>
<b>Total Expenses</b>	<b>65,876</b>	<b>100,690</b>	<b>34,814</b>	<b>35%</b>	<b>33,358</b>	<b>(32,519)</b>	<b>-97%</b>	<b>65,876</b>	<b>100,690</b>	<b>34,814</b>	<b>35%</b>	<b>33,358</b>	<b>(32,519)</b>	<b>-97%</b>	<b>1,268,040</b>	<b>1,302,854</b>	<b>3%</b>
<b>Operating Results</b>	<b>(41,532)</b>	<b>(73,401)</b>	<b>31,868</b>	<b>-43%</b>	<b>(15,249)</b>	<b>(26,283)</b>	<b>172%</b>	<b>(41,532)</b>	<b>(73,401)</b>	<b>31,868</b>	<b>-43%</b>	<b>(15,249)</b>	<b>(26,283)</b>	<b>172%</b>	<b>(943,510)</b>	<b>(975,379)</b>	<b>-3%</b>
4695 Grants Received - Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	5,000	5,000	0%
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>5,000</b>	<b>5,000</b>	<b>0%</b>
<b>Taxes &amp; Misc Expenses</b>																	
6745 Banking fees	0	0	0	-	0	0	-	0	0	0	-	0	0	-	10,000	10,000	0%
<b>Total Taxes &amp; Misc Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>10,000</b>	<b>10,000</b>	<b>0%</b>
7010 Interest payment	0	9,583	9,583	100%	0	0	-	0	9,583	9,583	100%	0	0	-	105,417	115,000	8%
<b>Total Debt Services</b>	<b>0</b>	<b>9,583</b>	<b>9,583</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>9,583</b>	<b>9,583</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>105,417</b>	<b>115,000</b>	<b>8%</b>
<b>Total Other Expenses</b>	<b>0</b>	<b>9,583</b>	<b>9,583</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>9,583</b>	<b>9,583</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>115,417</b>	<b>125,000</b>	<b>8%</b>
<b>Net Other Income</b>	<b>0</b>	<b>(9,583)</b>	<b>9,583</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>(9,583)</b>	<b>9,583</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>(110,417)</b>	<b>(120,000)</b>	<b>-8%</b>
<b>Net Result</b>	<b>(41,532)</b>	<b>(82,984)</b>	<b>41,452</b>	<b>-50%</b>	<b>(15,249)</b>	<b>(26,283)</b>	<b>172%</b>	<b>(41,532)</b>	<b>(82,984)</b>	<b>41,452</b>	<b>-50%</b>	<b>(15,249)</b>	<b>(26,283)</b>	<b>172%</b>	<b>(1,053,927)</b>	<b>(1,095,379)</b>	<b>-4%</b>

Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

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					
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Operating Income</b>																	
4010 Property Agreements	42,773	35,801	6,972	19%	26,974	15,799	59%	42,773	35,801	6,972	19%	26,974	15,799	59%	306,972	300,000	2%
4260 Rail Operations Revenue	31,291	75,309	(44,019)	-58%	27,561	3,729	14%	31,291	75,309	(44,019)	-58%	27,561	3,729	14%	859,692	903,710	-5%
4265 Rail Surcharges	34,495	49,276	(14,781)	-30%	31,963	2,532	8%	34,495	49,276	(14,781)	-30%	31,963	2,532	8%	576,526	591,308	-2%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	2,446,302	2,446,302	0%
<b>Total Operating Income</b>	<b>108,558</b>	<b>160,386</b>	<b>(51,828)</b>	<b>-32%</b>	<b>86,498</b>	<b>22,060</b>	<b>26%</b>	<b>108,558</b>	<b>160,386</b>	<b>(51,828)</b>	<b>-32%</b>	<b>86,498</b>	<b>22,060</b>	<b>26%</b>	<b>4,189,492</b>	<b>4,241,320</b>	<b>-1%</b>
<b>Expenses</b>																	
<b>Goods &amp; Services</b>																	
6260 Consulting services	0	11,250	11,250	100%	0	0	-	0	11,250	11,250	100%	0	0	-	123,750	135,000	8%
6290 Commercial insurance	3,528	4,114	586	14%	3,042	(486)	-16%	3,528	4,114	586	14%	3,042	(486)	-16%	48,777	49,363	1%
<b>Total Professional Services</b>	<b>3,528</b>	<b>15,364</b>	<b>11,836</b>	<b>77%</b>	<b>3,042</b>	<b>(486)</b>	<b>-16%</b>	<b>3,528</b>	<b>15,364</b>	<b>11,836</b>	<b>77%</b>	<b>3,042</b>	<b>(486)</b>	<b>-16%</b>	<b>172,527</b>	<b>184,363</b>	<b>6%</b>
6410 Signage	0	667	667	100%	0	0	-	0	667	667	100%	0	0	-	7,333	8,000	8%
<b>Total Operational Expense</b>	<b>0</b>	<b>667</b>	<b>667</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>667</b>	<b>667</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>7,333</b>	<b>8,000</b>	<b>8%</b>
6505 Repairs & maintenance vehicles	0	0	0	-	104	104	100%	0	0	0	-	104	104	100%	0	0	-
6510 Repairs & maintenance buildings	0	37,500	37,500	100%	0	0	-	0	37,500	37,500	100%	0	0	-	412,500	450,000	8%
6515 Repairs & maintenance land improve	70	0	(70)	-	0	(70)	-	70	0	(70)	-	0	(70)	-	70	0	-
<b>Total Repair and Maintenance</b>	<b>70</b>	<b>37,842</b>	<b>37,772</b>	<b>100%</b>	<b>104</b>	<b>34</b>	<b>33%</b>	<b>70</b>	<b>37,842</b>	<b>37,772</b>	<b>100%</b>	<b>104</b>	<b>34</b>	<b>33%</b>	<b>416,328</b>	<b>454,100</b>	<b>8%</b>
<b>Total Goods &amp; Services</b>	<b>3,598</b>	<b>53,872</b>	<b>50,274</b>	<b>93%</b>	<b>3,146</b>	<b>(452)</b>	<b>-14%</b>	<b>3,598</b>	<b>53,872</b>	<b>50,274</b>	<b>93%</b>	<b>3,146</b>	<b>(452)</b>	<b>-14%</b>	<b>596,189</b>	<b>646,463</b>	<b>8%</b>
<b>Total Expenses</b>	<b>3,598</b>	<b>53,872</b>	<b>50,274</b>	<b>93%</b>	<b>3,146</b>	<b>(452)</b>	<b>-14%</b>	<b>3,598</b>	<b>53,872</b>	<b>50,274</b>	<b>93%</b>	<b>3,146</b>	<b>(452)</b>	<b>-14%</b>	<b>596,189</b>	<b>646,463</b>	<b>8%</b>
<b>Operating Results</b>	<b>104,960</b>	<b>106,514</b>	<b>(1,553)</b>	<b>-1%</b>	<b>83,352</b>	<b>21,608</b>	<b>26%</b>	<b>104,960</b>	<b>106,514</b>	<b>(1,553)</b>	<b>-1%</b>	<b>83,352</b>	<b>21,608</b>	<b>26%</b>	<b>3,593,303</b>	<b>3,594,857</b>	<b>0%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	364,155	431,865	(67,710)	-16%	0	364,155	-	364,155	431,865	(67,710)	-16%	0	364,155	-	714,155	781,865	-9%
<b>Total Other Income</b>	<b>364,155</b>	<b>431,865</b>	<b>(67,710)</b>	<b>-16%</b>	<b>0</b>	<b>364,155</b>	<b>-</b>	<b>364,155</b>	<b>431,865</b>	<b>(67,710)</b>	<b>-16%</b>	<b>0</b>	<b>364,155</b>	<b>-</b>	<b>714,155</b>	<b>781,865</b>	<b>-9%</b>
<b>Other Expenses</b>																	
<b>Debt Services</b>																	
7005 Principal repayment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	421,916	421,916	0%
7010 Interest payment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	142,812	142,812	0%
7020 Principal repayment - Vehicles	434	1,699	1,264	74%	1,045	611	58%	434	1,699	1,264	74%	1,045	611	58%	19,119	20,384	6%
7025 Interest payment - Vehicles	10	327	317	97%	14	4	28%	10	327	317	97%	14	4	28%	3,609	3,926	8%
8013 CIP Construction Bridges	0	53,750	53,750	100%	0	0	-	0	53,750	53,750	100%	0	0	-	591,250	645,000	8%
8016 CIP Construction Track	0	37,394	37,394	100%	0	0	-	0	37,394	37,394	100%	0	0	-	411,336	448,730	8%
<b>Total Debt Services</b>	<b>444</b>	<b>93,170</b>	<b>92,726</b>	<b>100%</b>	<b>1,059</b>	<b>615</b>	<b>58%</b>	<b>444</b>	<b>93,170</b>	<b>92,726</b>	<b>100%</b>	<b>1,059</b>	<b>615</b>	<b>58%</b>	<b>1,590,042</b>	<b>1,682,768</b>	<b>6%</b>
<b>Total Other Expenses</b>	<b>444</b>	<b>93,170</b>	<b>92,726</b>	<b>100%</b>	<b>1,059</b>	<b>615</b>	<b>58%</b>	<b>444</b>	<b>93,170</b>	<b>92,726</b>	<b>100%</b>	<b>1,059</b>	<b>615</b>	<b>58%</b>	<b>1,590,042</b>	<b>1,682,768</b>	<b>6%</b>
<b>Net Other Income</b>	<b>363,711</b>	<b>338,695</b>	<b>25,016</b>	<b>7%</b>	<b>(1,059)</b>	<b>364,770</b>	<b>-34439%</b>	<b>363,711</b>	<b>338,695</b>	<b>25,016</b>	<b>7%</b>	<b>(1,059)</b>	<b>364,770</b>	<b>-34439%</b>	<b>(875,887)</b>	<b>(900,903)</b>	<b>-3%</b>
<b>Net Result</b>	<b>468,671</b>	<b>445,209</b>	<b>23,462</b>	<b>5%</b>	<b>82,293</b>	<b>386,378</b>	<b>470%</b>	<b>468,671</b>	<b>445,209</b>	<b>23,462</b>	<b>5%</b>	<b>82,293</b>	<b>386,378</b>	<b>470%</b>	<b>2,717,416</b>	<b>2,693,954</b>	<b>1%</b>



Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

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					
	Jul 2022		\$ Diff	% Diff	Jul 2021		% Diff	Jul 2022 - Jul 2022		% Diff	Prior FYTD vs Current FYTD		Jul 2022 - Jun 2023		% Diff		
	Actual	Budget			Actual	\$ Diff		Actual	Budget		\$ Diff	Last FY	\$ Diff	Projected		Budget	
<b>Operating Income</b>																	
4290 Other	0	22,759	(22,759)	-100%	0	0	-	0	22,759	(22,759)	-100%	0	0	-	250,344	273,102	-8%
<b>Total Operating Income</b>	<b>0</b>	<b>22,759</b>	<b>(22,759)</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>22,759</b>	<b>(22,759)</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>250,344</b>	<b>273,102</b>	<b>-8%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	405	1,715	1,310	76%	0	(405)	-	405	1,715	1,310	76%	0	(405)	-	20,993	22,303	6%
<b>Total Compensation</b>	<b>405</b>	<b>1,715</b>	<b>1,310</b>	<b>76%</b>	<b>0</b>	<b>(405)</b>	<b>-</b>	<b>405</b>	<b>1,715</b>	<b>1,310</b>	<b>76%</b>	<b>0</b>	<b>(405)</b>	<b>-</b>	<b>20,993</b>	<b>22,303</b>	<b>6%</b>
5100 Federal Payroll taxes	31	229	198	86%	0	(31)	-	31	229	198	86%	0	(31)	-	2,778	2,976	7%
5105 State Payroll taxes	0	0	(0)	-	0	(0)	-	0	0	(0)	-	0	(0)	-	0	0	-
5110 Unemployment Insurance	12	50	38	76%	0	(12)	-	12	50	38	76%	0	(12)	-	609	647	6%
5115 Workers compensation	0	133	133	100%	0	0	-	0	133	133	100%	0	0	-	1,599	1,732	8%
<b>Total Payroll Taxes</b>	<b>43</b>	<b>412</b>	<b>369</b>	<b>90%</b>	<b>0</b>	<b>(43)</b>	<b>-</b>	<b>43</b>	<b>412</b>	<b>369</b>	<b>90%</b>	<b>0</b>	<b>(43)</b>	<b>-</b>	<b>4,986</b>	<b>5,355</b>	<b>7%</b>
5200 Medical insurance	148	706	558	79%	0	(148)	-	148	706	558	79%	0	(148)	-	8,618	9,176	6%
5205 Dental insurance	26	58	32	56%	0	(26)	-	26	58	32	56%	0	(26)	-	722	755	4%
5215 Term life insurance	2	4	2	59%	0	(2)	-	2	4	2	59%	0	(2)	-	50	53	5%
5220 Long Term Disability insurance	3	10	8	76%	0	(3)	-	3	10	8	76%	0	(3)	-	128	136	6%
5225 PERS Employee Contributions	85	390	305	78%	0	(85)	-	85	390	305	78%	0	(85)	-	4,771	5,076	6%
5230 PERS Employer Contributions	24	103	79	76%	0	(24)	-	24	103	79	76%	0	(24)	-	1,260	1,338	6%
<b>Total Insured Benefits</b>	<b>287</b>	<b>1,271</b>	<b>984</b>	<b>77%</b>	<b>0</b>	<b>(287)</b>	<b>-</b>	<b>287</b>	<b>1,271</b>	<b>984</b>	<b>77%</b>	<b>0</b>	<b>(287)</b>	<b>-</b>	<b>15,549</b>	<b>16,533</b>	<b>6%</b>
<b>Total Personnel Services</b>	<b>735</b>	<b>3,398</b>	<b>2,663</b>	<b>78%</b>	<b>0</b>	<b>(735)</b>	<b>-</b>	<b>735</b>	<b>3,398</b>	<b>2,663</b>	<b>78%</b>	<b>0</b>	<b>(735)</b>	<b>-</b>	<b>41,528</b>	<b>44,191</b>	<b>6%</b>
<b>Goods &amp; Services</b>																	
6105 Telephone - mobile	52	60	8	13%	0	(52)	-	52	60	8	13%	0	(52)	-	712	720	1%
<b>Total Utilities</b>	<b>52</b>	<b>60</b>	<b>8</b>	<b>13%</b>	<b>0</b>	<b>(52)</b>	<b>-</b>	<b>52</b>	<b>60</b>	<b>8</b>	<b>13%</b>	<b>0</b>	<b>(52)</b>	<b>-</b>	<b>712</b>	<b>720</b>	<b>1%</b>
6290 Commercial insurance	4,787	5,266	479	9%	4,477	(310)	-7%	4,787	5,266	479	9%	4,477	(310)	-7%	62,713	63,191	1%
<b>Total Professional Services</b>	<b>4,787</b>	<b>5,266</b>	<b>479</b>	<b>9%</b>	<b>4,477</b>	<b>(310)</b>	<b>-7%</b>	<b>4,787</b>	<b>5,266</b>	<b>479</b>	<b>9%</b>	<b>4,477</b>	<b>(310)</b>	<b>-7%</b>	<b>62,713</b>	<b>63,191</b>	<b>1%</b>
6425 Operational supplies	269	0	(269)	-	0	(269)	-	269	0	(269)	-	0	(269)	-	269	0	-
<b>Total Operational Expense</b>	<b>269</b>	<b>0</b>	<b>(269)</b>	<b>-</b>	<b>0</b>	<b>(269)</b>	<b>-</b>	<b>269</b>	<b>0</b>	<b>(269)</b>	<b>-</b>	<b>0</b>	<b>(269)</b>	<b>-</b>	<b>269</b>	<b>0</b>	<b>-</b>
6500 Repairs & maintenance equipment	487	1,250	763	61%	0	(487)	-	487	1,250	763	61%	0	(487)	-	14,237	15,000	5%
6505 Repairs & maintenance vehicles	2,745	4,167	1,422	34%	1,118	(1,627)	-145%	2,745	4,167	1,422	34%	1,118	(1,627)	-145%	48,578	50,000	3%
<b>Total Repair and Maintenance</b>	<b>3,232</b>	<b>5,417</b>	<b>2,185</b>	<b>40%</b>	<b>1,118</b>	<b>(2,114)</b>	<b>-189%</b>	<b>3,232</b>	<b>5,417</b>	<b>2,185</b>	<b>40%</b>	<b>1,118</b>	<b>(2,114)</b>	<b>-189%</b>	<b>62,815</b>	<b>65,000</b>	<b>3%</b>
<b>Total Goods &amp; Services</b>	<b>8,340</b>	<b>10,743</b>	<b>2,402</b>	<b>22%</b>	<b>5,595</b>	<b>(2,745)</b>	<b>-49%</b>	<b>8,340</b>	<b>10,743</b>	<b>2,402</b>	<b>22%</b>	<b>5,595</b>	<b>(2,745)</b>	<b>-49%</b>	<b>126,509</b>	<b>128,911</b>	<b>2%</b>
<b>Total Expenses</b>	<b>9,076</b>	<b>14,141</b>	<b>5,065</b>	<b>36%</b>	<b>5,595</b>	<b>(3,480)</b>	<b>-62%</b>	<b>9,076</b>	<b>14,141</b>	<b>5,065</b>	<b>36%</b>	<b>5,595</b>	<b>(3,480)</b>	<b>-62%</b>	<b>168,037</b>	<b>173,102</b>	<b>3%</b>
<b>Operating Results</b>	<b>(9,076)</b>	<b>8,618</b>	<b>(17,693)</b>	<b>-205%</b>	<b>(5,595)</b>	<b>(3,480)</b>	<b>62%</b>	<b>(9,076)</b>	<b>8,618</b>	<b>(17,693)</b>	<b>-205%</b>	<b>(5,595)</b>	<b>(3,480)</b>	<b>62%</b>	<b>82,307</b>	<b>100,000</b>	<b>-18%</b>
<b>Other Income &amp; Expenses</b>																	

Financial Report - Actual vs. Budget  
For Period Ending Jul 2022

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			
	Jul 2022				Jul 2021			Jul 2022 - Jul 2022				Prior FYTD vs Current FYTD			Jul 2022 - Jun 2023		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Other Income</b>																	
4505 Interest - Bank	477	0	477	-	167	309	185%	477	0	477	-	167	309	185%	477	0	-
<b>Total Other Income</b>	<b>477</b>	<b>0</b>	<b>477</b>	<b>-</b>	<b>167</b>	<b>309</b>	<b>185%</b>	<b>477</b>	<b>0</b>	<b>477</b>	<b>-</b>	<b>167</b>	<b>309</b>	<b>185%</b>	<b>477</b>	<b>0</b>	<b>-</b>
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	0	0	-	100,000	100,000	0%
<b>Total Debt Services</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>100,000</b>	<b>100,000</b>	<b>0%</b>
<b>Total Other Expenses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>100,000</b>	<b>100,000</b>	<b>0%</b>
<b>Net Other Income</b>	<b>477</b>	<b>0</b>	<b>477</b>	<b>-</b>	<b>167</b>	<b>309</b>	<b>185%</b>	<b>477</b>	<b>0</b>	<b>477</b>	<b>-</b>	<b>167</b>	<b>309</b>	<b>185%</b>	<b>(99,523)</b>	<b>(100,000)</b>	<b>0%</b>
<b>Net Result</b>	<b>(8,599)</b>	<b>8,618</b>	<b>(17,217)</b>	<b>-200%</b>	<b>(5,428)</b>	<b>(3,171)</b>	<b>58%</b>	<b>(8,599)</b>	<b>8,618</b>	<b>(17,217)</b>	<b>-200%</b>	<b>(5,428)</b>	<b>(3,171)</b>	<b>58%</b>	<b>(17,217)</b>	<b>0</b>	<b>-</b>



MEMORANDUM

TO: John Burns, Chief Executive Officer

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

DATE: September 13, 2022

SUBJECT: Commercial/External Affairs/Marketing Management Report

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**Commercial:**

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

Staff continue to develop pricing structures for both ground leasing and tariff rates as the Port continues to work toward an executed contract with prospective tenants at Terminal One.

Staff met with representatives from the Union Pacific to discuss infrastructure needs to support future development.

**Port Property:**

Monthly Commercial lease revenue for the month of August 2022 was up 33.4% over August 2021. This increase is due in part to the new lease revenues being generated from the Hub building leases, new CPIU increases, as well as an increase in the properties rented out in the Charleston Marina Complex over last year.

Vacant Port owned properties include the Fishermen's Wharf and the two small office spaces adjacent to the Charleston Post Office, individual offices in the shared space of the Hub Building, as well as 125 Central Avenue #290 and 147 S. Broadway in the Hub Building. Staff provided two showings of the Hub building spaces this past month and will be working with Administration to determine future space needs for Port and CBRL staff as personnel growth is anticipated over the next fiscal year.

**Marketing, Media, and Outreach:**

The Port was featured in the following news outlets:

Yahoo News: [DeFazio continues to push for port container project](#)

KVAL: [Charleston Seafood Beer and Wine Festival Kicks off](#)

KATU: [Dept. of State Lands outlines plan for \\$40M bid to remove abandoned vessels from waterways](#)

Capital Press: [Pandemic's aftermath still hinders agricultural shipping, experts say](#)

Staff sent out targeted surveys to approximately 550 Charleston Marina customers representing Shipyard users, Commercial Fishing Fleet, Recreational Fishing Fleet, and RV Park Customers. Survey respondents were asked to return the surveys by July 29, 2022. Staff are now working to compile and organize the results to provide feedback to staff and customers. The intent of the survey is to solicit feedback regarding the most critical infrastructure in Charleston as the Port budgets for future capital investment in the coming years.

The Port's Instagram account followership remained static at 1793 over the last month period and reached 798 accounts. The top post from the month was: "The CBRL has nine tunnels between Coos Bay and Eugene, the longest of which is almost a mile in length! Significant rehabilitation work has been completed to the tunnels since the Port purchased the line a decade ago, with more to come! If you look closely, you can see the light at the end of the tunnel!" This post received a total of 49 likes and reached a total of 327 accounts.

The Port's LinkedIn page gained 20 new followers, received over 8,800 post impressions, appeared in 232 searches, and had 44 unique visitors. The top post of the past month was the same as the top post on Instagram, receiving 65 reactions and 2046 impressions for an engagement rate of 7.1%.

**Legislative/Advocacy Work:**

Port staff hosted a legislative tour for members of the State House of Representatives, Senate, and staff. The tour began with a welcome reception the evening of August 10<sup>th</sup>, followed by a full day tour from both the water side courtesy of the Coos Bay Pilots, as well as a hyrail tour between Lakeside and Reedsport.

Staff also worked in conjunction with Representative Peter DeFazio's office to host an event at 147 S. Broadway in Coos Bay to honor and thank the chairman for his 36 years of service in the U.S. House of Representatives (pictured below).

Staff provided a tour and update to one of the staff from Senator Merkley's office to provide a visual of Terminal One and the site for the future development of the PCIP.



### Industry Articles/Information Items:

- CNBC: [Canceled sailings, stuck vessels, warehouse prices show U.S. ports are still struggling](#)
- Yahoo Finance: [China's trade falters as demand wanes at home and abroad](#)
- Herald and News: [Pandemic's aftermath still hinders agricultural shipping, experts say](#)
- FreightWaves: [Lower court formally lifts injunction against AB5 in California trucking](#)
- FreightWaves: [3 railroad unions reach tentative agreements toward ending contract standoff](#)
- FreightWaves: [Trans-Pacific rates still sinking. Trans-Atlantic rates still peaking](#)
- Hellenic Shipping News: [Climate change could bring back wind as the future power source for ocean cargo ships](#)
- Hellenic Shipping News: [San Pedro Bay Ports Release Final 2021 Cargo-Handling Equipment Assessment](#)



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: September 13, 2022

SUBJECT: Port Operations/Asset Management Report

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**Channel Modification Project:**

Port Staff continues to reengage consults for the project. All our primary consultants will be attending the meeting with the USACE Portland District at the end of September. We are tentatively scheduled to conduct desk top ship simulation in Coos Bay during the second half of October. Once the desk top surveys are completed and post processing is done, we anticipate full bridge ship simulations at Cal Maritime in December or January.

**Rail Bridge Rehabilitation Project:**

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

Vaughn Viaduct: The Port received two bids for this phase of the project. Both bids were significantly over the engineers estimates. Staff is evaluating the bid packages and preparing recommendations.

Wildcat Creek Bridges: Partney Construction has completed approximately 25% of the scheduled work for this project.

Steel Swing Bridges: The contractor is ordering materials and conducting field verifications for each phase of the project. Steel for the Cushman bridge has arrived at the fabricators for buildup.

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

Staff is still waiting for the final agreement from MARAD. As part of the pre-agreement authorization, the Port has contracted for Geometry car services and engineering support. We expect the geometry car work to commence in October of 2022.

**Safety and Security:**

As heat and smoke dangers rise, Rail and Charleston operations were reminded of the Port's heat and smoke plans. These plans were put in place last year to protect employees from smoke and heat exposure.

We continue to experience camping and dumping issues at the North Spit overlook. Due to this continued exposure, staff will be blocking off access to the lower parking lot and upper driveway.

**Terminal One:**

The Port's Terminal One contract employee has been busy painting the exterior of the office building. Once complete, he will move to the inside to paint all interior walls.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Stephen Bawn, Charleston Marina Complex Manager

DATE: September 13, 2022

SUBJECT: Charleston Operations Management Report

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Of the 550 moorage slips, there were 161 annuals (29%), 49 semi-annuals (9%), 52 monthlies (10%) and 346 transient nights, for a total occupancy of 51% for the month. All categories remained similar to the month prior.

The RV Park had an average capacity of 90.2% in August. Out of 104 RV Park spaces, we had 215 new check-ins with total sales of \$67,855.83.

Ice Plant had a volume of 640 tons of ice sold for total sales of \$60,130.50.

**Maintenance Projects:**

Marina Office: Awning for Teller windows - Staff has received one quote and is waiting on a second vendor quote before moving forward. This is budgeted work for FY 22/23. FY 23/24 Phase II will be roof replacement, new gutters and exterior paint.

Shipyard Cleanup: To date, 24 Port owned vessels plus two customer owned vessels (that could not get insurance), have been destroyed by the contractor. Additionally, the Pacific Belle is now out of the water awaiting vessel destruction by the contractor.

State Dredge Equipment: Staff continues to prepare for the upcoming dredge project. Phase I of the welding of dredge pipe has finished and Phase II will commence September 11. Staff continues to prepare the dredge boats and associated support equipment. Final checks and launch of The Ms. SoCo and The Laura will continue for the next one to two weeks. Currently, in water dredging is still on schedule to start October 3.

Section 107 Feasibility Study: The Portland district continues to develop the feasibility study for this project. We are waiting for the final feasibility letter from the USACE.

Marina Piling: \$50K was budgeted for FY 22/23 to replace piling at the Marina Complex. Staff have drafted the Request for Quotes and it will be solicited in the Fall of 2022.

**Staffing:**

As of September 8, our summer temporary office worker has finished. Staff are currently looking for another Marina/RV Park Administrative support person, as well as also continuing our search for new Marina Maintenance Apprentices.

**Miscellaneous:**

The Marina has had a request from the CB-NB Visitor and Convention Bureau to assist with a tour they have scheduled at the Charleston Marina. They have a Small Group Tour (Wells Gray Tours) arriving Tuesday, September 20 with 25-30 people. They will be dining at Monkey Business for lunch. Staff will assist by moving extra picnic tables to the requested area.





MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Rich Lopez, General Manager

DATE: September 13, 2022

SUBJECT: Railroad Department Management Report

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**Operations:**

CBRL Carloads:

August = 597 Prior Month = 530 Prior Year August = 485  
2022/23 Forecasted Monthly Average 1408 missed by 878 carloads.

The month of August saw an increase of carloads but still not the numbers expected. The increase was seen by an addition of loads moving from North Bend to the Valley, while others have reduced car loading because of market prices. The CBRL team is communicating daily with customers on their needs and where the market trends are going in order to meet those needs. The reopening of Roseburg Forest Products in North Bend, which was down for maintenance, was delayed in bringing cars but by month's end began receiving loads from both Weed and Eugene. CBRL has entered into a lease agreement for a third locomotive to assist with the growing volume of cars forecasted for this year. The continuous improvement of the rail line to remove slow orders has managed to remove 1.3 miles of defects between MP 704 and MP 714. The crews continue to work this section of line to correct other defects.

CBRL has brought aboard Mr. Scott Marshall to join the management team as CBRL's Operations Manager. Mr. Marshall brings 20 plus years of railroad service to the team. He comes from a railroad family and has held various positions in his career, such as Engineer, Conductor, Yardmaster and Trainmaster.

As CBRL continues into the year, the focus on Key Performance Indicators becomes more prevalent. With the rise of operational costs, CBRL will maintain a vigilance on the KPIs in order to efficiently and effectively serve our customers.

**Mechanical (Car and Locomotive):**

Mr. Teeters released the 1909 back to the fleet this month. This unit had been out of service since February. His hard work and diligence with the repairs that needed to be made are much appreciated. The 1909 rejoins the fleet at a key time with the ramping up of carloads and the 1916 going down due to an electrical issue with the traction motor cables. Mr. Teeters continues his work on periodic locomotive inspections and the daily handling of online services.

The increased car volume has brought an influx of cars online and the carmen continue to make efforts

to inspect and repair defects found on every car.

**Maintenance of Way (MOW):**

The Maintenance of Way team began the new maintenance program with replacing over 80 ties in 1.3 miles of track at various locations. This removed three slow orders, one being 0.9 miles in length. They will continue to make improvements and remove slow orders to continue to improve the velocity of the rail line. The team is also preparing for the winter months by identifying hazard trees along the line to remove prior to the season. They also continue to clear sand from the Cordes/Hauser area to allow for safe train operations. A plan is in place to construct a barrier at the most concerning area to help with the sand abatement. The MOW team has performed strong this month and has plans to move into the Fall continuing the process.

**ODOT/FRA:**

CBRL had one on site visit by ODOT Inspector Greg Stang. No violations to report.

**Coos Bay Rail Line:**

As of September 1, 2022, the CBRL is 234 days injury free. The CBRL had 0 incident in August. Currently, CBRL has 22 employees and 8 locomotives on property.

**Rail Projects:**

Wildcat Bridge Project began.

Swing Span Project set to start early December.

Vaugh Viaduct bid review process.



# Action Items

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

**DATE:** September 13, 2022

**PROJECT TITLE:** 2022Res09: Ratification of Declaration of Emergency – North Bend Swing Span Bridge Hydraulic Replacement

**ACTION REQUESTED:** Adopt Resolution 2022Res09 ratifying the Declaration of Emergency for emergency repairs to the North Bend Swing Span Bridge

**BACKGROUND:**

On August 23, 2022, Port staff was notified of a hydraulic pump issue on the North Bend Swing Span bridge which effected the useability of the bridge.

Upon closer inspection of the hydraulics system by Whit Industries, it was determined new hydraulic motors, solenoids, and lines were needed in order to keep the bridge in operable condition. Also as part of this inspection, it was determined that some of the work areas on the bridge rest pier system must be replaced in order to safely access the hydraulic system. Without timely repairs, CBRL customers would be without service for an excessive amount of time.

On August 25, 2022, Port staff determined it was in the public’s best interest to sole source Whit Industries to affect the repairs to the hydraulic system, and to sole source the work platform repairs to Scott Partney Construction, pursuant to ORS 279B.075, based on the following:

- a. Repairs needed to be expedited in an effort to mitigate the time of service interruption.
- b. Whit Industries is an expert in the field of hydraulic systems and possesses both the experience and the manpower to affect the repairs in the most efficient manner.
- c. Scott Partney Construction has extensive construction knowledge of the North Bend Swing Span and bridge repairs in general and had the ability and work force to repair the work platforms in the timeframe necessary to keep the bridge in operation and limit the rail down time for customers.

Chief Executive Officer John Burns declared an emergency and authorized the Port to enter into contracts with Whit Industries and Scott Partney Construction to affect the repairs to resolve this emergency condition.

Scott Partney completed the repairs to the walk surface at the west pier to allow access to the hydraulics on Thursday, September 8, 2022, for a contracted price of \$26,609. Whit Industries completed replacing and repairing the hydraulics on the bridge, on September 12, 2022, for a contracted price of \$30,000.

**RECOMMENDED MOTION:**

Adopt Resolution 2022Res09 ratifying the Declaration of Emergency for emergency repairs to the North Bend Swing Span Bridge.

**RESOLUTION 2022Res09**

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

**ACTING IN ITS CAPACITY AS ITS OWN LOCAL CONTRACT REVIEW BOARD**

**RATIFYING THE EMERGENCY DECLARATION FOR EMERGENCY REPAIRS TO THE  
NORTH BEND SWING SPAN BRIDGE AT COOS BAY RAIL LINE MILEPOST 763.55**

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

**WHEREAS**, the LCRB on April 21, 2011 adopted revised Permanent Public Contracting Rules and Rules of Procedure for Public Contracting for the Oregon International Port of Coos Bay which repeals all prior public contracting rules and procedures; and

**WHEREAS**, the Chief Executive Officer of the Port has authority under ORS 279C.320, ORS 279B.080, and Section 4.6.5 of the Port’s local public contracting rules to declare the existence of an emergency and authorize entry into an emergency procurement for public improvement contracts; and

**WHEREAS**, in making the findings required by ORS 279B.080, OAR 137-049-0150 and Section 4.6.5 of the Port’s local public contracting rules the Chief Executive Officer of the Port may consider the circumstances creating the Emergency and the anticipated harm from failure to enter into Emergency Repair Contracts and such other factors as may be deemed appropriate; and

**WHEREAS**, the Board of Commissioners of the Oregon International Port of Coos Bay, acting in its capacity as its own LCRB, has determined that emergency circumstances did exist which required the Port to promptly solicit and execute a contract for emergency repairs to the North Bend Swing Span Bridge at Coos Bay Rail Line milepost 763.55.

**NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

1. The recitals above are true and accurate and are incorporated herein by this reference.
2. The findings contained in the Emergency Declaration by Port Chief Executive Officer, John Burns, identified as Exhibit “A” to this resolution, attached hereto and incorporated herein by this reference, document the nature of the emergency and describe the methods used by Port for the selection of Whit Industries and Partney Construction for emergency repairs to the North Bend Swing Span Bridge at Coos Bay Rail Line milepost 763.55 are hereby adopted and ratified by the LCRB for the Oregon International Port of Coos Bay.
3. Based upon the contents of Exhibit “A”, the LCRB hereby ratifies the declaration of an emergency by the Chief Executive Officer of the Port and further authorizes and ratifies the decision of the Chief Executive Officer, to solicit and enter into contracts with Whit Industries and Partney Construction for emergency repairs to the North Bend Swing Span Bridge at Coos Bay Rail Line milepost 763.55. The Port LCRB also ratifies the decision of the CEO to exempt the contract for the repairs from the competitive bidding requirements of ORS Chapter 279C. The LCRB finds that the documents supporting this emergency declaration fully meet and satisfy the requirements of ORS 279C.320 (1), ORS 279B.080 and OAR 137-049-0150, as well as the requirements of LCRB Rule 4.6.5.

**APPROVED AND ADOPTED** by the Board of Commissioners of the Oregon International Port of Coos Bay this 20th day of September 2022.

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David Kronsteiner, President

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Eric Farm, Vice President



**DECLARATION OF EMERGENCY CIRCUMSTANCES  
REGARDING EMERGENCY REPAIRS TO THE COOS BAY RAIL LINE  
AT THE NORTH BEND SWING SPAN BRIDGE AT MILEPOST 763.55  
BY THE OREGON INTERNATIONAL PORT OF COOS BAY**

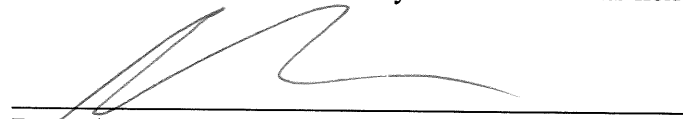
**RECITALS**

1. The Oregon International Port of Coos Bay (Port) is an Oregon State Port organized and operated pursuant to ORS 777.915 to 777.953.
2. The Port of Coos Bay owns the Coos Bay Rail Line, which is a railroad with rail lines from Eugene, Oregon to Coquille, Oregon. Coos Bay Rail Line, Inc. (“CBRL”) has provided rail service on the rail line for the Port since November 1, 2018.
3. On August 23, 2022, Port staff was notified of a hydraulic pump issue on the North Bend Swing Span bridge which effected the useability of the bridge.
4. Upon closer inspection of the hydraulics system by Whit Industries, it was determined new hydraulic motors, solenoids, and lines are needed in order to keep the bridge in operable condition. Also as part of this inspection, it was determined that some of the work areas on the bridge rest pier system must be replaced in order to safely access the hydraulic system.
5. Until permanent repairs are accomplished, rail service will be interrupted. Without timely repairs, CBRL customers will be without service for an excessive amount of time.
6. On August 25, 2022, Port staff has determined it is in the public’s best interest to sole source Whit Industries to affect the repairs to the hydraulic system, and to sole source the work platform repairs to Scott Partney Construction, pursuant to ORS 279B.075, based on the following:
  - a. Repairs must be expedited in an effort to mitigate the time of service interruption.
  - b. Whit Industries is an expert in the field of hydraulic systems and possesses both the experience and the manpower to affect the repairs in the most efficient manner.
  - c. Scott Partney Construction has extensive construction knowledge of the North Bend Swing Span and bridge repairs in general and has the ability and work force to repair the work platforms in the timeframe necessary to keep the bridge in operation and limit the rail down time to our customers.

Therefore, pursuant to Local Contract Rule 4.6.3:

1. I find the above recitals are true and accurate and are incorporated herein by this reference.
2. I declare an emergency existed that required the Port to immediately repair the damage to the railroad to eliminate the threat of future economic loss to the Port, CBRL, and CBRL customers.

I hereby ratify the award of contracts to Whit Industries, and Scott Partney Construction to affect the repairs to resolve this emergency condition. This declaration shall be placed before the Port Commission for ratification by Resolution at its next regularly scheduled meeting.



By: John Burns  
Chief Executive Officer

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

**DATE:** September 13, 2022

**PROJECT TITLE:** 2022Re10: Oregon Department of Transportation Permanent Easement Agreement

**ACTION REQUESTED:** Adoption of Resolution 2022Res10 Approving an Easement Agreement between the Port and ODOT for an ADA Curb Ramp Project in Veneta

**BACKGROUND:**

The Oregon Department of Transportation (ODOT) is conducting an ADA curb ramp project in Veneta, Oregon, and is requesting a Permanent Easement on Port owned property along the Coos Bay Rail Line on Territorial Road for the construction of a new ADA compliant curb ramp.

In consideration of \$2,700, the Permanent Easement Agreement will grant ODOT authority to construct, reconstruct, repair, and maintain the public highway and its appurtenances and facilities, and also to construct and maintain water, gas, electric and communication service lines, fixtures and facilities, and appurtenances therefore, upon, over, under and across the property. Per the Terms of Offer, ODOT will remove/replace sidewalk and grass in like kind as needed as part of the project within the permanent easement area.

The Permanent Easement Agreement, exhibit, map, and Terms of Offer are following this backgrounder. Port's legal counsel has reviewed and accepted the Permanent Easement Agreement.

**RECOMMENDED MOTION:**

Adopt Resolution 2022Res10 approving an Easement Agreement between the Port and Oregon Department of Transportation of Port property along the Coos Bay Rail Line on Territorial Road in Veneta, and granting Chief Executive Officer John Burns authority to execute the Agreement.



**RESOLUTION 2022Res10**

**RESOLUTION OF THE BOARD OF COMMISSIONERS  
OF THE OREGON INTERNATIONAL PORT OF COOS BAY  
APPROVING A PERMANENT EASEMENT AGREEMENT BETWEEN THE  
OREGON INTERNATIONAL PORT OF COOS BAY AND  
THE OREGON DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the Oregon Department of Transportation (ODOT) is conducting an ADA curb ramp project in Veneta, Oregon, and

**WHEREAS**, ODOT is requesting a Permanent Easement on Port owned property along the Coos Bay Rail Line on Territorial Road for the construction of a new ADA compliant curb ramp, and

**WHEREAS**, in consideration of \$2,700, the Permanent Easement Agreement will grant ODOT authority to construct, reconstruct, repair, and maintain the public highway and its appurtenances and facilities, and also to construct and maintain water, gas, electric and communication service lines, fixtures and facilities, and appurtenances therefore, upon, over, under and across the property, and

**WHEREAS**, per the Terms of Offer, ODOT will remove/replace sidewalk and grass in like kind as needed as part of the project within the permanent easement area.

**THEREFORE, BE IT RESOLVED** that the Oregon International Port of Coos Bay will grant a permanent easement through an agreement between the Port and ODOT, identified as Exhibit A, attached hereto and incorporated herein by this reference.

**APPROVED AND ADOPTED** by the Board of Commissioners of the Oregon International Port of Coos Bay this 20th day of September 2022.

\_\_\_\_\_  
David Kronsteiner, President

\_\_\_\_\_  
Eric Farm, Vice President

## PERMANENT EASEMENT

**OREGON INTERNATIONAL PORT OF COOS BAY**, Grantor, for the true and actual consideration of **\$2,700**, does grant to the **STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION**, Grantee, its successors and assigns, a permanent easement to construct, reconstruct, repair, and maintain a public highway and its appurtenances and facilities, and also to construct and maintain water, gas, electric and communication service lines, fixtures and facilities, and appurtenances therefore, upon, over, under and across the property described **on Exhibit "A" dated 10/06/2021**, attached hereto and by this reference made a part hereof.

Grantor covenants to and with Grantee, its successors and assigns, that Grantor is the owner of said property, and will warrant the easement rights herein granted from all lawful claims whatsoever.

Grantor agrees that the consideration recited herein is just compensation for the property or property rights conveyed, including any and all reduction in value to Grantor's remaining property, if any, which may result from the acquisition or use of said property or property rights. However, the consideration does not include damages resulting from any use or activity by Grantee beyond or outside of those uses expressed herein, if any, or damages arising from any negligence.

In construing this document, where the context so requires, the singular includes the plural and all grammatical changes shall be made so that this document shall apply equally to corporations and to individuals.

**AFTER RECORDING RETURN TO:**  
OREGON DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY SECTION  
4040 FAIRVIEW INDUSTRIAL DRIVE SE MS#2  
SALEM OR 97302-1142

Map and Tax Lot #: 17050000-00500

Property Address: None provided

It is understood and agreed that the delivery of this document is hereby tendered and that terms and obligations hereof shall not become binding upon the State of Oregon Department of Transportation, unless and until accepted and approved by the recording of this document.

Dated this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

**OREGON INTERNATIONAL PORT OF COOS BAY**

By \_\_\_\_\_

By \_\_\_\_\_

STATE OF \_\_\_\_\_, County of \_\_\_\_\_

Dated \_\_\_\_\_, 20\_\_\_\_. Personally appeared \_\_\_\_\_ and \_\_\_\_\_, who, being sworn, stated that they are the \_\_\_\_\_ and \_\_\_\_\_ of Oregon International Port of Coos Bay, and that this instrument was voluntarily signed by authority of its Board of Directors. Before me:

\_\_\_\_\_  
Notary Public for \_\_\_\_\_  
My Commission expires \_\_\_\_\_

Accepted on behalf of the Oregon Department of Transportation

\_\_\_\_\_

**EXHIBIT A - 1** - Page 1 of 1

**File 9783037**  
Drawing RW9783M  
10/06/2021

**Permanent Easement for Highway Right of Way Purposes**

A parcel of land lying in the NE1/4 NE1/4 Section 36, Township 17 South, Range 6 West, W.M., Lane County, Oregon and being a portion of that property described in that Quit Claim Deed to Oregon International Port of Coos Bay, recorded March 13, 2009 as Instrument No. 2009012694, Lane County Official Records; said parcel being that portion of said property included in a strip of land variable in width, lying Westerly of the Westerly line of Territorial Road and Easterly of the following described line:

Beginning at a point opposite and 85.00 feet Northerly of Engineer's Station "RR" 637+00.00 on the center line of the Coos Bay Rail Line; thence Northerly in a straight line to a point opposite and 155.00 feet Northerly of Engineer's Station "RR" 637+00.00 on said center line.

The center line of Coos Bay Rail Line is more particularly described as follows:

Beginning at Engineer's center line Station "RR" 634+02.70, said station being South 10°14'57" East 1,325.24 feet from the Northeast corner of Section 36, Township 17 South, Range 6 West, W.M.; thence Westerly along a 11,459.16 foot radius curve left (the long chord of which bears South 87°51'25" West 943.07 feet) 943.33 feet to Engineer's center line Station "RR" 643+46.03.

Bearings are based upon Oregon Coordinate Reference System (OCRS), Eugene Zone, NAD83, (2011) Epoch 2010.

This parcel of land contains 384 square feet, more or less.

**REGISTERED  
PROFESSIONAL  
LAND SURVEYOR**

digitally signed Oct 6 2021 11:35 AM

**OREGON  
JULY 12, 2016  
JAMISON L. BEST  
85112**

**RENEWS: 12-31-2021**

Bearings are based upon  
Oregon Coordinate Reference System (OCRS),  
Eugene Zone, NAD83, (2011) Epoch 2010.

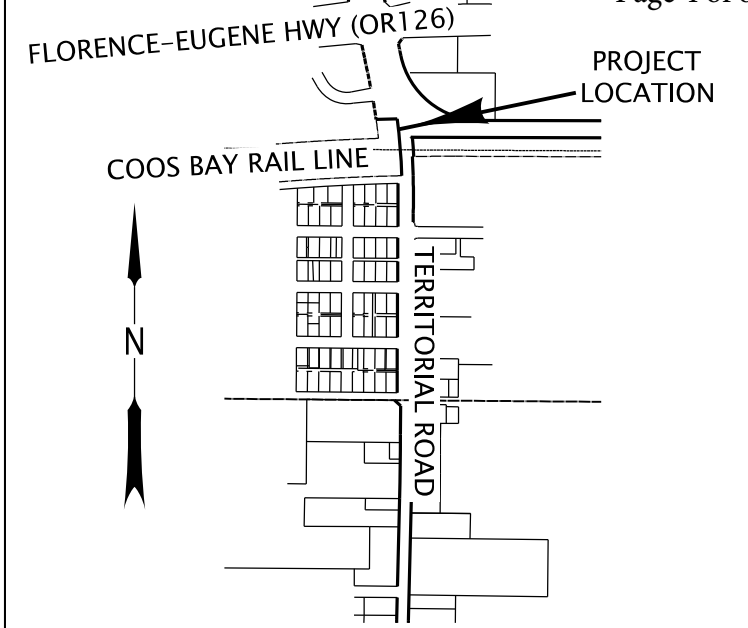
NE1/4 SEC. 36, T. 17 S., R. 6 W., W.M.




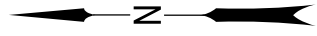
VICINITY MAP

2022Res10  
Exhibit A  
Page 4 of 8

NOT TO SCALE



  
New Permanent Easement  
for Highway Right of  
Way Purposes  
384 Sq. Ft., more or less



SW1/4 SEC. 30, T. 17 S., R. 5 W., WM  
NW1/4 SEC. 31, T. 17 S., R. 5 W., WM

1104  
FOUND BRASS CAP STAMPED,  
"LANE COUNTY PUBLIC WORKS  
DEPARTMENT T17S R6W R5W  
S25 S30 S36 S31 1973"

N. 111627.58  
E. 115456.06

NW1/4 SEC. 31, T. 17 S., R. 5 W., WM

NE1/4 SEC. 36, T. 17 S., R. 6 W., WM

TERRITORIAL ROAD

SE1/4 SEC. 25, T. 17 S., R. 6 W., WM  
NE1/4 SEC. 36, T. 17 S., R. 6 W., WM

200.00' Spiral  
S = 2°00'00"

FRONTAGE  
ROAD

"VN" 1108+20.80 P.C.S.

037 00+139 .58  
2°00'00" C.R.  
R = 2864.95'  
Perm. Ease. - TΔ = 12°14'00"  
Hwy R/W Ts = 407.08'  
384 ft<sup>2</sup>± .051  
Oregon International  
Port of Coos Bay  
TL# 17050000-00500  
Instr. No. 2009012694  
In Excess 100 Ac. Rem.

0°30'00" C.L.  
R = 11459.16'  
TΔ = 4°43'00"  
T = 471.93'

"RR" P.I. 638+74.63

LUTHER LANE

53

50

150

50

50

50

50

50

50

50

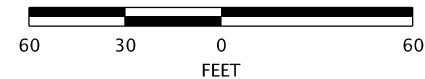
"RR" 634+02.70 P.C.

"RR" 635+00

"VN" 1110+82.60 P.O.C. =  
"RR" 636+64.04 P.O.C.  
N. 110321.49  
E. 115430.54

"VN" 1112+32.50 P.C.S.  
BROOKER LANE

1  
2



Scale: 1" = 60'

EXHIBIT A-2  
OREGON DEPARTMENT OF TRANSPORTATION  
RAILROAD ENCROACHMENT DRAWING

OR47/TERRITORIAL RD CURB  
RAMPS(CARLTON/VENETA) SECTION

TERRITORIAL ROAD  
LANE COUNTY, OREGON  
October, 2021  
PROJECT NO. R/W FILE NO. 9783-032  
KEY NO. 22392  
SEE DRAWING RW9783M

COOS BAY RAIL LINE

**ACTIVE DRAWING**  
THIS DRAWING SHOWS THE PROPOSED  
R/W NEEDED TO BE ACQUIRED TO  
SUPPORT THE PROJECT DESIGN  
SUBJECT TO CHANGE

## TERMS OF STATE'S OFFER

### THE STATE'S OFFER IS AS DESCRIBED IN THE ENCLOSED ACQUISITION SUMMARY STATEMENT AND ACQUISITION DOCUMENT(S) AND INCLUDES THE FOLLOWING ADDITIONAL TERMS:

1. The State will pay recording costs, title insurance premiums, and all other normal costs of sale.
2. Outstanding encumbrances, including taxes and other interests, may need to be paid out of the just compensation in order to provide sufficient title to the State.
3. Pursuant to ORS 311.412-311.414, the State will pay the taxes proportional to the part of the property acquired and prorated as of the date of the acquisition.
4. As part of this acquisition for this Project, the State will require the following actions:

A. **Bonds.** The State and all subcontractors shall maintain a public works bond in full force and effect, as required by Oregon statutes, and shall obtain the mandatory insurance coverage required by the construction contract. The contractor shall verify subcontractors have filed a public works bond and required insurance certificates before the subcontractor begins work. All construction shall be completed in conformance with standard engineering and construction practices.

B. **Utilities.** (Check appropriate box)

There will be no changes to public utilities to the property.

Public utilities will be reconnected to improvements on the remainder property, except for the following:  
\_\_\_\_\_.

Public utilities will be made available within the right-of-way adjacent to the remainder property, except for the following:\_\_\_\_\_.

Public utilities will not be available to the remainder property in the after.

If a public utility on the property is not reconnected, just compensation (payment) is provided.

C. **Access.** (Check appropriate box)

Access to the remainder property will remain the same.

There will be no access to the remainder property.

Access to the remainder property will remain the same, except for the following access:

**Access #1** located at: \_\_\_\_\_, is modified, relocated or closed as a result of:

the access modification letter dated: \_\_\_\_\_(attached)

this Project as follows: \_\_\_\_\_.

**Access #2** located at: \_\_\_\_\_, is modified, relocated or closed as a result of:

the access modification letter dated: \_\_\_\_\_(attached)

this Project as follows: \_\_\_\_\_.

**Access #3** located at: \_\_\_\_\_, is modified, relocated or closed as a result of:

the access modification letter dated: \_\_\_\_\_(attached)

this Project as follows: \_\_\_\_\_.

After construction of the project, if any access to the property has been modified, relocated or closed, other than a reservation(s) of access noted in the acquisition document(s), the altered access shall be public access; said access before and after the Project is subject to the government's police powers.

The following access, **N/A**, to be removed or modified as part of the project, shall remain open for access to the remainder property until the Project has completed construction of the new access as described above.

Access to the property shall remain open during construction with at least one lane for vehicle traffic, except for minimal closures (up to 2 hours) that are reasonably necessary pursuant to the Oregon Standard Specifications for Construction, Volume 2, Chapter 00220.02.

**D. Improvements.**

Private improvements in any easement areas shall be protected in place, or returned to a same or similar condition, except for the following: **N/A**.

Any sidewalks in the acquisition area, that are impacted by the Project, will be reconnected to preexisting sidewalks, except at the following locations: **N/A**.

**E. Fencing on the Property.**

Will not be affected.

Will be replaced as follows: \_\_\_\_\_.

Will not be replaced.

F. Other terms of offer:

The State will remove/replace sidewalk and grass in like kind as needed as part of the project within the permanent easement area.

5. To accept this offer, each of the persons listed on the attached signature page must (i) sign and return this document; and (ii) sign, notarize and deliver to ODOT all of the necessary acquisition document(s), in an original and unaltered form sufficient for transferring title and recording in the appropriate county recorder's office.
6. If this offer is addressed to multiple persons, it is a joint offer to all of those persons and must be accepted by all of the persons listed (or provide evidence showing any non-accepting persons do not have an interest in the property). If accepted, the just compensation in a joint offer may be apportioned among the persons listed in any mutually agreed upon manner.

7. The persons executing this offer each warrant and represent that they have authority to act for and bind their respective party with respect to the transfer of the real property interests that are the subject of this offer.
8. The "Terms of State's Offer" may be signed in counterparts. Once the signature of each person as set forth on the attached signature page has been affixed to one or more counterparts and returned to ODOT, this document shall be deemed fully executed as if all of the signatures were contained in a single document.
9. The Terms of State's Offer does not apply to any uneconomic remainder as identified in the appraisal.

*[See attached Signature page]*



**SIGNATURE PAGE FOR TERMS OF STATE'S OFFER**

**STATE OF OREGON,by and through its  
DEPARTMENT OF TRANSPORTATION**



03/10/2022

---

David Thiessen

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Date

---

Oregon International Port of Coos Bay

---

Date

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

**DATE:** September 13, 2022

**PROJECT TITLE:** Bay Area Chamber Lease Agreement Renewal

**ACTION REQUESTED:** Commission Approval to enter into a one-year Lease Agreement with the Bay Area Chamber of Commerce

**BACKGROUND:**

The Bay Area Chamber of Commerce is a Tenant of the Port following the Port's acquisition of the Hub Building. The existing lease agreement that was transferred with the sale of the property from the Hub Partnership to the Port expired July 31, 2022. The Bay Area Chamber of Commerce expressed interest in entering into a new one-year lease agreement for leased space in the Hub Building. The Chamber is a Tenant in good standing with the Port.

**RECOMMENDED MOTION:**

Approval of Oregon International Port of Coos Bay to execute a new one-year lease agreement with the Bay Area Chamber of Commerce.

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

**DATE:** September 13, 2022

**PROJECT TITLE:** Shoji Planning, LLC Lease Agreement Renewal

**ACTION REQUESTED:** Commission Approval to enter into a one-year Lease Agreement with Shoji Planning, LLC

**BACKGROUND:**

Shoji Planning, LLC is a Tenant of the Port following the Port’s acquisition of the Hub Building. The existing lease agreement that was transferred with the sale of the property from the Hub Partnership to the Port expired July 31, 2022. Shoji Planning, LLC expressed interest in entering into a new one-year lease agreement for leased space in the Hub Building. The Shoji Planning, LLC is a Tenant in good standing with the Port.

**RECOMMENDED MOTION:**

Approval of Oregon International Port of Coos Bay to execute a new one-year lease agreement with Shoji Planning, LLC.

# **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 / 2018 - 2022**

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

	2018		2019		2020		2021		2022	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	580	1,914.0	611	2,016.3	409	1,349.7	346	1,141.8	445	1,468.5
Feb	618	2,039.4	465	1,534.5	400	1,320.0	390	1,287.0	502	1,656.6
Mar	627	2,069.1	547	1,805.1	432	1,425.6	566	1,867.8	694	2,290.2
Apr	574	1,894.2	521	1,719.3	350	1,155.0	621	2,049.3	668	2,204.4
May	623	2,055.9	438	1,445.4	394	1,300.2	599	1,976.7	707	2,333.1
Jun	594	1,960.2	318	1,049.4	534	1,762.2	625	2,062.5	595	1,963.5
Jul	602	1,986.6	346	1,141.8	485	1,600.5	503	1,659.9	530	1,749.0
Aug	602	1,986.6	329	1,085.7	467	1,541.1	485	1,600.5	597	1,970.1
Sep	472	1,557.6	299	986.7	378	1,247.4	556	1,834.8		
Oct	469	1,547.7	425	1,402.5	431	1,422.3	521	1,719.3		
Nov	268	884.4	348	1,148.4	349	1,151.7	548	1,808.4		
Dec	399	1,316.7	303	999.9	499	1,646.7	453	1,494.9		
<b>Total</b>	<b>6,428</b>	<b>21,212.4</b>	<b>4,950</b>	<b>16,335.0</b>	<b>5,128</b>	<b>16,922.4</b>	<b>6,213</b>	<b>20,502.9</b>	<b>4,738</b>	<b>15,635.4</b>

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

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2022 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:	4,738	rail carloads =	473,800	short tons =	15,635.4	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.

**Coos Bay Rail Line, Inc. (CBRL) is 234 days injury free as of September 1, 2022!**