



M E M O R A N D U M

TO: Interested Parties  
FROM: David Kronsteiner, President  
DATE: January 11, 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 **10:30 a.m., Tuesday, January 18, 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).

If you would like to provide public comment during the meeting, please call the Administrative office at 541-267-7678 by 9:00 a.m. on Tuesday, January 18, 2022. Written comment will be accepted until 9:00 a.m. on Tuesday, January 18, 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, January 18, 2022**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

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

DK/kk

**OREGON INTERNATIONAL PORT OF COOS BAY  
REGULAR COMMISSION MEETING  
10:30 a.m., Tuesday, January 18, 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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**9. COMMISSION COMMENTS**

**10. NEXT MEETING DATE** – Tuesday, February 15, 2022, 10:30 a.m.

**11. RECESS TO EXECUTIVE SESSION**

**12. ADJOURN**

# Consent Items

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**10:30 a.m., Tuesday, December 14, 2021**

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

**ATTENDANCE**

**Commission:**

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

**Staff:**

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Mike Dunning, Director of Maritime Operations and Asset Management; Megan Richardson, Director of Finance and Accounting; Brandon Collura, Charleston Harbormaster; Margaret Barber, Director of External Affairs and Business Development; and Krystal Karcher, Administrative Assistant.

**Media & Guests:**

Amanda McCleary-Moore, Moss Adams; Janét Moore; Natalie Ranker; and Wim de Vriend.

**1. CALL MEETING TO ORDER**

Vice President Farm called the meeting to order at 10:34 a.m.

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

**A. Presentation of 2020/21 Annual Financial Report, Amanda McCleary-Moore, Moss Adams**

Amanda McCleary-Moore introduced herself on behalf of Moss Adams to present the 2020/21 financial audit report.

Ms. McCleary-Moore spoke of the extended engagement team and the roles of each person involved. The nature of services provided include auditing the Port's financial statements in accordance with Generally Accepted Accounting Standards. The Federal awards also required a single audit to be performed according to governmental standards. Oregon Minimum Audit Standards were followed, including testing for budgetary compliance of processes and controls, as well as procurement. The Port received more than \$750K from Federal grants in the fiscal year so an additional single audit was performed under Uniform Guidance.

Areas of critical audit focus include internal controls and the IT environment, investments, revenues and receivables, capital assets, long term debt, accrued liabilities such as PERS and OPEB, financial close and reporting, Oregon Minimum Standards, and Federal grants compliance. There was one transaction this year that was unusual, which was the PPP loan for the railroad. Closing of the Federal FASTLANE grant was tested for compliance.

Ms. McCleary-Moore stated Moss Adams issued an unmodified (clean) opinion of the Port's financial statements, the highest opinion possible, meaning that after all testing was completed the financial statements were determined to be materially correct.

Under the Oregon Minimum Standards report, there was one instance of noncompliance identified related to an over-expenditure within the CBRL fund. There were no other items to report within the Oregon Minimum Standards report. The governmental auditing standards internal control and compliance report contains no instances of noncompliance, significant deficiencies, or material weaknesses. The uniform guidance internal control and compliance report, which is testing of the FASTLANE grant, shows no instances of noncompliance. Last year there were two findings, one with reporting and one with procurement. This year the testing shows those have been cleared, so there were no new instances of noncompliance identified.

This was the second year audit testing was completed entirely remotely, due to the ongoing pandemic. Last year this report was presented in February, so presenting in December is an accomplishment. Audit standards require the issuance of a letter titled 'communications to those charged with governance.' Information is included regarding significant accounting policies being chosen by management. Specifically, with the PPP loan there were multiple ways to report. Selecting an accounting policy and including that in the notes is important. GASB 84 was a new accounting standard this year for reporting of fiduciary activity, but did not have a significant impact on the Port.

Putting the financial statements together does require some judgement from management regarding significant accounting estimates, including pension and other benefit accruals. Information comes from PERS but is a significant estimate. The useful life of capital assets should also be evaluated annually. The allowance for doubtful accounts is another management estimate that could have significant impact.

There were no material audit adjustments identified; however, there were a few immaterial audit adjustments, all related to the same issue of having a second level of review after posting journal entries. Auditors found there were good controls over developing journal entries, having a work paper with support and review, then posting to trial balance. The piece that was missing was a review afterwards.

GASB 87 is a new accounting standard regarding leases that could have an impact on the Port. It will be effective for the fiscal year ending June 30, 2023, but now is the time to start gathering information and preparing to implement. GASB 89 will be effective in the fiscal year ending June 30, 2022 and is a standard that requires accounting for interest cost incurred before the end of a contract period.

Ms. McCleary-Moore stated the team was great to work with and asked if there were any questions. Vice President Farm thanked Ms. McCleary-Moore for the presentation and the handout materials received.

### **3. PUBLIC COMMENT**

#### **A. Janét Moore, Coos Bay.**

Ms. Moore stated she is here to express concerns about the large scale cargo shipping terminals the Port is planning to develop, due to the impacts they will have on the environment and way of life. Ms. Moore stated she moved to Coos Bay seven years ago due to the relative lack of heavy industry and the clean environment. Coos Bay citizens she has spoken to do not want to be competitive with larger ports, they

want to live sustainably in this region and preserve a healthy environment. These terminals will significantly impact the air quality for local residents and throughout the region. Cargo ships burn lower quality petroleum products with the most damaging emissions. The twin ports of Los Angeles and Long Beach are the largest source of air pollution in Southern California, collectively responsible for 100 tons per day of smog and particulate forming nitrogen oxide, more than the daily emissions of all 6 million cars in the region. These pollutants contribute to asthma, reduced lung development in children, cardiovascular disease, lung cancer, and premature death.

Ms. Moore stated she is wondering about the feasibility of these terminals. In 2000, the Port spent \$200,000 on two independent feasibility studies concerning building a shipping dock on the North Spit. Both studies concluded that it was not economically feasible given the small population and poor inland connections; and that the terminal would attract some shipping but not enough to pay for itself. To break even, it was calculated that the terminal would have to attract cargo at 2.5 times the rate of two comparable terminals in Portland and Vancouver, Washington, both of which are located in larger population centers with vastly superior connections. Being that conditions are the same today, where are the feasibility studies for these current projects? It has been reported that railroad improvements are estimated to cost \$1 billion from here to Eugene for the terminals to be viable. There needs to be an independent feasibility study showing the return on investment.

Ms. Moore stated that in 2007, it was promised there would be a prosperous container future with Maersk. These larger companies will often play one location against another. During the present backup at Los Angeles and Long Beach, the shippers are certainly approaching other areas and threatening to divert traffic in order to get other ports to invest in improvements and expand. This tactic is used to put pressure on where they really want to be and is apparently very common, so the Port should be realistic about that. Ms. Moore stated she is wondering how the Port plans to do a better job of engaging and informing the public about these projects, because there is scant information available. For example, how much the Port is paying for the Georgia-Pacific mill site in total, with an expected closing date next week. Ms. Moore stated CDC Inc. was supposed to remediate environmental issues on the site and she would like to know more details about what has been planned or completed. Ms. Moore stated she would like to see the Port think about other uses for old industrial waterfront property rather than only focusing on heavy industry. Residential and commercial renewal of older industrial waterfronts has been successful in other places.

Vice President Farm asked Ms. Moore to wrap up her comments, as there is a 3-minute time limit. Ms. Moore stated a focus on heavy industry can end up hurting other jobs and industries, such as fisheries and tourism.

## **B. Natalie Ranker, North Bend.**

Ms. Ranker stated she is truly appalled by the fact that the Port plans to move ahead with container terminals without considering the damage that would be done to the citizens of Coos Bay, North Bend, and the taxpayers of Oregon. It does not appear that the Port has produced a current feasibility study, which would show few solutions to the problems put forth in past studies, which have shown this is not a viable project. A container facility on its' own will not make the port competitive with those to the north and south. A major problem is how the goods will be shipped to buyers inland. The railroad system is totally lacking in tracks, beds, and tunnels necessary to accommodate double stacked containers, nor is the highway system adequate. Improvements to the rail line alone will cost an estimated \$1 billion. Where will this money come from? Perhaps the bigger consideration should be to the people of Coos County. The dredging that is proposed will have massive impacts on the bay and

estuary. It will be highly detrimental to the fishermen, crabbing industry, clam diggers, and also the tourism industry. All of these have been important to the well-being of our citizens for generations and remain so. Ms. Ranker stated she respectfully asks that the Port reconsider the decision and not waste millions of dollars on a project that has little hope of success and a great probability of being detrimental to the citizens and the estuary.

### **C. Wim de Vriend, Coos Bay.**

Mr. de Vriend stated he would like to address not only the Port's plans for the old GP site but also for the North Spit, as they have both been mentioned together recently. In the two studies mentioned previously, the consultants came to the conclusion that a brand new terminal would be unlikely to ever pay for itself and was a very risky situation. Mr. de Vriend stated he does not see how that has changed since. For the last century or so, the only reason ships came to Coos Bay was to pick up lumber products. Today the lumber industry is only a shadow of its former self. It is a shortage of cargo, not a shortage of terminals, that has reduced ship traffic to only a couple of ships each month.

Next, the Port of Coos Bay has never run any shipping terminals and it seems very unlikely the Port now has the ability to run one, for containers or anything else, let alone run it at a profit. Next, if the scheme calls for an outside operator, does the Port have solid contracts with such an operator? The Port has a long history of relying on third parties to save its bacon, only to see them vanish and be stuck with another white elephant. More details about white elephants can be provided. Next, container terminals are very expensive to build since they need many acres paved with concrete 2 feet thick and huge cranes running on rails, potentially hundreds of millions of dollars. The wind exposure on the North Spit is unfavorable.

The current backup of ships at Los Angeles and Long Beach may have encouraged the idea of a Coos Bay container terminal but it is an unusual situation that will end long before a new terminal can be built in Coos Bay. There are already such terminals on the West Coast with much better inland rail connections. They include Oakland, Seattle-Tacoma, as well as Vancouver, BC and Port Rupert, BC. These ports have natural deep water and railroad connections to Chicago which are essential for containers, most of which need to travel to distribution centers far from the West Coast. The Port of Portland has had a container terminal for about 50 years and it has seen very little business, even laying idle in recent years because all the shippers had left. One reason Portland's container business has not flourished is their location on the Columbia River, which adds about one day each way to a ship's transit time. While Coos Bay doesn't have that drawback, it has insufficient depth and its railroad is completely unsuitable for hauling containers. Next, given the State of Oregon's refusal to approve dredging for Jordan Cove, it seems doubtful that Coos Bay could be made much deeper than its present -37 feet. Large container ships need more than that. Finally, to handle two-way container traffic, the Coos Bay railroad would have to be totally rebuilt by straightening curves, double tracking, rebuilding more than 100 bridges, and increasing the heights of a dozen tunnels. Mr. de Vriend stated he could only guess what this would cost, but a wild guess of a billion dollars does not seem unlikely.

Mr. de Vriend stated he has also submitted a written version of these comments to be included in the meeting record. Vice President Farm stated that has been received and distributed.

Written comment from Mr. de Vriend was received as follows:

Having watched the activities of the Port of Coos Bay for some 50 years, I can confidently make a number of observations.

One is a prediction that like so many earlier plans, these plans, for the GP property and for the North Spit terminal, are very likely to fail, either at low financial cost during the planning stage, or more catastrophically if through some unlikely stroke of fate either one should actually be built. We've seen similar scenarios - but smaller ones, financially - play out here, many, many times; if the port commissioners would take the trouble they can still see the wreckage of several such disastrous schemes that made the Port insolvent, so the only way out was to get bailed out by the State. Those include an abandoned fish meal plant in Charleston, financed with borrowed money; the so-called distant water fleet dock in Charleston, that was supposed to service Alaskan fishing boats and the Coast Guard; the useless T-dock on the North Spit, which the Port built to serve fish processing plants that never showed up; the barge slip that the Port insisted on building, also on the North Spit, to serve fabricators of steel modules for the oil producers on Alaska's North Slope, another pipe dream. But the most visible such scheme must be the railroad that has cost the taxpayers somewhere between 80 and 100 million by now; and there have been many more, less visible failures.

Then also, we have had the various promoters who came to town. They included the people who persuaded the Port to build the white elephants I mentioned, but they also kept alive the illusion that Coos Bay is some undiscovered hub of shipping and industry, and all we need is one big new industry to make the world notice us. Along those lines during the last 50 years we've had promoters of coal export terminals, by my count three different ones; promoters of smelters on the North Spit in the 1980s; promoters of a pulp mill in 1990, and also a steel mill hungry for enormous subsidies; and, of course, the most recent chimera, the Jordan Cove LNG terminal, for which Coos Bay was completely unsuitable.



August 10, 2007: Governor Kulongoski signs the Maersk dredging bill on the Coos Bay boardwalk.

But I should not leave out that in 2007 there was great excitement because Maersk, the big container shipping company, was supposedly interested in building a terminal in Coos Bay - also on the North Spit. The Port threw a big party on the boardwalk, the governor came and promised \$5 million for dredging studies for Maersk, which have been spent; but again, nothing happened. That's because, like all industrial promoters, at least the serious ones, Maersk had used the common industrial siting tactic of approaching two other sites that were more suitable; it's standard procedure, designed to play sites against each other to get bigger subsidies; and Maersk did not spend a penny on their Coos Bay proposal.

What all these failed plans had in common was that superficially they had some plausibility, so in every case the Port could waste a lot of time and money, and then blame bad luck for their failures. But that



doesn't mean there have been no bad consequences. People who would like to come to Coos Bay to live don't like the prospect of noxious smokestacks upwind from their prospective homes.

Now to address the latest proposed project(s), I have made the following observations, which I will also try to convey in the 3 minutes allowed for verbal comments. This will not be not easy, because I have a great deal of information collected for a book I published, now 10 years ago, about these matters. This book documented the disastrous consequences of a perpetual Port policy that could be summarized as "If we build it, they will come". But they never came, and it's hard to see why that unfortunate outcome would now be different.

As I understand the Port's plans, they are talking about 2 projects, one to develop the old GP site for shipping, and the other for creating a container terminal on the North Spit. I have the following observations on both:

- 1) I have copies of two studies commissioned by the Port in 2002/3, in both of which port consultants addressed the cost and business prospects of a brand-new 'state-of-the-art' shipping dock on the North Spit, though not a container terminal. They warned that this would be a very risky undertaking, unlikely to succeed or even to pay for itself, not only due to limited cargo but because it would face stiff competition from other terminals on the Columbia River. When those professional studies were published, the Port denied their validity and ignored them. I strongly suggest the Commissioners unearth them and read them.
- 2) For the last century or so, the *only* reason ships came to Coos Bay was to pick up lumber products. Today the lumber business is only a shadow of its former self, and it is a shortage of cargo, not a shortage of terminals, that has caused ship traffic to dwindle to only a couple of ships each month.
- 3) The Port of Coos Bay has never run any shipping terminals, and it seems very unlikely that the Port now has the ability to run one, for containers or anything else, let alone run it at a profit.
- 4) If the scheme calls for an outside operator for each terminal, does the Port have solid contracts with such an operator? The Port has a long history of relying on third parties to save its bacon, only to see them vanish and be stuck with another white elephant.
- 5) Container terminals are very expensive to build, since they need many acres paved with concrete 2 feet thick, and huge cranes running on rails. We are definitely talking about hundreds of millions of dollars; and the wind exposure on the North Spit *is* unfavorable.
- 6) The current backup of shipping at the ports of Los Angeles/Long Beach may have encouraged the idea of a Coos Bay container terminal. But that is an unusual situation that will end long before a new terminal is built in Coos Bay; and there already are other such terminals on the west coast, with much better inland railroad connections. They include Oakland and Seattle/Tacoma, but we should also count Vancouver, BC and Port Rupert, BC. These ports have naturally deep water, and excellent railroad connections to Chicago, which is essential for containers, most of which need to travel to distribution centers far from the West Coast.
- 7) The Port of Portland has had a container terminal for about 50 years. It has seen very little business, and has even lain idle in recent years, because all its shippers had left.
- 8) One reason Portland's container business has not flourished is the Columbia River, which adds about a day each way to a ship's transit. While Coos Bay does not have that drawback, it has insufficient depth, and its railroad is completely unsuitable for hauling containers.

- 9) Given the State of Oregon's refusal to approve dredging for Jordan Cove, it seems doubtful that Coos Bay could be made much deeper than the present -37 feet, which large container ships would need.
- 10) To handle two-way container traffic, full ones and empties, the Coos Bay railroad would have to be totally rebuilt, by straightening curves, double-tracking, rebuilding more than 100 bridges, and increasing the height of its dozen tunnels. I can only guess what that would cost, but a billion dollars does not seem unlikely.

Wim de Vriend, Coos Bay

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The two studies are: "Evaluation of Marine Cargo Opportunities for the Port of Coos Bay, Oregon", April 2002: *BST Associates*, Bethell, WA, and "Feasibility analysis for a Modern Marine Cargo Facility in the Port of Coos Bay, Oregon", *PB Ports and Marine, Inc.*, May 2003. See also "Shipping cornerstone of economy", *The World*, April 25, 2002; "Cost figures higher than expected for maritime dock". *The World*, February 10, 2003; Report Building new port facility may not be cost-effective". *The World*, March 20, 2003.

#### **D. Bill and Jody McCaffree, North Bend.**

Written comment was received and read into record by Lanelle Comstock, Chief Administrative Officer, as follows:

Dear Oregon International Port of Coos Bay Commissioners:

Before the Oregon International Port of Coos Bay spends any more of our taxpayer dollars on yet another "cargo" terminal scheme we would like to know where the feasibility study is that shows how the Port has solved the problems that were made apparent from several prior Port feasibility studies done on this very subject, one by the highly reputable Parsons Brinckerhoff, a global engineering and professional services consulting firm now known as WSP. If Portland and Vancouver have had difficulty in making the benchmarks to break even at their cargo terminal facility what makes the Port of Coos Bay think that they would be able to, particularly with all the transportation disadvantages that we have here? Unlike Portland, we have no interstate highway system nor do we have a Class 1 railroad or the local markets that can absorb some of the cargo. In 2003 Parsons Brinckerhoff determined that:

*"...under any circumstances, investment in a new public general cargo terminal involves a very high business risk. The factors that contribute to this are many, including the absence of a clearly defined market; the low capacity utilization and declining volume trends at other, better-positioned terminals; the intense rivalry and price competition among competing terminals; the footloose nature of steamship customers and the short term nature of terminal operator contracts in the market; and the Port's lack of experience in the business.*

*Not only must the terminal operate at minimum volumes to repay the facility development costs, it must also operate at a level that is viable for the terminal operator as well...."*

Steamship operators are here today and gone tomorrow. Just because they are currently backed up at the Port of Long Beach is not a sufficient reason to justify the Port of Coos Bay going full steam ahead on what is likely to be another Port boondoggle. Coos Bay is more distant from most foreign ports than competing ports and has a relative cost disadvantage with respect to ocean carrier costs, even accounting for its closer proximity to the ocean. Coos Bay has a large disadvantage by road and rail to/from non-local markets. (BST Associates April 2002) And how has the Port of Coos Bay solved the problem with the national shortage of available truck drivers, the main backlog culprit at the Port of Long Beach? And what about our current local housing crisis here?

In addition, dredging the Coos Bay estuary to the extent the Port is wanting to is highly likely to significantly harm our fishing, crabbing, clamming, oyster harvesting, recreation and tourism industry jobs. In spite of the negative impacts that have been the result of the COVID-19 epidemic, tourism alone still brought in some \$176 million to our Coos County area in 2020, creating some 2,950 jobs (Dean Runyan Associates April 2021 Travel Impact Analysis for Oregon). Why put all those jobs at risk?

And last but not least, has the Port resolved the issues they have had in the past with the Longshoreman's union charging extremely high fees to unload stuff here? In 2016 Portland's Terminal 6 lost weekly container service following a labor dispute between the port operator and the International Longshore and Warehouse Union.

In 2007, shipping line A.P. Moller – Maersk (Maersk) looked at the Coos Bay area for building a container terminal facility. They did not locate here but does the Port Commission really understand why that was? ...? It doesn't take a rocket scientist. If the well-known Maersk did not find Coos Bay to be sufficient what makes the Port think some company that nobody has ever heard of would do what even the transportation experts don't recommend and wouldn't do?

Sincerely,  
Bill and Jody McCaffree  
North Bend, Oregon

Vice President Farm stated a quick roll update is needed. President Kronsteiner has joined the meeting via Zoom while Commissioner Hanson had to leave early.

#### **4. CONSENT ITEMS**

- A. Approval of November 16, 2021 Regular Commission Meeting Minutes
- B. Approval of November Invoices
- C. Approval of November Contracts Awarded

Upon a motion by Commissioner Garcia (second by Commissioner Kronsteiner), the Board of Commissioners voted to approve the November 16, 2021 Regular Commission Meeting Minutes, November Invoices and November Contracts Awarded. **Motion Passed.**

#### **5. MANAGEMENT REPORTS**

All Management Reports were included within the Meeting Packet.

John Burns stated a correction is needed to the Railroad Operations report. Carloads reported were 537, but should have been 545.

#### **6. ACTION ITEMS/REPORTS**

##### **A. 2020/21 Annual Financial Report**

Moss Adams has completed the annual financial report on behalf of the Oregon International Port of Coos Bay for fiscal year ending June 30, 2021.

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

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

Ms. Amanda McCleary-Moore of Moss Adams attended this Commission meeting and presented the audit. A copy of the audit was provided to Commissioners for review.

Vice President Farm congratulated staff on achieving a good, clean audit. Commissioner Garcia asked about the recommendation for review of postings, and whether staff has any new processes to put into place. Megan Richardson stated staff had been reviewing postings but were lacking the step of reviewing the schedules after posting journal entries. Staff are meeting today to wrap up the audit and go over lessons learned and review what needs to be put in place for next year.

Upon a motion by Commissioner Kronsteiner (second by Commissioner Garcia), the Board of Commissioners motioned to approve the annual financial report for Fiscal Year 2020/2021. **Motion Passed.**

**B. 2021Res07: Execution of IFA Loan Agreement**

The Port entered into a Purchase and Sale Agreement for the former GP facility on October 25. The Port is currently in the due diligence period, which is set to expire on December 24. During this time, the Port is conducting an appraisal and a Phase I environmental assessment. Pending the results of the Phase I, it will be determined if a Phase II is necessary. The Port plans to close on the property no later than December 31, 2021. After closing, the Port will proceed with engineering, any necessary additional environmental work, and construction. The total project cost is estimated to be \$14,525,000 with a bond issuance fee of \$83,000 for a total overall cost of \$14,608,000.

<b>Project</b>	<b>IFA Loan</b>	<b>Other Sources</b>	<b>Total</b>
Land Acquisition	8,250,000	-	\$ 8,250,000
Environmental	250,000	-	\$ 250,000
Legal	-	25,000	\$ 25,000
Engineering/Architecture	250,000	-	\$ 250,000
Construction	-	4,500,000	\$ 4,500,000
Construction Contingency	1,250,000	-	\$ 1,250,000
<b>Project Subtotal</b>	<b>10,000,000</b>	<b>4,525,000</b>	<b>\$14,525,000</b>
Bond Issuance Fee	83,000	-	\$ 83,000
<b>Total Costs</b>	<b>10,083,000</b>	<b>4,525,000</b>	<b>\$14,608,000</b>

To finance the purchase of the property, the Port is seeking financing in the amount of ten million dollars from Business Oregon Infrastructure Financing Authority Special Public Works Fund. The funds will be used to acquire the facility, complete engineering, environmental work, and construction contingency. Four million dollars of the loan will be repaid in the short-term using ARPA funds awarded to the Port from Senator Anderson and Representative Wright. The \$4.5 million needed to complete the construction will be federal dollars thanks to Representative DeFazio.

The application was brought before Business Oregon's Infrastructure Financing Authority commission and approved on December 3, 2021. After approval, Business Oregon has begun drafting the contract. Once complete the contract will be reviewed by Port legal counsel prior to execution by the Port CEO.

Upon a motion by Commissioner Kronsteiner (second by Commissioner Garcia), the Board of Commissioners motioned to approve resolution 2021Res07 authorizing the Oregon International Port of Coos Bay to enter into a loan agreement with Business Oregon Infrastructure Finance Authority (IFA) for a \$10,083,00 loan pending preparation of the final agreement by IFA and review by Port legal counsel. **Motion Passed.**

### **C. Finalize Closing of Property Purchase Transaction**

Per the Purchase and Sale Agreement between the Oregon International Port of Coos Bay and Coos Bay, LLC for the purchase of the property formerly known as the Georgia-Pacific Mill Site, one of the Conditions to Closing is for the Port to receive approval from the Board of Commissioners to close the transaction.

Other Conditions to Closing include:

- a. Performance of Obligation and Accuracy of Representations and Warranties**
  - There are currently no concerns of the seller's performance or accuracy of their obligations under the agreement.
- b. No Material Changes to the Property**
  - There are currently no known unwarranted adverse changes in the physical condition of the property.
- c. Title Insurance**
  - The title company is prepared to issue the title insurance policy referencing only the Permitted Exceptions.
- d. Payment by Seller of Existing Indebtedness**
  - There are currently no known existing financing or monetary liens or encumbrances on the property.
- e. Removal of Exceptions**
  - The Preliminary Title Report has been received, is being reviewed by Port Staff and Legal Counsel, and any disapproved items will be removed within two days before closing.
- f. Phase I Environmental Survey**
  - A satisfactory Phase I Environmental Assessment for the property has been completed.
- g. (Board Approval)**
- h. Financing**
  - The Board just motioned to approve a loan agreement with the Business Oregon Infrastructure Finance Authority (IFA) preceding this action request.

The expected closing date of the property transaction is by December 31, 2021.

Upon a motion by Commissioner Kronsteiner (second by Commissioner Stevens), the Board of Commissioners motioned to approve the close of the transaction to purchase the property formerly

known as the Georgia-Pacific Mill Site, as contemplated within the Purchase and Sale Agreement between the Oregon International Port of Coos Bay and Coos Bay, LLC. **Motion Passed.**

**D. 2021Res08: Port of Coos Bay Rate Schedule**

Included in the meeting packet was the proposed Port of Coos Bay Rate Schedule (previously known as the Charleston Marina Rate Schedule). The Rate Schedule has been revised and updated to include all fees obtained by the Port of Coos Bay, and is thus being renamed as the Port of Coos Bay Rate Schedule.

- Items in blue are currently established fees that have not previously been included in the published Rate Schedule.
- Items in red are newly added line items and proposed fees.
- Items with a strike-through and highlighted yellow are changes to the existing fees (found in RV Park Rates and Railroad Property Access and Occupancy Fees).

Major revisions or additions to the Rate Schedule are outlined below:

**Charleston Marina RV Park**

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

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

This year, the CPI has risen 6.8% since November 2020; even taking food and energy costs out of the calculation, CPI has risen by 4.9%, due to high inflation rates.

Port Staff compared similar RV Parks in the region and found the Port’s daily, weekly and monthly rates continue to be below the market average. Port Staff recommends a rate adjustment of 5% per category based on market analysis, capital improvement projects, and overall maintenance needs.

The proposed changes are set forth in the table below (these rates do not include the 1.5% Lodging Tax and 2% Visitor Fee):

Rate Type	2021 Rates	Recommended for 2022
Daily - Back In	\$40.00 reg. / \$42.00 deluxe	\$42.00 reg. / \$44.10 deluxe
Daily - Pull Thru	\$45.00	\$47.25
Weekly - Back In	\$221.00 reg. / \$235.00 deluxe	\$232.05 reg. / \$246.75 deluxe
Weekly - Pull Thru	\$248.00	\$260.40
Monthly - Back In	\$590.00 reg. / \$624.00 deluxe	\$619.50 reg. / \$655.20 deluxe
Monthly - Pull Thru	\$657.00	\$689.85
Yurts - Daily	\$57.00	\$59.85
Yurts - Weekly	\$268.00	\$281.40

In addition:

- A “6 month stay limit in a 12 month period” statement was added to monthly stays. Although

this is an existing rule within the RV Park, the regulation needed to be reiterated.

- RV Dry Storage was removed as it is not a utilized service.
- Propane was added to the Rate Schedule. The price of propane varies on the price at time of delivery.

### **Charleston Marina Administrative Services**

The Charleston Marina Administrative Services fees added to the Rate Schedule are established fees as outlined in Ordinance 143 and/or adopted by previous resolutions.

### **General Administrative Services**

The General Administrative Services fees added to the Rate Schedule are established fees adopted by previous resolutions.

### **Railroad Property Access and Occupancy Fees**

The previous rate schedule was approved by resolution in May 2017. Research was conducted based on the existing 2017 rate schedule and prior rate schedules from 2010 and 2011, as well as a sample review of existing lease agreements and pricing structures of other railroads. Many of the fees remain unchanged from 2017. A standard 3% CPI increase has been added for all new annual agreements.

The actual format of the Rate Schedule is subject to change, although the rates will remain consistent.

Pursuant to Port Policy, the Rate Schedule must be modified by resolution of the Port Commission. Upon Commission approval of the resolution, the revised Port of Coos Bay 2021/22 Rate Schedule will be republished with an effective date of January 1, 2022.

Upon a motion by Commissioner Kronsteiner (second by Commissioner Garcia), the Board of Commissioners motioned to approve Resolution 2021Res08 revising the 2021/22 Port of Coos Bay Rate Schedule effective January 1, 2022. **Motion Passed.**

## **E. Application Submittal for CRISI Grant**

The Oregon International Port of Coos Bay owns and operates the Coos Bay Rail Line (CBRL). As owner of the rail line, the Port is responsible for capital repairs, rehabilitation and replacement of the infrastructure on the rail line. The Port acquired the rail line after the former owner halted operations and threatened abandonment of the infrastructure. Since acquiring the line through two separate transactions in 2009 and 2010, the Port has undertaken a comprehensive capital rehabilitation campaign designed to restore and improve service to regional employers that ship and receive cargo by rail.

On August 31, 2021, the Federal Railroad Administration (FRA) published a Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. The CRISI program was implemented to enhance rail safety, help to undo inequities caused by transportation and land use policies and create new opportunities for underserved communities, provide energy efficient transportation options to confront the effects of climate change, invest in projects that spur economic growth, and ensure our world-class freight network can meet the mobility demands of a growing population. The total funding available for awards under the program is \$361,978,769.

In March of 2021, the Port entered into an Exclusive Negotiating Agreement with North Point Development, LLC to develop a container terminal on the Port's North Spit property. As part of this development, the project will require modifications to nine tunnels to accommodate double stack cars, and siding improvements to allow for the operation of unit trains along the line.

In partnership with North Point Development LLC, Port staff proposes the development of the CBRL Corridor Improvement Project. The infrastructure improvements proposed in this application are to the nine tunnels (Phase 3) located along the CBRL as well as four sidings and one industrial lead installation site. The tunnel work will increase vertical clearances through the tunnels to accommodate double stack container cars. The four (4) sidings and one (1) industrial lead location will facilitate capacity increases on the line with a goal of providing sufficient capacity for 1.2M FEUs to be processed annually at the marine intermodal terminal. These Project elements will dramatically improve the efficiency of the intermodal rail facility and provide much needed rail infrastructure enhancements for the intermodal freight moving through the Port.

Port staff is requesting authorization from the Port Commission to apply for a CRISI 2021 grant that will be used to fund the costs of the CBRL Corridor Improvement project. The total estimated project cost is \$72,475,527, with a pledged match of \$36,237,764. Matching funds will be provided by North Point Development, by written agreement, prior to executing a grant agreement with the FRA.

Upon a motion by Commissioner Kronsteiner (second by Commissioner Garcia), the Board of Commissioners motioned to authorize Port Staff to apply for a CRISI 2021 Grant for a total project cost of \$72,475,527 with a Port pledged match of \$36,237,764. **Motion Passed.**

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

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

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

Mickelson & Company is able to assign the Port's 151-track miles solely for the purpose of the Section 45G credit for \$2,100 per track mile or \$317,100. The fee for this Agreement of Assignment is not to exceed 6.5% or \$20,838, which provides the Port with revenue of \$291,732. The funds will be deposited in the Port's General Fund and are used to offset overhead and other expenses related to the Port's ownership of the rail line.

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

Upon a motion by Commissioner Kronsteiner (second by Commissioner Garcia), the Board of Commissioners motioned to approve the agreement to assign track miles for purpose of receiving tax credit revenue under Section 45G of the Internal Revenue Code, including signature authority for the Port Chief Executive Officer to execute the document. **Motion Passed.**



**7. OTHER**

**8. COMMISSION COMMENTS**

Mr. Burns expressed gratitude to Port staff for all their efforts throughout the year, and thanked the community for voicing their opinions, which he said was very important. There has been much communication, both pro and con, about the projects under development. For the benefit of these projects going forward, it is important for the Port to understand any issues so they can be addressed, to answer any questions, and create a beneficial environment for all. Port staff look forward to the new year and operating a facility here in Coos Bay, to be called Terminal One.

**9. NEXT MEETING DATE** – Tuesday, January 18, 2022, 10:30 a.m.

**10. ADJOURN**

Vice President Farm adjourned the meeting at 11:41 a.m. and entered into Executive Session to:

- (a) consider the employment of a public officer, employee, staff member or individual agent;
- (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.



M E M O R A N D U M

**To:** John Burns, Chief Executive Officer  
**From:** Mary Green, Accounting Clerk  
**Date:** January 11, 2022  
**Subject:** Invoices Paid for Commission Approval through December 2021

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A/P checks issued per NetSuite financial system	179,892.75
Payroll disbursement per Umpqua Bank statement	126,117.96
Misc electronic disbursements per Umpqua Bank statement	218,810.64
<b>Total Disbursements</b>	<b><u>\$ 524,821.35</u></b>



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Accounting Manager

DATE: January 11, 2022

SUBJECT: December 2021 Contracts Awarded

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

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

<b>Contract</b>	<b>Description</b>	<b>Cost</b>
Clear Creek Systems Inc.	Stormwater System Media Replacement	\$122,000.00
<b>Total Contracts Awarded for this period:</b>		\$122,000.00



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Community Giving Committee

DATE: January 11, 2022

SUBJECT: Community Giving Recommendation

In January 2019, the Board of Commissioners approved Resolution 2019Res02, adopting the Port Policy Manual Section 12.5: Community Giving. Each year, the Port of Coos Bay budgets funds for Community Giving in the form of scholarships, community events, and donations to support the Port’s mission of promoting sustainable development that enhances the economy of Southwest Oregon and the State.

The Community Giving Committee meets quarterly to discuss and evaluate requests made to the Port to support various charitable causes and community events. The committee met on January 7, 2022 to discuss five requests received within the last quarter. Two requests were not selected due to either not following the application procedures or being located outside of the Port district.

Community giving donation requests and event sponsorships are reviewed on a quarterly basis and awarded as budget funds allow. The Community Giving Committee makes the following recommendation, to be included in the appropriate fiscal year budget:

<b>Community Giving Donations</b>	<b>Amount</b>
<b>Bob Belloni Ranch, Independent Living Program</b>	<b>\$250</b>
<b>South Coast Food Share</b>	<b>\$250</b>
<b>Charleston Merchants Association, Annual Crab Feed: In-Kind Donation of Raffle Items Valued at \$185</b>	<b>\$185</b>
<b>Total:</b>	<b>\$685</b>

# **Management Reports**



M E M O R A N D U M

TO: John Burns, Chief Executive Officer  
 FROM: Lanelle Comstock, Chief Administrative Officer  
 DATE: January 11, 2022  
 SUBJECT: Administrative Services Management Report

**Upcoming Scheduled Meetings and Events:**

- Martin Luther King Jr. Day (offices closed): Monday, January 17
- January Regular Commission Meeting: Tuesday, January 18, 10:30 am
- SDAO Annual Conference: Thursday – Saturday, February 10-12
- February Regular Commission Meeting: Tuesday, February 15, 10:30 am

**Maritime Insurance Renewal:**

The Port has renewed the following Maritime insurance policies for the 2022 calendar year:

Insurance Policy (Maritime)	Covered Risks	Expiring Annual Premium	Renewal Annual Premium
Dredge Operations	Errors & Omissions Liability, Commercial Pollution Liability for dredge activities	\$14,225.61	\$16,394.37
Maritime Protection, Indemnity & Hull	Liability & Physical Damage for scheduled watercraft	\$35,481.00	\$35,481.00
Excess Maritime Protection, Indemnity & Hull Coverage	Excess Liability & Physical Damage for scheduled watercraft	\$15,000.00	\$12,750.00
Vessel Pollution	Pollution Liability Indemnity for scheduled vessels	\$2,650.00	\$3,500.00
		\$67,356.61	\$68,125.37

**Property & Liability Insurance Renewal:**

The Port has renewed Property and Liability Insurance for the 2022 calendar year with Special Districts Insurance Services. The 2022 annual premium has increased from \$130,984 to \$160,687. The increase is due to a 28% increase in property values from the purchase of the Hub Building and the proposed purchase of the Terminal 1 property, a 12% rate increase, a 2% increase in overall property values, and the lack of the Member Longevity Credit. The Port does not qualify for the SDIS Member Longevity Credit and Rate Lock Guarantee for 2022-2023 because our loss ratio was above 65% between 2017 and 2021 due to the Ice Plant Fire claim. In the past this credit saved the Port up to \$8,062 a year. The premium does reflect an 8% (\$12,856) credit received for completing the 2021 SDIS Best Practices Program.

### **SDAO 2022 Annual Conference:**

Due to COVID, the Special District Association of Oregon's 2022 Annual Conference has been changed to a 100% virtual, and FREE, event. This year's conference is scheduled for February 10-12, 2022. The conference includes many educational sessions for Board Members and staff, as well a Port Caucus meeting, which provides an opportunity to learn and discuss current legislative issues. Sessions that may be intriguing to Board Members include:

- Board Duties and Responsibilities
- Public Meetings and Executive Sessions
- Executive Director / General Manager Performance Evaluation
- Board Chair Basics: How to Run an Effective Board
- Port Caucus Meeting
- Legislative Summary

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

### **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 or at [mbarber@portofcoobay.com](mailto:mbarber@portofcoobay.com).

- **147 S Broadway** - Approximately 2,366 square feet of prime storefront space located on Highway 101 southbound.
- **145 Central Avenue** - Four individual offices in a space shared by an economic development group, conveniently located in downtown Coos Bay.

### **Recruitment – Maintenance Operator:**

The Oregon International Port of Coos Bay is seeking to hire a Maintenance Operator to participate as a key team member in maintenance and repairs of equipment and facilities operated by the Port. Located at the Charleston Marina, the Maintenance Operator possesses advanced mechanical skills, operates heavy equipment and leads major projects. Resumes have been received and reviewed and qualified applicants will soon be contacted to schedule an interview.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer  
FROM: Megan Richardson, Director of Finance  
DATE: January 11, 2022  
SUBJECT: Accounting & Finance Management Report

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

**Operating Revenue:**

Total operating revenues were \$275K which was \$45K greater than budget. All departments reported revenues that fell short of budget this period except for Charleston Ops. Administration has budgeted for full tenancy, but they are currently down a lessee. Port Ops leases underperformed due to the CPI being lower than what was anticipated and the timing of new agreements.

Rail Ops has increased rail car movements this month, but they were budgeted at a higher rate than they are actually receiving. They moved 548 cars this month.

**Operating Expense:**

Operating expenses totaled \$407K, which was \$111K less than budget. All departments, except for Administration and Rail Ops, underspent their budget this month. Administration is overspent for the month of November due to the timing of auditing services. Total auditing services spent for the year are underspent. The overage in Rail Ops is for engineering services. This line item is also underspent for the year.

**Operating Result:**

The Port ended November with a \$132K loss against a planned deficit of \$188K, which is better than plan by \$56K. All departments, with the exception of Administration and Rail Ops, performed better than plan this month. Admin and Rail Ops underperformance was due to lower revenues and the timing of expenses.

**Other Income & Expense:**

Total other revenues totaled \$1,585,938, which is less than budget by \$59K. This shortfall is due to the timing of the receipt of property taxes which was received in October. Total property taxes received to date exceed budget by \$4K. Other expenses totaled \$870K this period, which was \$431K less than plan. This underspending is due to the reduction in debt payments because of the debt refunding.



**Net Result & Year to Date:**

November net result amounted to a net gain of \$585K compared to a budgeted net gain of \$155K resulting in a \$428K positive variance. The savings in debt service payments and the lower capital expense this month attributed greatly to the 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 at December month end were \$4,688,643.14 which is an increase of \$415K from November with interest earnings of \$1,258.61. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate remained 0.45% pa. This an overall decrease of the pool interest rate by 0.15% since the start of the fiscal year.

As noted last month, we have begun budget preparations. The budget calendar has been provided in the information section of the Commission packet this month. Preparations are beginning a month earlier than last year. The additional time will be helpful in allowing staff to take the time they need to prepare for next year.

Financial Report - Actual vs. Budget - General Fund  
For Period Ending Nov 2021



		Current Period				Same Month Last Year			Year to Date				Year End					
		Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD					
		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	15,250	16,721	(1,470)	(9%)	1,370	13,880	1013%	34,533	83,603	(49,070)	(59%)	6,809	27,724	407%	151,577	200,647	(24%)
3	External Affairs	0	33	(33)	(100%)	50	(50)	(100%)	95	167	(72)	(43%)	115	(20)	(17%)	328	400	(18%)
5	Port Operations	16,456	18,303	(1,847)	(10%)	15,024	1,432	10%	83,518	91,517	(7,999)	(9%)	76,743	6,775	9%	211,641	219,640	(4%)
6	Railroad Operations	80,283	80,908	(625)	(1%)	53,136	27,147	51%	435,711	455,063	(19,352)	(4%)	347,924	87,786	25%	1,924,630	1,943,982	(1%)
8	<b>Charleston Operations</b>																	
9	Building & Dock Leases	26,739	24,442	2,298	9%	22,822	3,917	17%	124,080	122,208	1,871	2%	91,585	32,495	35%	295,171	293,300	1%
11	Marina	78,706	43,420	35,286	81%	66,590	12,116	18%	492,540	391,494	101,046	26%	466,294	26,246	6%	1,115,874	1,014,828	10%
12	Shipyards	28,609	21,094	7,516	36%	24,100	4,510	19%	116,167	105,469	10,698	10%	108,558	7,609	7%	263,823	253,125	4%
13	RV Park	21,489	13,148	8,341	63%	15,983	5,506	34%	249,235	208,395	40,840	20%	218,324	30,911	14%	377,240	336,400	12%
14	Ice Plant	2,443	8,396	(5,953)	(71%)	2,139	304	14%	134,385	188,541	(54,156)	(29%)	15,955	118,431	742%	245,844	300,000	(18%)
16	Travel Lift	3,622	2,149	1,473	69%	2,009	1,613	80%	25,957	26,259	(302)	(1%)	17,665	8,292	47%	59,698	60,000	(1%)
17	Other	1,134	1,017	117	12%	110	1,024	931%	8,257	(2,417)	10,674	(442%)	7,819	438	6%	(7,126)	(17,800)	(60%)
18	<b>Total Charleston Operations</b>	162,742	113,664	49,077	43%	133,753	28,989	22%	1,150,621	1,039,950	110,670	11%	926,200	224,421	24%	2,350,523	2,239,853	5%
19	<b>Total Operating Income</b>	<b>274,731</b>	<b>229,629</b>	<b>45,102</b>	<b>20%</b>	<b>203,332</b>	<b>71,399</b>	<b>35%</b>	<b>1,704,477</b>	<b>1,670,300</b>	<b>34,177</b>	<b>2%</b>	<b>1,357,791</b>	<b>346,686</b>	<b>26%</b>	<b>4,638,699</b>	<b>4,604,522</b>	<b>1%</b>
21	<b>Operating Expenses</b>																	
22	Administration	158,357	152,197	(6,160)	(4%)	121,618	(36,738)	(30%)	588,235	798,377	210,142	26%	609,751	21,516	4%	1,691,005	1,901,147	11%
23	External Affairs	17,819	24,502	6,683	27%	22,886	5,067	22%	99,198	127,464	28,266	22%	104,681	5,483	(5%)	275,666	303,932	(9%)
24	Port Development	0	0	0	-	16,263	16,263	100%	0	0	0	-	95,138	95,138	(100%)	0	0	-
25	Port Operations	54,275	79,812	25,537	32%	13,764	(40,511)	(294%)	277,460	432,998	155,538	36%	72,199	(205,261)	284%	864,081	1,019,619	(15%)
26	Railroad Operations	42,510	12,798	(29,712)	(232%)	1,832	(40,678)	(2220%)	64,406	63,988	(418)	(1%)	12,738	(51,668)	406%	153,990	153,572	0%
28	Charleston Operations	133,563	148,361	14,797	10%	95,723	(37,841)	(40%)	639,269	767,656	128,387	17%	647,390	8,121	(1%)	1,703,646	1,832,033	(7%)
29	<b>Total Expenses</b>	<b>406,523</b>	<b>417,669</b>	<b>11,145</b>	<b>3%</b>	<b>272,085</b>	<b>(134,438)</b>	<b>(49%)</b>	<b>1,668,568</b>	<b>2,190,483</b>	<b>521,915</b>	<b>24%</b>	<b>1,541,897</b>	<b>(126,671)</b>	<b>(8%)</b>	<b>4,688,388</b>	<b>5,210,303</b>	<b>10%</b>
31	<b>Operating Results</b>																	
32	Administration	(143,106)	(135,476)	(7,630)	6%	(120,248)	(22,858)	19%	(553,702)	(714,774)	161,072	(23%)	(602,942)	49,240	(8%)	(1,539,428)	(1,700,500)	(9%)
33	External Affairs	(17,819)	(24,469)	6,650	(27%)	(22,836)	5,017	(22%)	(99,103)	(127,297)	28,194	(22%)	(104,566)	5,463	(5%)	(275,338)	(303,532)	(9%)
34	Port Development	0	0	0	-	(16,263)	16,263	(100%)	0	0	0	-	(95,138)	95,138	(100%)	0	0	-
35	Port Operations	(37,819)	(61,508)	23,690	(39%)	1,260	(39,079)	(3100%)	(193,942)	(341,481)	147,539	(43%)	4,545	(198,487)	(4367%)	(652,440)	(799,979)	(18%)
36	Railroad Operations	37,773	68,110	(30,337)	(45%)	51,303	(13,530)	(26%)	371,305	391,075	(19,770)	(5%)	335,186	36,118	11%	1,770,640	1,790,410	(1%)
38	Charleston Operations	29,178	(34,696)	63,875	(184%)	38,030	(8,852)	(23%)	511,351	272,294	239,057	88%	278,809	232,542	83%	646,877	407,820	59%
39	<b>Totals Operating Results</b>	<b>(131,792)</b>	<b>(188,039)</b>	<b>56,247</b>	<b>(30%)</b>	<b>(68,753)</b>	<b>(63,039)</b>	<b>92%</b>	<b>35,909</b>	<b>(520,184)</b>	<b>556,092</b>	<b>(107%)</b>	<b>(184,106)</b>	<b>220,015</b>	<b>(120%)</b>	<b>(49,689)</b>	<b>(605,781)</b>	<b>(92%)</b>
41	Tax Collected	1,576,938	1,636,457	(59,519)	(4%)	1,612,286	(35,349)	(2%)	1,814,280	1,686,807	127,473	8%	1,679,466	134,815	8%	2,869,033	2,741,560	5%
42	Financial Income	8,355	8,374	(19)	(0%)	9,420	(1,065)	(11%)	43,835	39,870	3,965	10%	44,967	(1,133)	(3%)	102,452	98,487	4%
43	Grant Income	0	0	0	-	35,138	(35,138)	(100%)	3,000	8,175	(5,175)	(63%)	35,928	(32,928)	(92%)	8,000	13,175	(39%)
45	Other Income	330	0	330	-	1,328	(998)	(75%)	216,496	0	216,496	-	23,730	192,766	812%	516,496	300,000	72%
46	<b>Total Other Income</b>	<b>1,585,623</b>	<b>1,644,831</b>	<b>(59,208)</b>	<b>(4%)</b>	<b>1,658,172</b>	<b>(72,549)</b>	<b>(4%)</b>	<b>2,077,611</b>	<b>1,734,852</b>	<b>342,759</b>	<b>20%</b>	<b>1,784,091</b>	<b>293,520</b>	<b>16%</b>	<b>3,495,981</b>	<b>3,153,222</b>	<b>11%</b>
48	Financial Expenses & Taxes	324	3,375	3,051	(90%)	21,824	21,500	(99%)	88,955	26,875	(62,080)	231%	45,565	(43,390)	95%	112,580	50,500	(123%)
49	Debt Service	856,618	1,201,162	344,544	(29%)	824,213	(32,404)	4%	874,387	1,249,445	375,057	(30%)	848,326	(26,061)	3%	958,883	1,333,940	28%
50	Capital Outlays	13,155	96,917	83,762	(86%)	0	(13,155)	-	883,070	484,583	(398,486)	82%	84,908	(798,161)	940%	1,561,486	1,163,000	(34%)
52	<b>Total Other Expenses</b>	<b>870,096</b>	<b>1,301,453</b>	<b>431,357</b>	<b>(33%)</b>	<b>846,037</b>	<b>(24,059)</b>	<b>3%</b>	<b>1,846,412</b>	<b>1,760,903</b>	<b>(85,509)</b>	<b>5%</b>	<b>978,799</b>	<b>(867,613)</b>	<b>89%</b>	<b>2,632,949</b>	<b>2,547,440</b>	<b>3%</b>
54	<b>Net Result</b>	<b>583,734</b>	<b>155,338</b>	<b>428,396</b>	<b>(276%)</b>	<b>743,382</b>	<b>(159,647)</b>	<b>(21%)</b>	<b>267,107</b>	<b>(546,235)</b>	<b>813,343</b>	<b>149%</b>	<b>621,185</b>	<b>(354,078)</b>	<b>57%</b>	<b>813,344</b>	<b>1</b>	<b>(81334260%)</b>

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date					Year End				
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	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	14,245	15,721	(1,475)	-9%	360	13,885	3859%	29,528	78,603	(49,075)	-62%	1,799	27,729	1541%	139,572	188,647	-26%
4245 CCURA	1,000	1,000	0	0%	1,000	0	0%	5,000	5,000	0	0%	5,000	0	0%	12,000	12,000	0%
4290 Other	5	0	5	-	10	(5)	-50%	5	0	5	-	10	(5)	-50%	5	0	-
<b>Total Operating Income</b>	<b>15,250</b>	<b>16,721</b>	<b>(1,470)</b>	<b>-9%</b>	<b>1,370</b>	<b>13,880</b>	<b>1013%</b>	<b>34,533</b>	<b>83,603</b>	<b>(49,070)</b>	<b>-59%</b>	<b>6,809</b>	<b>27,724</b>	<b>407%</b>	<b>151,577</b>	<b>200,647</b>	<b>-24%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	51,939	52,849	910	2%	51,690	(249)	0%	264,815	290,772	25,958	9%	301,656	36,842	12%	661,284	687,242	4%
5010 Other compensation	0	1,128	1,128	100%	0	0	-	0	6,204	6,204	100%	0	0	-	8,460	14,664	42%
5050 Merit Pool	0	1,538	1,538	100%	0	0	-	0	8,462	8,462	100%	0	0	-	11,538	20,000	42%
<b>Total Compensation</b>	<b>51,939</b>	<b>55,515</b>	<b>3,576</b>	<b>6%</b>	<b>51,690</b>	<b>(249)</b>	<b>0%</b>	<b>264,815</b>	<b>305,439</b>	<b>40,624</b>	<b>13%</b>	<b>301,656</b>	<b>36,842</b>	<b>12%</b>	<b>681,282</b>	<b>721,906</b>	<b>6%</b>
5100 Federal Payroll taxes	2,744	3,820	1,077	28%	2,806	62	2%	16,089	21,018	4,930	23%	16,184	95	1%	44,747	49,677	10%
5105 State Payroll taxes	12	0	(12)	-	11	(2)	-14%	62	0	(62)	-	54	(8)	-15%	62	0	-
5110 Unemployment Insurance	331	749	418	56%	330	(1)	0%	2,253	4,121	1,868	45%	2,039	(214)	-11%	7,872	9,740	19%
5115 Workers compensation	256	185	(70)	-38%	104	(151)	-145%	1,278	1,020	(258)	-25%	(256)	(1,534)	599%	2,669	2,411	-11%
<b>Total Payroll Taxes</b>	<b>3,342</b>	<b>4,755</b>	<b>1,412</b>	<b>30%</b>	<b>3,250</b>	<b>(92)</b>	<b>-3%</b>	<b>19,682</b>	<b>26,159</b>	<b>6,477</b>	<b>25%</b>	<b>18,021</b>	<b>(1,661)</b>	<b>-9%</b>	<b>55,351</b>	<b>61,828</b>	<b>10%</b>
5200 Medical insurance	6,834	7,750	916	12%	7,684	850	11%	34,172	38,751	4,579	12%	38,419	4,248	11%	88,423	93,002	5%
5205 Dental insurance	882	869	(13)	-2%	922	40	4%	4,411	4,344	(67)	-2%	4,356	(55)	-1%	10,493	10,426	-1%
5215 Term life insurance	100	100	0	0%	94	(6)	-7%	482	500	18	4%	714	232	32%	1,182	1,200	2%
5220 Long Term Disability insurance	310	360	50	14%	292	(17)	-6%	1,504	1,798	293	16%	1,068	(437)	-41%	4,021	4,314	7%
5225 PERS Employer Contributions	5,875	11,223	5,348	48%	6,969	1,094	16%	44,811	61,750	16,939	27%	43,366	(1,445)	-3%	129,007	145,946	12%
5230 PERS Employee Contributions	1,676	3,132	1,456	47%	2,190	515	24%	12,668	17,231	4,563	26%	13,630	963	7%	36,163	40,726	11%
5295 Allocations	0	(126)	(126)	100%	0	0	-	0	(695)	(695)	100%	0	0	-	(947)	(1,642)	42%
<b>Total Insured Benefits</b>	<b>15,677</b>	<b>23,307</b>	<b>7,630</b>	<b>33%</b>	<b>18,152</b>	<b>2,475</b>	<b>14%</b>	<b>98,048</b>	<b>123,679</b>	<b>25,631</b>	<b>21%</b>	<b>101,553</b>	<b>3,505</b>	<b>3%</b>	<b>268,341</b>	<b>293,972</b>	<b>9%</b>
<b>Total Personnel Services</b>	<b>70,958</b>	<b>83,576</b>	<b>12,618</b>	<b>15%</b>	<b>73,092</b>	<b>2,134</b>	<b>3%</b>	<b>382,544</b>	<b>455,277</b>	<b>72,732</b>	<b>16%</b>	<b>421,230</b>	<b>38,685</b>	<b>9%</b>	<b>1,004,974</b>	<b>1,077,706</b>	<b>7%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	240	826	586	71%	0	(240)	-	935	4,129	3,194	77%	90	(845)	-939%	6,716	9,910	32%
<b>Total Staff Training</b>	<b>240</b>	<b>826</b>	<b>586</b>	<b>71%</b>	<b>0</b>	<b>(240)</b>	<b>-</b>	<b>935</b>	<b>4,129</b>	<b>3,194</b>	<b>77%</b>	<b>90</b>	<b>(845)</b>	<b>-939%</b>	<b>6,716</b>	<b>9,910</b>	<b>32%</b>
6020 Travel - airfare	0	42	42	100%	0	0	-	0	208	208	100%	0	0	-	292	500	42%
6025 Travel - lodging & transportation	0	167	167	100%	572	572	100%	0	833	833	100%	572	572	100%	1,167	2,000	42%
6030 Travel - Per Diem & mileage reimbursement	0	125	125	100%	0	0	-	0	625	625	100%	0	0	-	875	1,500	42%
6035 Meals & Entertainment	626	233	(392)	-168%	50	(576)	-1152%	897	1,167	270	23%	93	(804)	-865%	2,530	2,800	10%
<b>Total Travel &amp; Entertainment</b>	<b>626</b>	<b>567</b>	<b>(59)</b>	<b>-10%</b>	<b>622</b>	<b>(4)</b>	<b>-1%</b>	<b>897</b>	<b>2,833</b>	<b>1,936</b>	<b>68%</b>	<b>665</b>	<b>(232)</b>	<b>-35%</b>	<b>4,864</b>	<b>6,800</b>	<b>28%</b>
6050 Office supplies	769	750	(19)	-3%	194	(575)	-296%	2,355	3,750	1,395	37%	1,715	(639)	-37%	7,605	9,000	16%
6055 Kitchen supplies	143	295	152	51%	173	30	17%	861	1,475	614	42%	887	26	3%	2,926	3,540	17%
6060 IT supplies	1,866	583	(1,283)	-220%	2,240	374	17%	1,866	2,917	1,051	36%	22,029	20,163	92%	5,949	7,000	15%
6070 Postage & courier services	800	333	(467)	-140%	0	(800)	-	1,600	1,667	67	4%	1,256	(344)	-27%	3,933	4,000	2%

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For Period Ending Nov 2021

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Fund: General Fund

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Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6080 Office lease	0	0	0	-	7,927	7,927	100%	24,139	0	(24,139)	-	39,636	15,498	39%	24,139	0	-
6085 Office equipment lease	0	178	178	100%	0	0	-	535	892	357	40%	535	0	0%	1,783	2,140	17%
6087 Office equipment repairs & maintenance	168	375	207	55%	69	(100)	-145%	961	1,875	914	49%	823	(138)	-17%	3,586	4,500	20%
6090 IT SW subscriptions & licenses	10,139	11,165	1,026	9%	4,926	(5,212)	-106%	48,212	55,825	7,613	14%	38,687	(9,525)	-25%	126,367	133,980	6%
6095 Commission expenses	0	125	125	100%	0	0	-	38	625	587	94%	0	(38)	-	913	1,500	39%
<b>Total Office Expense</b>	<b>13,886</b>	<b>13,805</b>	<b>(81)</b>	<b>-1%</b>	<b>15,530</b>	<b>1,644</b>	<b>11%</b>	<b>80,566</b>	<b>69,025</b>	<b>(11,541)</b>	<b>-17%</b>	<b>105,568</b>	<b>25,002</b>	<b>24%</b>	<b>177,201</b>	<b>165,660</b>	<b>-7%</b>
6100 Telephone - landline	522	490	(32)	-7%	384	(138)	-36%	2,264	2,450	186	8%	1,988	(277)	-14%	5,694	5,880	3%
6105 Telephone - mobile	423	555	132	24%	372	(51)	-14%	2,076	2,775	699	25%	2,095	18	1%	5,961	6,660	10%
6110 Internet services	604	618	15	2%	604	0	0%	3,018	3,092	74	2%	3,018	0	0%	7,347	7,420	1%
6115 Cable TV	0	0	0	-	53	53	100%	0	0	0	-	255	255	100%	0	0	-
6130 Electricity	683	833	151	18%	456	(227)	-50%	2,408	4,167	1,759	42%	2,462	54	2%	8,241	10,000	18%
6135 Water/Sewer	228	208	(19)	-9%	0	(228)	-	271	1,042	771	74%	0	(271)	-	1,729	2,500	31%
6140 Garbage/Sanitation Collection	272	267	(5)	-2%	0	(272)	-	547	1,333	786	59%	0	(547)	-	2,414	3,200	25%
6155 Environmental Remediation/Mitigation/Monitoring	5,400	0	(5,400)	-	0	(5,400)	-	5,400	0	(5,400)	-	0	(5,400)	-	5,400	0	-
<b>Total Utilities</b>	<b>8,131</b>	<b>2,972</b>	<b>(5,159)</b>	<b>-174%</b>	<b>1,869</b>	<b>(6,262)</b>	<b>-335%</b>	<b>15,985</b>	<b>14,858</b>	<b>(1,126)</b>	<b>-8%</b>	<b>9,817</b>	<b>(6,168)</b>	<b>-63%</b>	<b>36,786</b>	<b>35,660</b>	<b>-3%</b>
6200 Temporary/Contract help	0	0	0	-	5,831	5,831	100%	0	0	0	-	20,108	20,108	100%	0	0	-
6205 Janitorial services	1,284	1,250	(34)	-3%	484	(800)	-165%	4,218	6,250	2,033	33%	2,418	(1,800)	-74%	12,968	15,000	14%
6215 Payroll services	633	792	159	20%	608	(25)	-4%	2,835	3,958	1,124	28%	2,785	(49)	-2%	8,376	9,500	12%
6245 Legal advertising	0	167	167	100%	0	0	-	0	833	833	100%	0	0	-	1,167	2,000	42%
6250 Legal services	35,318	12,500	(22,818)	-183%	4,667	(30,652)	-657%	60,122	62,500	2,378	4%	10,559	(49,563)	-469%	147,622	150,000	2%
6255 Auditing	20,000	4,833	(15,167)	-314%	17,150	(2,850)	-17%	29,100	24,167	(4,933)	-20%	24,650	(4,450)	-18%	62,933	58,000	-9%
6260 Consulting services	0	92	92	100%	0	0	-	2,250	458	(1,792)	-391%	0	(2,250)	-	2,892	1,100	-163%
6265 Recruiting services	0	208	208	100%	0	0	-	0	1,042	1,042	100%	0	0	-	1,458	2,500	42%
6290 Commercial insurance	3,283	2,453	(830)	-34%	1,735	(1,548)	-89%	1,912	12,265	10,353	84%	8,695	6,783	78%	19,083	29,436	35%
<b>Total Professional Services</b>	<b>60,518</b>	<b>22,295</b>	<b>(38,223)</b>	<b>-171%</b>	<b>30,474</b>	<b>(30,044)</b>	<b>-99%</b>	<b>100,436</b>	<b>111,474</b>	<b>11,037</b>	<b>10%</b>	<b>69,215</b>	<b>(31,221)</b>	<b>-45%</b>	<b>256,499</b>	<b>267,536</b>	<b>4%</b>
6351 Awards & Recognitions	0	283	283	100%	0	0	-	2,179	1,417	(762)	-54%	2,475	296	12%	4,162	3,400	-22%
<b>Total Marketing Expense</b>	<b>0</b>	<b>283</b>	<b>283</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2,179</b>	<b>1,417</b>	<b>(762)</b>	<b>-54%</b>	<b>2,475</b>	<b>296</b>	<b>12%</b>	<b>4,162</b>	<b>3,400</b>	<b>-22%</b>
6405 Safety/hazardous materials	0	0	0	-	0	0	-	0	0	0	-	504	504	100%	0	0	-
6415 Clothing	0	35	35	100%	0	0	-	0	177	177	100%	0	0	-	248	425	42%
6420 Janitorial supplies	226	208	(18)	-9%	0	(226)	-	264	1,042	778	75%	0	(264)	-	1,722	2,500	31%
6450 Fuel - Gas	38	83	45	54%	33	(5)	-16%	85	417	332	80%	89	4	5%	668	1,000	33%
<b>Total Operational Expense</b>	<b>264</b>	<b>327</b>	<b>63</b>	<b>19%</b>	<b>33</b>	<b>(232)</b>	<b>-705%</b>	<b>348</b>	<b>1,635</b>	<b>1,287</b>	<b>79%</b>	<b>593</b>	<b>245</b>	<b>41%</b>	<b>2,638</b>	<b>3,925</b>	<b>33%</b>
6505 Repairs & maintenance vehicles	17	27	10	36%	0	(17)	-	316	135	(181)	-134%	0	(316)	-	506	325	-56%
6510 Repairs & maintenance buildings	3,716	3,333	(383)	-11%	0	(3,716)	-	4,028	16,667	12,639	76%	92	(3,936)	-4278%	27,361	40,000	32%
<b>Total Repair and Maintenance</b>	<b>3,734</b>	<b>3,377</b>	<b>(357)</b>	<b>-11%</b>	<b>0</b>	<b>(3,734)</b>	<b>-</b>	<b>4,344</b>	<b>16,885</b>	<b>12,541</b>	<b>74%</b>	<b>98</b>	<b>(4,246)</b>	<b>-4322%</b>	<b>27,984</b>	<b>40,525</b>	<b>31%</b>
6599 Budget Contingency	0	24,169	24,169	100%	0	0	-	0	120,844	120,844	100%	0	0	-	169,181	290,025	42%
<b>Total Goods &amp; Services</b>	<b>87,399</b>	<b>68,620</b>	<b>(18,778)</b>	<b>-27%</b>	<b>48,527</b>	<b>(38,872)</b>	<b>-80%</b>	<b>205,691</b>	<b>343,101</b>	<b>137,410</b>	<b>40%</b>	<b>188,521</b>	<b>(17,170)</b>	<b>-9%</b>	<b>686,031</b>	<b>823,441</b>	<b>17%</b>

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

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Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
<b>Total Expenses</b>	158,357	152,197	(6,160)	-4%	121,618	(36,738)	-30%	588,235	798,377	210,142	26%	609,751	21,516	4%	1,691,005	1,901,147	11%
<b>Operating Results</b>	(143,106)	(135,476)	(7,630)	6%	(120,248)	(22,858)	19%	(553,702)	(714,774)	161,072	-23%	(602,942)	49,240	-8%	(1,539,428)	(1,700,500.00)	-9%
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4405 Property Taxes - Current Year	1,566,893	1,628,548	(61,655)	-4%	1,596,525	(29,632)	-2%	1,630,404	1,658,170	(27,766)	-2%	1,631,511	(1,108)	0%	1,943,794	1,971,560	-1%
4410 Property Taxes - Prior Years	10,045	7,909	2,136	27%	15,761	(5,717)	-36%	61,316	28,637	32,678	114%	47,845	13,470	28%	82,678	50,000	65%
4505 Interest - Bank	981	1,000	(19)	-2%	2,046	(1,065)	-52%	6,965	3,000	3,965	132%	8,098	(1,133)	-14%	13,965	10,000	40%
4506 Interest - Southport Note	1,840	1,840	0	0%	2,004	(163)	-8%	9,340	9,340	0	0%	10,153	(813)	-8%	21,834	21,834	0%
4515 Principal Repayment - Southport Note	5,533	5,533	0	0%	5,370	163	3%	27,530	27,530	0	0%	26,717	813	3%	66,653	66,653	0%
4695 Grants Received - Other	0	0	0	-	35,138	(35,138)	-100%	0	0	0	-	35,928	(35,928)	-100%	0	0	-
4905 Other	330	0	330	-	0	330	-	76,219	0	76,219	-	8	76,211	946718%	76,219	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	139,060	0	139,060	-	22,349	116,711	522%	139,060	0	-
<b>Total Other Income</b>	<b>1,585,623</b>	<b>1,644,831</b>	<b>(59,208)</b>	<b>-4%</b>	<b>1,656,844</b>	<b>(71,222)</b>	<b>-4%</b>	<b>1,950,833</b>	<b>1,726,677</b>	<b>224,156</b>	<b>13%</b>	<b>1,782,609</b>	<b>168,224</b>	<b>9%</b>	<b>2,344,203</b>	<b>2,120,047</b>	<b>11%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6705 Grant expenses	0	0	0	-	0	0	-	0	0	0	-	35	35	100%	0	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	18,291	0	(18,291)	-	0	(18,291)	-	18,291	0	-
6740 Merchant fees	2,356	2,500	144	6%	2,168	(189)	-9%	16,593	12,500	(4,093)	-33%	14,282	(2,312)	-16%	34,093	30,000	-14%
6745 Banking fees	(3,500)	42	3,542	8499%	0	3,500	3500050%	931	208	(723)	-347%	10	(922)	-9500%	1,223	500	-145%
6755 Insurance Claims	0	0	0	-	19,656	19,656	100%	0	0	0	-	20,294	20,294	100%	0	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>(1,144)</b>	<b>2,542</b>	<b>3,685</b>	<b>145%</b>	<b>21,824</b>	<b>22,968</b>	<b>105%</b>	<b>35,816</b>	<b>12,708</b>	<b>(23,107)</b>	<b>-182%</b>	<b>34,621</b>	<b>(1,195)</b>	<b>-3%</b>	<b>53,607</b>	<b>30,500</b>	<b>-76%</b>
<b>Debt Services</b>																	
7005 Principal repayment	0	156,000	156,000	100%	0	0	-	0	156,000	156,000	100%	0	0	-	0	156,000	100%
7020 Principal repayment - Vehicles	536	539	3	1%	815	279	34%	1,382	2,696	1,314	49%	4,046	2,664	66%	5,157	6,471	20%
7025 Interest payment - Vehicles	88	85	(3)	-4%	162	74	45%	219	425	206	48%	840	620	74%	815	1,021	20%
<b>Total Debt Services</b>	<b>624</b>	<b>156,624</b>	<b>156,000</b>	<b>100%</b>	<b>977</b>	<b>353</b>	<b>36%</b>	<b>1,601</b>	<b>159,122</b>	<b>157,520</b>	<b>99%</b>	<b>4,885</b>	<b>3,284</b>	<b>67%</b>	<b>5,972</b>	<b>163,492</b>	<b>96%</b>
<b>Total Other Expenses</b>	<b>(519)</b>	<b>159,166</b>	<b>159,685</b>	<b>100%</b>	<b>22,801</b>	<b>23,320</b>	<b>102%</b>	<b>37,417</b>	<b>171,830</b>	<b>134,413</b>	<b>78%</b>	<b>39,506</b>	<b>2,089</b>	<b>5%</b>	<b>59,579</b>	<b>193,992</b>	<b>69%</b>
<b>Net Other Income</b>	<b>1,586,142</b>	<b>1,485,665</b>	<b>100,477</b>	<b>7%</b>	<b>1,634,043</b>	<b>(47,901)</b>	<b>-3%</b>	<b>1,913,416</b>	<b>1,554,847</b>	<b>358,569</b>	<b>23%</b>	<b>1,743,103</b>	<b>170,313</b>	<b>10%</b>	<b>2,284,624</b>	<b>1,926,055</b>	<b>19%</b>
<b>Net Result</b>	<b>1,443,035</b>	<b>1,350,189</b>	<b>92,847</b>	<b>7%</b>	<b>1,513,795</b>	<b>(70,759)</b>	<b>-5%</b>	<b>1,359,713</b>	<b>840,072</b>	<b>519,641</b>	<b>62%</b>	<b>1,140,161</b>	<b>219,552</b>	<b>19%</b>	<b>745,196</b>	<b>225,555</b>	<b>230%</b>

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD		Jul 2021 - Jun 2022			
	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	-	0	0	-	70	0	70	-	40	30	75%	70	0	-
4290 Other	0	33	(33)	-100%	50	(50)	-100%	25	167	(142)	-85%	75	(50)	-67%	258	400	-35%
<b>Total Operating Income</b>	<b>0</b>	<b>33</b>	<b>(33)</b>	<b>-100%</b>	<b>50</b>	<b>(50)</b>	<b>-100%</b>	<b>95</b>	<b>167</b>	<b>(72)</b>	<b>-43%</b>	<b>115</b>	<b>(20)</b>	<b>-17%</b>	<b>328</b>	<b>400</b>	<b>-18%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	7,084	7,082	(2)	0%	6,641	(444)	-7%	36,169	38,966	2,797	7%	34,133	(2,036)	-6%	89,300	92,097	3%
5010 Other compensation	0	191	191	100%	0	0	-	0	1,049	1,049	100%	0	0	-	1,431	2,480	42%
<b>Total Compensation</b>	<b>7,084</b>	<b>7,273</b>	<b>189</b>	<b>3%</b>	<b>6,641</b>	<b>(444)</b>	<b>-7%</b>	<b>36,169</b>	<b>40,015</b>	<b>3,846</b>	<b>10%</b>	<b>34,133</b>	<b>(2,036)</b>	<b>-6%</b>	<b>90,731</b>	<b>94,577</b>	<b>4%</b>
5100 Federal Payroll taxes	538	556	18	3%	504	(34)	-7%	2,749	3,061	312	10%	2,593	(156)	-6%	6,923	7,235	4%
5105 State Payroll taxes	2	0	(2)	-	2	(0)	-1%	7	0	(7)	-	8	0	5%	7	0	-
5110 Unemployment Insurance	0	94	94	100%	0	0	-	0	519	519	100%	4	4	100%	707	1,226	42%
5115 Workers compensation	37	30	(6)	-21%	26	(10)	-39%	183	166	(17)	-10%	131	(51)	-39%	409	392	-4%
<b>Total Payroll Taxes</b>	<b>576</b>	<b>681</b>	<b>105</b>	<b>15%</b>	<b>532</b>	<b>(44)</b>	<b>-8%</b>	<b>2,939</b>	<b>3,746</b>	<b>806</b>	<b>22%</b>	<b>2,736</b>	<b>(203)</b>	<b>-7%</b>	<b>8,047</b>	<b>8,853</b>	<b>9%</b>
5200 Medical insurance	1,090	1,208	119	10%	1,133	43	4%	5,449	6,042	594	10%	5,663	215	4%	13,908	14,502	4%
5205 Dental insurance	108	108	0	0%	105	(3)	-3%	538	538	0	0%	523	(15)	-3%	1,291	1,291	0%
5215 Term life insurance	13	13	0	0%	12	(1)	-7%	62	63	1	1%	100	38	38%	149	150	1%
5220 Long Term Disability insurance	47	47	0	0%	41	(5)	-13%	229	234	5	2%	166	(63)	-38%	557	562	1%
5225 PERS Employee Contributions	1,491	1,490	(0)	0%	1,268	(223)	-18%	7,663	8,198	535	7%	6,959	(704)	-10%	18,842	19,377	3%
5230 PERS Employer Contributions	425	425	(0)	0%	398	(27)	-7%	2,170	2,338	168	7%	2,187	17	1%	5,358	5,526	3%
<b>Total Insured Benefits</b>	<b>3,172</b>	<b>3,290</b>	<b>118</b>	<b>4%</b>	<b>2,957</b>	<b>(216)</b>	<b>-7%</b>	<b>16,111</b>	<b>17,413</b>	<b>1,303</b>	<b>7%</b>	<b>15,599</b>	<b>(512)</b>	<b>-3%</b>	<b>40,105</b>	<b>41,408</b>	<b>3%</b>
<b>Total Personnel Services</b>	<b>10,833</b>	<b>11,244</b>	<b>411</b>	<b>4%</b>	<b>10,129</b>	<b>(704)</b>	<b>-7%</b>	<b>55,219</b>	<b>61,174</b>	<b>5,955</b>	<b>10%</b>	<b>52,468</b>	<b>(2,751)</b>	<b>-5%</b>	<b>138,883</b>	<b>144,838</b>	<b>4%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	208	208	100%	0	0	-	292	500	42%
6025 Travel - lodging & transportation	0	154	154	100%	0	0	-	0	771	771	100%	0	0	-	1,079	1,850	42%
6030 Travel - Per Diem & mileage reimbursement	0	103	103	100%	0	0	-	0	514	514	100%	0	0	-	720	1,234	42%
6035 Meals & Entertainment	0	73	73	100%	0	0	-	103	365	262	72%	0	(103)	-	613	875	30%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>372</b>	<b>372</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>103</b>	<b>1,858</b>	<b>1,755</b>	<b>94%</b>	<b>0</b>	<b>(103)</b>	<b>-</b>	<b>2,704</b>	<b>4,459</b>	<b>39%</b>
6050 Office supplies	0	42	42	100%	0	0	-	67	208	142	68%	13	(54)	-422%	358	500	28%
6075 Memberships & dues	2,397	2,392	(5)	0%	2,148	(249)	-12%	12,005	11,958	(46)	0%	11,540	(464)	-4%	28,746	28,700	0%
<b>Total Office Expense</b>	<b>2,397</b>	<b>2,433</b>	<b>36</b>	<b>1%</b>	<b>2,148</b>	<b>(249)</b>	<b>-12%</b>	<b>12,071</b>	<b>12,167</b>	<b>95</b>	<b>1%</b>	<b>11,553</b>	<b>(518)</b>	<b>-4%</b>	<b>29,105</b>	<b>29,200</b>	<b>0%</b>

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date						Year End			
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD		Jul 2021 - Jun 2022			
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6260 Consulting services	0	1,062	1,062	100%	0	0	-	16	5,308	5,292	100%	0	(16)	-	7,448	12,740	42%
6270 Contracted Services	0	0	0	-	16	16	100%	0	0	0	-	707	707	100%	0	0	-
<b>Total Professional Services</b>	<b>0</b>	<b>1,062</b>	<b>1,062</b>	<b>100%</b>	<b>16</b>	<b>16</b>	<b>100%</b>	<b>16</b>	<b>5,308</b>	<b>5,292</b>	<b>100%</b>	<b>707</b>	<b>691</b>	<b>98%</b>	<b>7,448</b>	<b>12,740</b>	<b>42%</b>
6310 Marketing supplies	0	396	396	100%	0	0	-	30	1,979	1,949	98%	180	150	83%	2,801	4,750	41%
6315 Advertising	0	1,375	1,375	100%	4,300	4,300	100%	159	6,873	6,714	98%	6,171	6,012	97%	9,781	16,495	41%
6320 Cargo recruitment & development	0	0	0	-	0	0	-	185	0	(185)	-	0	(185)	-	185	0	-
6340 Legislative support	3,589	7,167	3,578	50%	6,292	2,703	43%	30,415	35,833	5,418	15%	32,153	1,738	5%	80,582	86,000	6%
6345 Community affairs	1,000	454	(546)	-120%	0	(1,000)	-	1,000	2,271	1,271	56%	1,450	450	31%	4,179	5,450	23%
<b>Total Marketing Expense</b>	<b>4,589</b>	<b>9,391</b>	<b>4,803</b>	<b>51%</b>	<b>10,592</b>	<b>6,003</b>	<b>57%</b>	<b>31,789</b>	<b>46,956</b>	<b>15,167</b>	<b>32%</b>	<b>39,954</b>	<b>8,165</b>	<b>20%</b>	<b>97,528</b>	<b>112,695</b>	<b>13%</b>
<b>Total Goods &amp; Services</b>	<b>6,986</b>	<b>13,258</b>	<b>6,272</b>	<b>47%</b>	<b>12,756</b>	<b>5,770</b>	<b>45%</b>	<b>43,979</b>	<b>66,289</b>	<b>22,310</b>	<b>34%</b>	<b>52,214</b>	<b>8,235</b>	<b>16%</b>	<b>136,784</b>	<b>159,094</b>	<b>14%</b>
<b>Total Expenses</b>	<b>17,819</b>	<b>24,502</b>	<b>6,683</b>	<b>27%</b>	<b>22,886</b>	<b>5,067</b>	<b>22%</b>	<b>99,198</b>	<b>127,464</b>	<b>28,266</b>	<b>22%</b>	<b>104,681</b>	<b>5,483</b>	<b>5%</b>	<b>275,666</b>	<b>303,932</b>	<b>9%</b>
<b>Operating Results</b>	<b>(17,819)</b>	<b>(24,469)</b>	<b>6,650</b>	<b>-27%</b>	<b>(22,836)</b>	<b>5,017</b>	<b>-22%</b>	<b>(99,103)</b>	<b>(127,297)</b>	<b>28,194</b>	<b>-22%</b>	<b>(104,566)</b>	<b>5,463</b>	<b>-5%</b>	<b>(275,338)</b>	<b>(303,532)</b>	<b>-9%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
<b>Net Result</b>	<b>(17,819)</b>	<b>(24,469)</b>	<b>6,650</b>	<b>-27%</b>	<b>(22,836)</b>	<b>5,017</b>	<b>-22%</b>	<b>(99,103)</b>	<b>(127,297)</b>	<b>28,194</b>	<b>-22%</b>	<b>(104,566)</b>	<b>5,463</b>	<b>-5%</b>	<b>(275,338)</b>	<b>(303,532)</b>	<b>-9%</b>

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				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	10,398	10,328	69	1%	9,328	1,069	11%	51,780	51,642	138	0%	46,311	5,469	12%	124,078	123,940	0%
4010 Property Agreements	6,059	7,975	(1,916)	-24%	5,696	363	6%	31,738	39,875	(8,137)	-20%	30,432	1,306	4%	87,563	95,700	-9%
<b>Total Operating Income</b>	<b>16,456</b>	<b>18,303</b>	<b>(1,847)</b>	<b>-10%</b>	<b>15,024</b>	<b>1,432</b>	<b>10%</b>	<b>83,518</b>	<b>91,517</b>	<b>(7,999)</b>	<b>-9%</b>	<b>76,743</b>	<b>6,775</b>	<b>9%</b>	<b>211,641</b>	<b>219,640</b>	<b>-4%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	33,087	38,739	5,653	15%	8,846	(24,241)	-274%	166,493	213,142	46,649	22%	43,131	(123,362)	-286%	457,114	503,763	9%
5010 Other compensation	0	1,035	1,035	100%	0	0	-	0	5,692	5,692	100%	0	0	-	7,761	13,453	42%
5015 Overtime	25	155	131	84%	0	(25)	-	85	855	771	90%	0	(85)	-	1,250	2,021	38%
<b>Total Compensation</b>	<b>33,111</b>	<b>39,929</b>	<b>6,818</b>	<b>17%</b>	<b>8,846</b>	<b>(24,265)</b>	<b>-274%</b>	<b>166,577</b>	<b>219,689</b>	<b>53,112</b>	<b>24%</b>	<b>43,131</b>	<b>(123,446)</b>	<b>-286%</b>	<b>466,125</b>	<b>519,237</b>	<b>10%</b>
5100 Federal Payroll taxes	2,475	3,055	580	19%	677	(1,798)	-266%	12,472	16,806	4,334	26%	3,300	(9,172)	-278%	35,388	39,722	11%
5105 State Payroll taxes	11	0	(11)	-	1	(9)	-664%	56	0	(56)	-	8	(49)	-648%	56	0	-
5110 Unemployment Insurance	362	770	408	53%	0	(362)	-	2,204	4,237	2,033	48%	0	(2,204)	-	7,981	10,014	20%
5115 Workers compensation	37	1,391	1,354	97%	26	(10)	-39%	183	7,653	7,470	98%	131	(51)	-39%	10,618	18,088	41%
<b>Total Payroll Taxes</b>	<b>2,884</b>	<b>5,216</b>	<b>2,331</b>	<b>45%</b>	<b>704</b>	<b>(2,180)</b>	<b>-309%</b>	<b>14,915</b>	<b>28,696</b>	<b>13,782</b>	<b>48%</b>	<b>3,438</b>	<b>(11,476)</b>	<b>-334%</b>	<b>54,042</b>	<b>67,824</b>	<b>20%</b>
5200 Medical insurance	6,103	8,685	2,581	30%	0	(6,103)	-	30,517	43,423	12,906	30%	0	(30,517)	-	91,308	104,214	12%
5205 Dental insurance	515	670	156	23%	50	(465)	-932%	2,573	3,350	778	23%	194	(2,378)	-1223%	7,263	8,041	10%
5215 Term life insurance	100	113	13	11%	12	(88)	-755%	482	563	81	14%	107	(375)	-351%	1,269	1,350	6%
5220 Long Term Disability insurance	219	257	38	15%	48	(171)	-353%	1,056	1,286	229	18%	194	(863)	-446%	2,856	3,085	7%
5225 PERS Employee Contributions	6,468	8,183	1,716	21%	1,689	(4,779)	-283%	33,241	45,025	11,784	26%	8,751	(24,490)	-280%	94,633	106,417	11%
5230 PERS Employer Contributions	1,844	2,334	489	21%	531	(1,314)	-248%	9,414	12,840	3,426	27%	2,751	(6,663)	-242%	26,921	30,347	11%
<b>Total Insured Benefits</b>	<b>15,249</b>	<b>20,241</b>	<b>4,992</b>	<b>25%</b>	<b>2,329</b>	<b>(12,920)</b>	<b>-555%</b>	<b>77,282</b>	<b>106,486</b>	<b>29,204</b>	<b>27%</b>	<b>11,997</b>	<b>(65,286)</b>	<b>-544%</b>	<b>224,250</b>	<b>253,454</b>	<b>12%</b>
<b>Total Personnel Services</b>	<b>51,245</b>	<b>65,386</b>	<b>14,141</b>	<b>22%</b>	<b>11,880</b>	<b>(39,365)</b>	<b>-331%</b>	<b>258,774</b>	<b>354,871</b>	<b>96,097</b>	<b>27%</b>	<b>58,566</b>	<b>(200,208)</b>	<b>-342%</b>	<b>744,418</b>	<b>840,515</b>	<b>11%</b>
<b>Goods &amp; Services</b>																	
6020 Travel - airfare	0	83	83	100%	0	0	-	0	417	417	100%	0	0	-	583	1,000	42%
6025 Travel - lodging & transportation	0	167	167	100%	0	0	-	0	833	833	100%	0	0	-	1,167	2,000	42%
6030 Travel - Per Diem & mileage reimbursement	0	8	8	100%	0	0	-	0	42	42	100%	0	0	-	58	100	42%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	59	104	45	43%	16	(43)	-268%	205	250	18%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>279</b>	<b>279</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>59</b>	<b>1,396</b>	<b>1,337</b>	<b>96%</b>	<b>16</b>	<b>(43)</b>	<b>-268%</b>	<b>2,013</b>	<b>3,350</b>	<b>40%</b>
6130 Electricity	123	150	27	18%	0	(123)	-	633	750	117	16%	629	(3)	-1%	1,683	1,800	7%
6155 Environmental Remediation/Mitigation/Monitoring	0	208	208	100%	0	0	-	0	1,042	1,042	100%	74	74	100%	1,458	2,500	42%
<b>Total Utilities</b>	<b>123</b>	<b>358</b>	<b>235</b>	<b>66%</b>	<b>0</b>	<b>(123)</b>	<b>-</b>	<b>633</b>	<b>1,792</b>	<b>1,159</b>	<b>65%</b>	<b>703</b>	<b>70</b>	<b>10%</b>	<b>3,141</b>	<b>4,300</b>	<b>27%</b>



Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	0	0	-	0	0	-	6,918	6,000	(918)	-15%	0	(6,918)	-	6,918	6,000	-15%
6245 Legal advertising	0	125	125	100%	0	0	-	102	625	523	84%	0	(102)	-	977	1,500	35%
6250 Legal services	0	0	0	-	0	0	-	288	0	(288)	-	0	(288)	-	288	0	-
6260 Consulting services	1,883	10,583	8,700	82%	0	(1,883)	-	1,883	52,917	51,033	96%	0	(1,883)	-	75,967	127,000	40%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	1,775	1,775	100%	0	0	-
6290 Commercial insurance	901	838	(64)	-8%	798	(104)	-13%	4,507	4,189	(318)	-8%	3,988	(519)	-13%	10,372	10,054	-3%
<b>Total Professional Services</b>	<b>2,785</b>	<b>11,546</b>	<b>8,762</b>	<b>76%</b>	<b>798</b>	<b>(1,987)</b>	<b>-249%</b>	<b>13,698</b>	<b>63,731</b>	<b>50,033</b>	<b>79%</b>	<b>5,763</b>	<b>(7,935)</b>	<b>-138%</b>	<b>94,521</b>	<b>144,554</b>	<b>35%</b>
6400 Small equipment & tools	0	42	42	100%	0	0	-	135	208	73	35%	0	(135)	-	427	500	15%
6405 Safety/hazardous materials	122	1,667	1,545	93%	747	626	84%	4,036	8,333	4,297	52%	6,686	2,651	40%	15,703	20,000	21%
6410 Signage	0	83	83	100%	0	0	-	0	417	417	100%	0	0	-	583	1,000	42%
6415 Clothing	0	96	96	100%	0	0	-	0	479	479	100%	0	0	-	671	1,150	42%
6425 Operational supplies	0	63	63	100%	0	0	-	0	313	313	100%	0	0	-	438	750	42%
<b>Total Operational Expense</b>	<b>122</b>	<b>1,950</b>	<b>1,828</b>	<b>94%</b>	<b>747</b>	<b>626</b>	<b>84%</b>	<b>4,171</b>	<b>9,750</b>	<b>5,579</b>	<b>57%</b>	<b>6,686</b>	<b>2,516</b>	<b>38%</b>	<b>17,821</b>	<b>23,400</b>	<b>24%</b>
6515 Repairs & maintenance land improvements	0	208	208	100%	0	0	-	0	1,042	1,042	100%	0	0	-	1,458	2,500	42%
6520 Repairs & maintenance docks	0	0	0	-	0	0	-	0	0	0	-	126	126	100%	0	0	-
6580 Permits	0	83	83	100%	339	339	100%	125	417	291	70%	339	214	63%	709	1,000	29%
<b>Total Repair and Maintenance</b>	<b>0</b>	<b>292</b>	<b>292</b>	<b>100%</b>	<b>339</b>	<b>339</b>	<b>100%</b>	<b>125</b>	<b>1,458</b>	<b>1,333</b>	<b>91%</b>	<b>465</b>	<b>339</b>	<b>73%</b>	<b>2,167</b>	<b>3,500</b>	<b>38%</b>
<b>Total Goods &amp; Services</b>	<b>3,030</b>	<b>14,425</b>	<b>11,396</b>	<b>79%</b>	<b>1,884</b>	<b>(1,146)</b>	<b>-61%</b>	<b>18,686</b>	<b>78,127</b>	<b>59,441</b>	<b>76%</b>	<b>13,633</b>	<b>(5,053)</b>	<b>-37%</b>	<b>119,663</b>	<b>179,104</b>	<b>33%</b>
<b>Total Expenses</b>	<b>54,275</b>	<b>79,812</b>	<b>25,537</b>	<b>32%</b>	<b>13,764</b>	<b>(40,511)</b>	<b>-294%</b>	<b>277,460</b>	<b>432,998</b>	<b>155,538</b>	<b>36%</b>	<b>72,199</b>	<b>(205,261)</b>	<b>-284%</b>	<b>864,081</b>	<b>1,019,619</b>	<b>15%</b>
<b>Operating Results</b>	<b>(37,819)</b>	<b>(61,508)</b>	<b>23,690</b>	<b>-39%</b>	<b>1,260</b>	<b>(39,079)</b>	<b>-3100%</b>	<b>(193,942)</b>	<b>(341,481)</b>	<b>147,539</b>	<b>-43%</b>	<b>4,545</b>	<b>(198,487)</b>	<b>-4367%</b>	<b>(652,440)</b>	<b>(799,979)</b>	<b>-18%</b>
4695 Grants Received - Other	0	0	0	-	0	0	-	3,000	3,000	0	0%	0	3,000	-	8,000	8,000	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>3,000</b>	<b>3,000</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>3,000</b>	<b>-</b>	<b>8,000</b>	<b>8,000</b>	<b>0%</b>
<b>Taxes &amp; Misc Expenses</b>																	
6745 Banking fees	0	833	833	100%	0	0	-	20,728	4,167	(16,562)	-397%	0	(20,728)	-	26,562	10,000	-166%
<b>Total Taxes &amp; Misc Expenses</b>	<b>0</b>	<b>833</b>	<b>833</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>20,728</b>	<b>4,167</b>	<b>(16,562)</b>	<b>-397%</b>	<b>0</b>	<b>(20,728)</b>	<b>-</b>	<b>26,562</b>	<b>10,000</b>	<b>-166%</b>
7010 Interest payment	0	9,583	9,583	100%	0	0	-	7,820	47,917	40,097	84%	0	(7,820)	-	74,903	115,000	35%
<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>7,820</b>	<b>47,917</b>	<b>40,097</b>	<b>84%</b>	<b>0</b>	<b>(7,820)</b>	<b>-</b>	<b>74,903</b>	<b>115,000</b>	<b>35%</b>
<b>Total Other Expenses</b>	<b>0</b>	<b>10,417</b>	<b>10,417</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>28,548</b>	<b>52,083</b>	<b>23,535</b>	<b>45%</b>	<b>0</b>	<b>(28,548)</b>	<b>-</b>	<b>101,465</b>	<b>125,000</b>	<b>19%</b>
<b>Net Other Income</b>	<b>0</b>	<b>(10,417)</b>	<b>10,417</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>(25,548)</b>	<b>(49,083)</b>	<b>23,535</b>	<b>-48%</b>	<b>0</b>	<b>(25,548)</b>	<b>-</b>	<b>(93,465)</b>	<b>(117,000)</b>	<b>-20%</b>
<b>Net Result</b>	<b>(37,819)</b>	<b>(71,925)</b>	<b>34,107</b>	<b>-47%</b>	<b>1,260</b>	<b>(39,079)</b>	<b>-3100%</b>	<b>(219,490)</b>	<b>(390,565)</b>	<b>171,074</b>	<b>-44%</b>	<b>4,545</b>	<b>(224,035)</b>	<b>-4930%</b>	<b>(745,905)</b>	<b>(916,979)</b>	<b>-19%</b>

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	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	26,739	24,442	2,298	9%	22,822	3,917	17%	124,080	122,208	1,871	2%	91,585	32,495	35%	295,171	293,300	1%
4100 Annual Moorage	33,815	5,201	28,615	550%	27,802	6,013	22%	180,231	118,668	61,563	52%	202,726	(22,495)	-11%	490,377	428,814	14%
4105 Semi-Annual Moorage	8,991	3,650	5,341	146%	4,086	4,905	120%	49,790	27,647	22,142	80%	35,269	14,521	41%	79,422	57,280	39%
4110 Monthly Moorage	17,111	9,278	7,833	84%	12,337	4,774	39%	86,828	95,370	(8,542)	-9%	78,880	7,948	10%	179,925	188,467	-5%
4115 Transient Moorage	(838)	4,424	(5,261)	-119%	3,730	(4,568)	-122%	61,031	45,470	15,561	34%	42,755	18,276	43%	105,418	89,857	17%
4118 Work Dock	8,682	5,417	3,265	60%	7,297	1,385	19%	25,032	27,083	(2,052)	-8%	17,643	7,389	42%	62,948	65,000	-3%
4120 Metered Utilities	30	125	(95)	-76%	30	0	0%	150	625	(475)	-76%	610	(460)	-75%	1,025	1,500	-32%
4125 Launch Ramp	1,645	3,083	(1,438)	-47%	1,352	293	22%	19,327	15,417	3,910	25%	17,058	2,269	13%	40,910	37,000	11%
4135 Storage Yard	2,472	3,333	(861)	-26%	2,515	(43)	-2%	14,294	16,667	(2,373)	-14%	13,908	386	3%	37,627	40,000	-6%
4140 Storage Unit	15,490	15,193	298	2%	14,576	914	6%	77,663	75,963	1,701	2%	72,792	4,871	7%	184,011	182,310	1%
4145 Long Term Boat Storage	8,950	7,725	1,225	16%	9,389	(439)	-5%	45,342	38,625	6,717	17%	46,801	(1,459)	-3%	99,417	92,700	7%
4150 Short Term Boat Storage	3,171	3,219	(47)	-1%	3,342	(170)	-5%	17,579	16,094	1,485	9%	24,460	(6,881)	-28%	40,110	38,625	4%
4155 Boat Wash	350	83	267	320%	0	350	-	665	417	249	60%	476	189	40%	1,249	1,000	25%
4165 Space Rents	20,000	12,250	7,749	63%	15,140	4,860	32%	242,273	196,218	46,054	23%	212,055	30,218	14%	362,054	316,000	15%
4173 Laundry	276	155	121	78%	227	49	21%	3,026	2,484	542	22%	1,509	1,517	101%	4,542	4,000	14%
4175 Propane	1,225	388	837	216%	518	706	136%	4,364	6,209	(1,846)	-30%	2,658	1,706	64%	8,154	10,000	-18%
4180 Merchandise	56	19	37	189%	14	42	300%	250	310	(61)	-20%	277	(27)	-10%	439	500	-12%
4185 Visitor Convention Bureau Fee	131	136	(5)	-3%	122	9	7%	2,466	2,173	292	13%	2,573	(107)	-4%	3,792	3,500	8%
4190 Ice	2,443	8,396	(5,953)	-71%	2,139	304	14%	134,385	188,541	(54,156)	-29%	15,955	118,431	742%	245,844	300,000	-18%
4200 Boat Lifts	4,053	2,149	1,904	89%	2,009	2,044	102%	28,671	26,259	2,412	9%	18,083	10,588	59%	62,412	60,000	4%
4230 Environmental Fee	2,895	2,083	812	39%	2,103	792	38%	12,749	10,417	2,333	22%	10,180	2,570	25%	27,333	25,000	9%
4235 Customer Discounts	(198)	(417)	218	-52%	(38)	(160)	420%	(4,142)	(2,083)	(2,059)	99%	(2,647)	(1,495)	57%	(7,059)	(5,000)	41%
4290 Other	5,253	3,333	1,920	58%	2,242	3,012	134%	23,749	16,667	7,083	42%	20,597	3,152	15%	47,083	40,000	18%
4295 Bad Debt Expense	0	0	0	-	0	0	-	820	(7,500)	8,320	-111%	0	820	-	(21,680)	(30,000)	-28%
<b>Total Operating Income</b>	<b>162,742</b>	<b>113,664</b>	<b>49,077</b>	<b>43%</b>	<b>133,753</b>	<b>28,989</b>	<b>22%</b>	<b>1,150,621</b>	<b>1,039,950</b>	<b>110,670</b>	<b>11%</b>	<b>926,200</b>	<b>224,421</b>	<b>24%</b>	<b>2,350,523</b>	<b>2,239,853</b>	<b>5%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
5005 Salaries	32,551	34,689	2,138	6%	30,885	(1,665)	-5%	167,665	190,855	23,190	12%	186,434	18,770	10%	427,897	451,087	5%
5010 Other compensation	350	1,621	1,271	78%	625	275	44%	3,216	8,917	5,702	64%	1,800	(1,416)	-79%	15,374	21,076	27%
5015 Overtime	621	1,615	994	62%	240	(381)	-159%	2,395	8,886	6,490	73%	946	(1,450)	-153%	14,511	21,001	31%
<b>Total Compensation</b>	<b>33,522</b>	<b>37,924</b>	<b>4,403</b>	<b>12%</b>	<b>31,750</b>	<b>(1,772)</b>	<b>-6%</b>	<b>173,276</b>	<b>208,658</b>	<b>35,382</b>	<b>17%</b>	<b>189,180</b>	<b>15,904</b>	<b>8%</b>	<b>457,782</b>	<b>493,164</b>	<b>7%</b>
5100 Federal Payroll taxes	2,471	2,901	430	15%	2,343	(128)	-5%	12,825	15,962	3,137	20%	13,964	1,139	8%	34,590	37,727	8%
5105 State Payroll taxes	12	0	(12)	-	13	0	4%	63	0	(63)	-	80	18	22%	63	0	-
5110 Unemployment Insurance	331	791	460	58%	475	144	30%	2,805	4,353	1,548	36%	3,261	456	14%	8,740	10,288	15%
5115 Workers compensation	3,323	2,137	(1,186)	-56%	2,047	(1,276)	-62%	16,615	11,757	(4,858)	-41%	10,233	(6,382)	-62%	32,646	27,788	-17%
<b>Total Payroll Taxes</b>	<b>6,138</b>	<b>5,829</b>	<b>(308)</b>	<b>-5%</b>	<b>4,878</b>	<b>(1,259)</b>	<b>-26%</b>	<b>32,308</b>	<b>32,072</b>	<b>(236)</b>	<b>-1%</b>	<b>27,539</b>	<b>(4,769)</b>	<b>-17%</b>	<b>76,039</b>	<b>75,803</b>	<b>0%</b>
5200 Medical insurance	10,379	11,509	1,130	10%	13,990	3,611	26%	51,881	57,547	5,666	10%	68,726	16,845	25%	132,446	138,112	4%
5205 Dental insurance	814	814	0	0%	1,206	392	33%	4,069	4,069	0	0%	6,185	2,116	34%	9,766	9,766	0%
5215 Term life insurance	113	113	0	0%	152	40	26%	555	563	7	1%	1,059	504	48%	1,343	1,350	1%
5220 Long Term Disability insurance	229	240	11	5%	278	49	18%	1,127	1,200	72	6%	1,215	87	7%	2,808	2,880	3%
5225 PERS Employee Contributions	8,711	8,150	(561)	-7%	7,307	(1,404)	-19%	44,808	44,841	32	0%	45,849	1,041	2%	105,949	105,981	0%
5230 PERS Employer Contributions	2,273	2,178	(95)	-4%	2,096	(177)	-8%	11,653	11,984	331	3%	13,025	1,372	11%	27,994	28,325	1%

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
5295 Allocations	0	(2,576)	(2,576)	100%	0	0	-	0	(14,174)	(14,174)	100%	0	0	-	(19,327)	(33,501)	42%
<b>Total Insured Benefits</b>	<b>22,518</b>	<b>20,428</b>	<b>(2,091)</b>	<b>-10%</b>	<b>25,029</b>	<b>2,511</b>	<b>10%</b>	<b>114,094</b>	<b>106,029</b>	<b>(8,065)</b>	<b>-8%</b>	<b>136,059</b>	<b>21,965</b>	<b>16%</b>	<b>260,978</b>	<b>252,913</b>	<b>-3%</b>
<b>Total Personnel Services</b>	<b>62,178</b>	<b>64,181</b>	<b>2,004</b>	<b>3%</b>	<b>61,658</b>	<b>(520)</b>	<b>-1%</b>	<b>319,678</b>	<b>346,759</b>	<b>27,081</b>	<b>8%</b>	<b>352,777</b>	<b>33,099</b>	<b>9%</b>	<b>794,799</b>	<b>821,880</b>	<b>3%</b>
<b>Goods &amp; Services</b>																	
6005 Seminars & training	0	0	0	-	0	0	-	250	0	(250)	-	0	(250)	-	250	0	-
<b>Total Staff Training</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>250</b>	<b>0</b>	<b>(250)</b>	<b>-</b>	<b>0</b>	<b>(250)</b>	<b>-</b>	<b>250</b>	<b>0</b>	<b>-</b>
6020 Travel - airfare	0	42	42	100%	0	0	-	0	208	208	100%	0	0	-	292	500	42%
6025 Travel - lodging & transportation	0	83	83	100%	0	0	-	0	417	417	100%	0	0	-	583	1,000	42%
6030 Travel - Per Diem & mileage reimbursement	0	21	21	100%	0	0	-	407	104	(303)	-291%	0	(407)	-	553	250	-121%
6035 Meals & Entertainment	0	25	25	100%	0	0	-	0	125	125	100%	0	0	-	175	300	42%
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>171</b>	<b>171</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>407</b>	<b>854</b>	<b>447</b>	<b>52%</b>	<b>0</b>	<b>(407)</b>	<b>-</b>	<b>1,603</b>	<b>2,050</b>	<b>22%</b>
6050 Office supplies	0	0	0	-	19	19	100%	0	0	0	-	150	150	100%	0	0	-
6055 Kitchen supplies	151	250	99	39%	103	(49)	-47%	692	1,250	558	45%	615	(77)	-12%	2,442	3,000	19%
6070 Postage & courier services	0	83	83	100%	84	84	100%	66	417	351	84%	194	128	66%	649	1,000	35%
<b>Total Office Expense</b>	<b>151</b>	<b>333</b>	<b>182</b>	<b>55%</b>	<b>205</b>	<b>54</b>	<b>26%</b>	<b>758</b>	<b>1,667</b>	<b>909</b>	<b>55%</b>	<b>960</b>	<b>202</b>	<b>21%</b>	<b>3,091</b>	<b>4,000</b>	<b>23%</b>
6100 Telephone - landline	181	200	19	10%	174	(7)	-4%	906	1,000	94	9%	936	29	3%	2,306	2,400	4%
6105 Telephone - mobile	404	530	126	24%	498	94	19%	2,167	2,650	483	18%	2,456	289	12%	5,877	6,360	8%
6110 Internet services	1,241	1,405	164	12%	1,277	36	3%	6,207	7,025	818	12%	6,387	180	3%	16,042	16,860	5%
6115 Cable TV	892	948	56	6%	850	(42)	-5%	4,460	4,739	279	6%	4,742	282	6%	11,094	11,373	2%
6130 Electricity	18,519	20,833	2,315	11%	0	(18,519)	-	91,491	104,167	12,675	12%	73,582	(17,909)	-24%	237,325	250,000	5%
6131 Propane - Operations	102	125	23	19%	52	(50)	-95%	699	625	(74)	-12%	385	(314)	-82%	1,574	1,500	-5%
6135 Water/Sewer	6,486	6,250	(236)	-4%	4,924	(1,562)	-32%	45,674	31,250	(14,424)	-46%	34,888	(10,786)	-31%	89,424	75,000	-19%
6140 Garbage/Sanitation Collection	6,706	5,833	(873)	-15%	3,272	(3,434)	-105%	34,163	29,167	(4,997)	-17%	26,034	(8,129)	-31%	74,997	70,000	-7%
6145 Hazardous material disposal	770	333	(437)	-131%	0	(770)	-	3,295	1,667	(1,628)	-98%	980	(2,315)	-236%	5,628	4,000	-41%
6150 Derelict boat disposal	2,616	1,250	(1,366)	-109%	0	(2,616)	-	2,616	6,250	3,634	58%	15	(2,601)	-17340%	11,366	15,000	24%
6155 Environmental Remediation/Mitigation/Monitoring	411	250	(161)	-64%	0	(411)	-	798	1,250	452	36%	178	(620)	-348%	2,548	3,000	15%
<b>Total Utilities</b>	<b>38,327</b>	<b>37,958</b>	<b>(369)</b>	<b>-1%</b>	<b>11,048</b>	<b>(27,279)</b>	<b>-247%</b>	<b>192,477</b>	<b>189,789</b>	<b>(2,688)</b>	<b>-1%</b>	<b>150,582</b>	<b>(41,894)</b>	<b>-28%</b>	<b>458,181</b>	<b>455,493</b>	<b>-1%</b>
6200 Temporary/Contract help	3,055	2,917	(139)	-5%	7,258	4,203	58%	12,980	14,583	1,604	11%	14,631	1,651	11%	33,396	35,000	5%
6205 Janitorial services	26	55	29	52%	25	(1)	-5%	154	275	121	44%	93	(61)	-66%	539	660	18%
6210 Vending machine services	0	125	125	100%	0	0	-	1,156	625	(531)	-85%	1,328	172	13%	2,031	1,500	-35%
6245 Legal advertising	0	108	108	100%	0	0	-	397	542	145	27%	349	(48)	-14%	1,155	1,300	11%
6250 Legal services	0	0	0	-	0	0	-	713	0	(713)	-	0	(713)	-	713	0	-
6260 Consulting services	625	582	(43)	-7%	0	(625)	-	3,266	2,908	(358)	-12%	0	(3,266)	-	7,338	6,980	-5%
6270 Contracted Services	0	0	0	-	168	168	100%	0	0	0	-	1,055	1,055	100%	0	0	-
6290 Commercial insurance	7,711	7,908	197	2%	7,008	(703)	-10%	38,792	39,542	749	2%	33,531	(5,262)	-16%	94,151	94,900	1%
<b>Total Professional Services</b>	<b>11,418</b>	<b>11,695</b>	<b>277</b>	<b>2%</b>	<b>14,459</b>	<b>3,042</b>	<b>21%</b>	<b>57,457</b>	<b>58,475</b>	<b>1,018</b>	<b>2%</b>	<b>50,986</b>	<b>(6,471)</b>	<b>-13%</b>	<b>139,322</b>	<b>140,340</b>	<b>1%</b>
6350 Employee sponsorships	0	0	0	-	0	0	-	786	0	(786)	-	0	(786)	-	786	0	-
<b>Total Marketing Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>786</b>	<b>0</b>	<b>(786)</b>	<b>-</b>	<b>0</b>	<b>(786)</b>	<b>-</b>	<b>786</b>	<b>0</b>	<b>-</b>
6400 Small equipment & tools	0	500	500	100%	0	0	-	2,085	2,500	415	17%	266	(1,819)	-685%	5,585	6,000	7%
6405 Safety/hazardous materials	0	0	0	-	1,075	1,075	100%	0	0	0	-	11,051	11,051	100%	0	0	-
6410 Signage	0	63	63	100%	0	0	-	132	313	181	58%	0	(132)	-	569	750	24%
6415 Clothing	396	425	29	7%	569	173	30%	501	2,125	1,624	76%	786	285	36%	3,476	5,100	32%

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

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



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6420 Janitorial supplies	841	1,042	200	19%	1,039	198	19%	7,097	5,208	(1,889)	-36%	4,718	(2,379)	-50%	14,389	12,500	-15%
6425 Operational supplies	220	10,000	9,780	98%	579	359	62%	5,605	50,000	44,395	89%	1,955	(3,650)	-187%	75,605	120,000	37%
6430 Equipment Rental	0	833	833	100%	0	0	-	0	4,167	4,167	100%	0	0	-	5,833	10,000	42%
6450 Fuel - Gas	0	1,167	1,167	100%	747	747	100%	2,767	5,833	3,066	53%	3,199	432	14%	10,934	14,000	22%
6455 Fuel - Diesel	1,269	83	(1,186)	-1423%	20	(1,249)	-6246%	1,518	417	(1,102)	-264%	129	(1,389)	-1075%	2,102	1,000	-110%
6481 Propane - Retail	1,095	417	(679)	-163%	264	(831)	-315%	3,755	2,083	(1,671)	-80%	1,781	(1,974)	-111%	6,671	5,000	-33%
<b>Total Operational Expense</b>	<b>3,822</b>	<b>14,529</b>	<b>10,707</b>	<b>74%</b>	<b>4,294</b>	<b>472</b>	<b>11%</b>	<b>23,461</b>	<b>72,646</b>	<b>49,185</b>	<b>68%</b>	<b>23,885</b>	<b>425</b>	<b>2%</b>	<b>125,165</b>	<b>174,350</b>	<b>28%</b>
6500 Repairs & maintenance equipment	2,515	6,250	3,735	60%	1,238	(1,277)	-103%	16,251	31,250	14,999	48%	15,523	(728)	-5%	60,001	75,000	20%
6505 Repairs & maintenance vehicles	602	1,694	1,092	64%	1,223	621	51%	1,996	8,472	6,475	76%	13,332	11,335	85%	13,857	20,332	32%
6510 Repairs & maintenance buildings	6,423	3,741	(2,683)	-72%	0	(6,423)	-	12,712	18,703	5,991	32%	709	(12,003)	-1694%	38,897	44,888	13%
6515 Repairs & maintenance land improvements	0	250	250	100%	0	0	-	189	1,250	1,061	85%	0	(189)	-	1,939	3,000	35%
6520 Repairs & maintenance docks	2,739	4,167	1,427	34%	9	(2,731)	-31900%	5,415	20,833	15,419	74%	1,402	(4,013)	-286%	34,581	50,000	31%
6540 Marina dredging	0	0	0	-	0	0	-	0	0	0	-	29,260	29,260	100%	0	0	-
6575 Waterway Leases	2,785	2,917	132	5%	1,544	(1,240)	-80%	3,988	14,583	10,595	73%	2,713	(1,275)	-47%	24,405	35,000	30%
6580 Permits	2,603	475	(2,128)	-448%	45	(2,558)	-5710%	3,444	2,375	(1,069)	-45%	5,261	1,817	35%	6,769	5,700	-19%
<b>Total Repair and Maintenance</b>	<b>17,668</b>	<b>19,493</b>	<b>1,826</b>	<b>9%</b>	<b>4,059</b>	<b>(13,609)</b>	<b>-335%</b>	<b>43,996</b>	<b>97,467</b>	<b>53,471</b>	<b>55%</b>	<b>68,199</b>	<b>24,203</b>	<b>35%</b>	<b>180,449</b>	<b>233,920</b>	<b>23%</b>
<b>Total Goods &amp; Services</b>	<b>71,386</b>	<b>84,179</b>	<b>12,794</b>	<b>15%</b>	<b>34,065</b>	<b>(37,321)</b>	<b>-110%</b>	<b>319,591</b>	<b>420,897</b>	<b>101,306</b>	<b>24%</b>	<b>294,613</b>	<b>(24,978)</b>	<b>-8%</b>	<b>908,847</b>	<b>1,010,153</b>	<b>10%</b>
<b>Total Expenses</b>	<b>133,563</b>	<b>148,361</b>	<b>14,797</b>	<b>10%</b>	<b>95,723</b>	<b>(37,841)</b>	<b>-40%</b>	<b>639,269</b>	<b>767,656</b>	<b>128,387</b>	<b>17%</b>	<b>647,390</b>	<b>8,121</b>	<b>1%</b>	<b>1,703,646</b>	<b>1,832,033</b>	<b>7%</b>
<b>Operating Results</b>	<b>29,178</b>	<b>(34,696)</b>	<b>63,875</b>	<b>-184%</b>	<b>38,030</b>	<b>(8,852)</b>	<b>-23%</b>	<b>511,351</b>	<b>272,294</b>	<b>239,057</b>	<b>88%</b>	<b>278,809</b>	<b>232,542</b>	<b>83%</b>	<b>646,877</b>	<b>407,820</b>	<b>59%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4450 Lodging Tax	0	0	0	-	0	0	-	79	0	79	-	109	(30)	-28%	79	0	-
4650 Grants Received - MAP	0	0	0	-	0	0	-	0	5,175	(5,175)	-100%	0	0	-	0	5,175	-100%
4905 Other	0	0	0	-	0	0	-	450	0	450	-	45	405	900%	450	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>529</b>	<b>5,175</b>	<b>(4,646)</b>	<b>-90%</b>	<b>154</b>	<b>375</b>	<b>243%</b>	<b>529</b>	<b>5,175</b>	<b>-90%</b>
<b>Other Expenses</b>																	
<b>Taxes &amp; Misc Expenses</b>																	
6720 Property Tax - Sublet Facilities	0	0	0	-	-	-	-	10,112	10,000	(112)	-1%	9,841	(271)	-3%	10,112	10,000.00	-1%
6755 Insurance Claims	1,468	0	(1,468)	-	0	(1,468)	-	5,625	0	(5,625)	-	0	(5,625)	-	5,625	0	-
<b>Total Taxes &amp; Misc Expenses</b>	<b>1,467.50</b>	<b>-</b>	<b>(1,467.50)</b>	<b>-</b>	<b>0</b>	<b>(1,468)</b>	<b>-</b>	<b>15,737</b>	<b>10,000.00</b>	<b>(5,737)</b>	<b>-57%</b>	<b>9,841</b>	<b>(5,896)</b>	<b>-60%</b>	<b>15,737</b>	<b>10,000.00</b>	<b>-57%</b>
<b>Debt Services</b>																	
7005 Principal repayment	218,878	290,261	71,383	25%	87,170	(131,709)	-151%	218,878	290,261	71,383	25%	87,170	(131,709)	-151%	218,878	290,261	25%
7010 Interest payment	129,488	61,282	(68,206)	-111%	86,190	(43,299)	-50%	129,488	61,282	(68,206)	-111%	86,190	(43,299)	-50%	129,488	61,282	-111%
7020 Principal repayment	754	756	2	0%	434	(319)	-74%	5,032	3,778	(1,254)	-33%	2,168	(2,863)	-132%	10,320	9,066	-14%
7025 Interest payment	50	48	(2)	-4%	17	(33)	-198%	509	242	(266)	-110%	88	(421)	-479%	847	581	-46%
8010 CIP Buildings	0	13,333	13,333	100%	0	0	-	0	66,667	66,667	100%	0	0	-	93,333	160,000	42%
8011 CIP Docks	0	8,583	8,583	100%	0	0	-	0	42,917	42,917	100%	0	0	-	60,083	103,000	42%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	14,860	14,860	100%	0	0	-
<b>Total Debt Services</b>	<b>349,171</b>	<b>374,264</b>	<b>25,093</b>	<b>7%</b>	<b>173,811</b>	<b>(175,360)</b>	<b>-101%</b>	<b>353,907</b>	<b>465,146</b>	<b>111,239</b>	<b>24%</b>	<b>190,476</b>	<b>(163,431)</b>	<b>-86%</b>	<b>512,951</b>	<b>624,190</b>	<b>18%</b>
<b>Total Other Expenses</b>	<b>350,638</b>	<b>374,264</b>	<b>23,625</b>	<b>6%</b>	<b>173,811</b>	<b>(176,828)</b>	<b>-102%</b>	<b>369,644</b>	<b>475,146</b>	<b>105,502</b>	<b>22%</b>	<b>200,317</b>	<b>(169,328)</b>	<b>-85%</b>	<b>528,688</b>	<b>634,190</b>	<b>17%</b>
<b>Net Other Income</b>	<b>(350,638)</b>	<b>(374,264)</b>	<b>23,625</b>	<b>-6%</b>	<b>(173,811)</b>	<b>(176,828)</b>	<b>102%</b>	<b>(369,116)</b>	<b>(469,971)</b>	<b>100,855</b>	<b>-21%</b>	<b>(200,163)</b>	<b>(168,953)</b>	<b>84%</b>	<b>(528,160)</b>	<b>(629,015)</b>	<b>-16%</b>
<b>Net Result</b>	<b>(321,460)</b>	<b>(408,960)</b>	<b>87,500</b>	<b>-21%</b>	<b>(135,780)</b>	<b>(185,679)</b>	<b>137%</b>	<b>142,236</b>	<b>(197,677)</b>	<b>339,913</b>	<b>-172%</b>	<b>78,647</b>	<b>63,589</b>	<b>81%</b>	<b>118,718</b>	<b>(221,195)</b>	<b>-154%</b>

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End						
	Nov 2021		\$ Diff	% Diff	Nov 2020		Actual	\$ Diff	% Diff	Jul 2021 - Nov 2021			Jul 2021 - Jun 2022					
	Actual	Budget			Actual	\$ Diff				% Diff	Actual	Budget	\$ Diff	% Diff	Prior FYTD vs Current FYTD Last FY	\$ Diff	% Diff	Projected
<b>Operating Income</b>																		
4290 Other	0	21,794	(21,794)	-100%	0	0	-	82,015	108,968	(26,953)	-25%	5,739	76,276	1329%	234,570	261,523	-10%	
<b>Total Operating Income</b>	<b>0</b>	<b>21,794</b>	<b>(21,794)</b>	<b>-100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>82,015</b>	<b>108,968</b>	<b>(26,953)</b>	<b>-25%</b>	<b>5,739</b>	<b>76,276</b>	<b>1329%</b>	<b>234,570</b>	<b>261,523</b>	<b>-10%</b>	
<b>Expenses</b>																		
<b>Personnel Services</b>																		
5005 Salaries	0	1,490	1,490	100%	11,599	11,599	100%	55	8,200	8,145	99%	32,869	32,814	100%	11,235	19,380	42%	
5010 Other compensation	0	0	0	-	0	0	-	0	0	0	-	(9)	(9)	100%	0	0	-	
5015 Overtime	0	0	0	-	127	127	100%	0	0	0	-	737	737	100%	0	0	-	
<b>Total Compensation</b>	<b>0</b>	<b>1,490</b>	<b>1,490</b>	<b>100%</b>	<b>11,726</b>	<b>11,726</b>	<b>100%</b>	<b>55</b>	<b>8,200</b>	<b>8,145</b>	<b>99%</b>	<b>33,596</b>	<b>33,541</b>	<b>100%</b>	<b>11,235</b>	<b>19,380</b>	<b>42%</b>	
5100 Federal Payroll taxes	0	114	114	100%	852	852	100%	4	627	624	99%	2,470	2,467	100%	859	1,483	42%	
5105 State Payroll taxes	0	0	0	-	5	5	100%	0	0	(0)	-	14	14	100%	0	0	-	
5110 Unemployment Insurance	0	42	42	100%	104	104	100%	1	230	228	99%	457	455	100%	315	543	42%	
5115 Workers compensation	0	54	54	100%	0	0	-	0	294	294	100%	0	0	-	402	696	42%	
<b>Total Payroll Taxes</b>	<b>0</b>	<b>209</b>	<b>209</b>	<b>100%</b>	<b>960</b>	<b>960</b>	<b>100%</b>	<b>5</b>	<b>1,152</b>	<b>1,146</b>	<b>100%</b>	<b>2,941</b>	<b>2,936</b>	<b>100%</b>	<b>1,576</b>	<b>2,722</b>	<b>42%</b>	
5200 Medical insurance	0	507	507	100%	0	0	-	14	2,792	2,778	100%	0	(14)	-	3,820	6,598	42%	
5205 Dental insurance	0	41	41	100%	0	0	-	0	226	226	100%	0	0	-	309	535	42%	
5215 Term life insurance	0	3	3	100%	0	0	-	0	19	18	99%	0	(0)	-	26	44	42%	
5220 Long Term Disability insurance	0	9	9	100%	0	0	-	0	50	50	99%	0	(0)	-	68	118	42%	
5225 PERS Employee Contributions	0	352	352	100%	2,509	2,509	100%	12	1,939	1,928	99%	7,881	7,870	100%	2,655	4,583	42%	
5230 PERS Employer Contributions	0	89	89	100%	703	703	100%	3	492	489	99%	2,195	2,191	100%	674	1,163	42%	
<b>Total Insured Benefits</b>	<b>0</b>	<b>1,003</b>	<b>1,003</b>	<b>100%</b>	<b>3,212</b>	<b>3,212</b>	<b>100%</b>	<b>29</b>	<b>5,518</b>	<b>5,488</b>	<b>99%</b>	<b>10,076</b>	<b>10,047</b>	<b>100%</b>	<b>7,553</b>	<b>13,041</b>	<b>42%</b>	
<b>Total Personnel Services</b>	<b>0</b>	<b>2,702</b>	<b>2,702</b>	<b>100%</b>	<b>15,899</b>	<b>15,899</b>	<b>100%</b>	<b>89</b>	<b>14,869</b>	<b>14,780</b>	<b>99%</b>	<b>46,613</b>	<b>46,524</b>	<b>100%</b>	<b>20,363</b>	<b>35,143</b>	<b>42%</b>	
<b>Goods &amp; Services</b>																		
6005 Seminars & training	0	417	417	100%	0	0	-	0	2,083	2,083	100%	0	0	-	2,917	5,000	42%	
<b>Total Staff Training</b>	<b>0</b>	<b>417</b>	<b>417</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>2,083</b>	<b>2,083</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>2,917</b>	<b>5,000</b>	<b>42%</b>	
6030 Travel - Per Diem & mileage reimbursement	0	167	167	100%	0	0	-	0	833	833	100%	0	0	-	1,167	2,000	42%	
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>167</b>	<b>167</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>833</b>	<b>833</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1,167</b>	<b>2,000</b>	<b>42%</b>	
6050 Office supplies	0	42	42	100%	0	0	-	0	208	208	100%	0	0	-	292	500	42%	
6070 Postage & courier services	0	0	0	-	19	19	100%	0	0	0	-	19	19	100%	0	0	-	
<b>Total Office Expense</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>100%</b>	<b>19</b>	<b>19</b>	<b>100%</b>	<b>0</b>	<b>208</b>	<b>208</b>	<b>100%</b>	<b>19</b>	<b>19</b>	<b>100%</b>	<b>292</b>	<b>500</b>	<b>42%</b>	
6105 Telephone - mobile	169	0	(169)	-	105	(65)	-62%	169	0	(169)	-	265	96	36%	169	0	-	
6155 Environmental Remediation/Mitigation/Monitoring	0	0	0	-	380	380	100%	0	0	0	-	380	380	100%	0	0	-	
<b>Total Utilities</b>	<b>169</b>	<b>0</b>	<b>(169)</b>	<b>-</b>	<b>485</b>	<b>315</b>	<b>65%</b>	<b>169</b>	<b>0</b>	<b>(169)</b>	<b>-</b>	<b>645</b>	<b>476</b>	<b>74%</b>	<b>169</b>	<b>0</b>	<b>-</b>	
6250 Legal services	0	2,083	2,083	100%	0	0	-	0	10,417	10,417	100%	0	0	-	14,583	25,000	42%	
6255 Auditing	0	833	833	100%	0	0	-	0	4,167	4,167	100%	0	0	-	5,833	10,000	42%	

Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

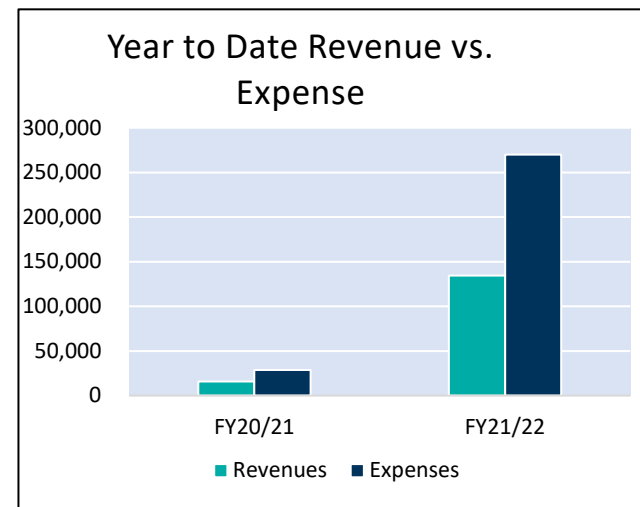
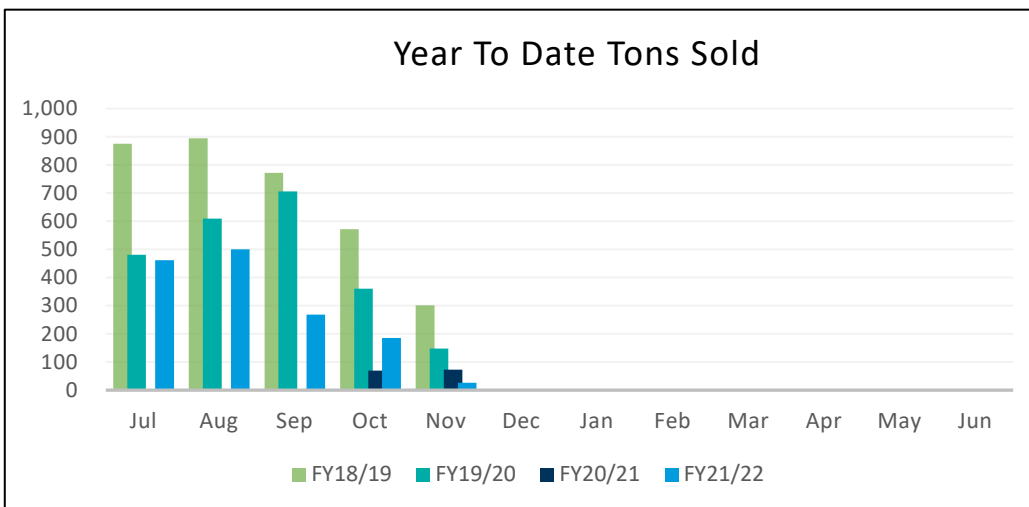
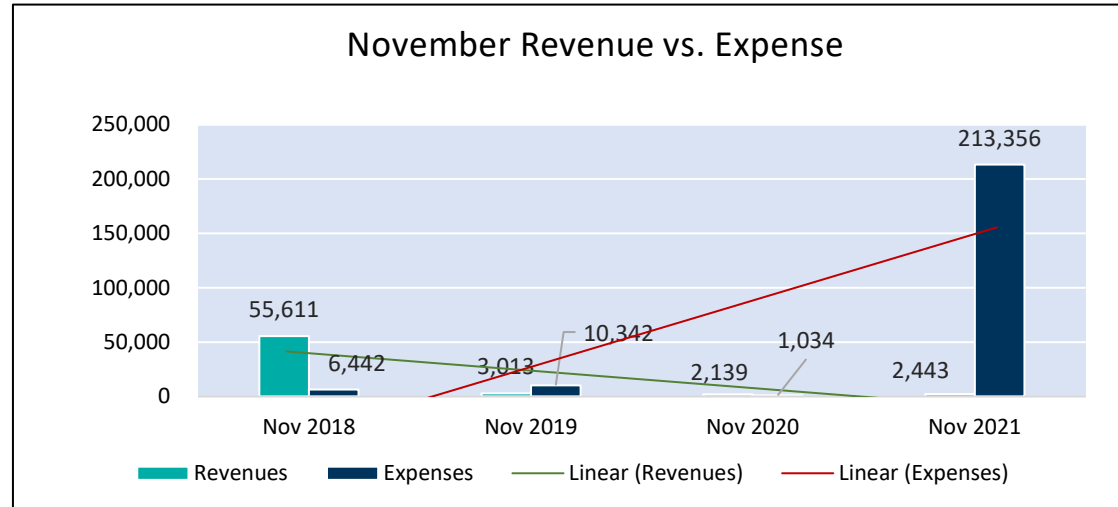
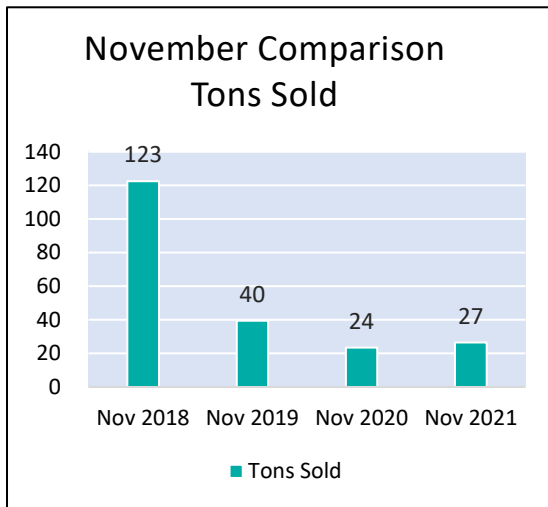
Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6290 Commercial insurance	4,477	4,477	(0)	0%	4,540	63	1%	22,386	22,386	(0)	0%	22,702	316	1%	53,727	53,727	0%
<b>Total Professional Services</b>	<b>4,477</b>	<b>7,394</b>	<b>2,917</b>	<b>39%</b>	<b>4,540</b>	<b>63</b>	<b>1%</b>	<b>22,386</b>	<b>36,970</b>	<b>14,583</b>	<b>39%</b>	<b>22,702</b>	<b>316</b>	<b>1%</b>	<b>74,144</b>	<b>88,727</b>	<b>16%</b>
6400 Small equipment & tools	0	0	0	-	0	0	-	214	0	(214)	-	0	(214)	-	214	0	-
6425 Operational supplies	0	4,167	4,167	100%	38	38	100%	0	20,833	20,833	100%	6,639	6,639	100%	29,167	50,000	42%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	5,104	5,104	100%	0	0	-
6450 Fuel - Gas	0	0	0	-	100	100	100%	0	0	0	-	873	873	100%	0	0	-
6455 Fuel - Diesel	0	0	0	-	364	364	100%	0	0	0	-	1,184	1,184	100%	0	0	-
<b>Total Operational Expense</b>	<b>0</b>	<b>4,167</b>	<b>4,167</b>	<b>100%</b>	<b>501</b>	<b>501</b>	<b>100%</b>	<b>214</b>	<b>20,833</b>	<b>20,620</b>	<b>99%</b>	<b>13,799</b>	<b>13,585</b>	<b>98%</b>	<b>29,380</b>	<b>50,000</b>	<b>41%</b>
6500 Repairs & maintenance equipment	0	5,417	5,417	100%	161	161	100%	0	27,083	27,083	100%	15,887	15,887	100%	37,917	65,000	42%
6505 Repairs & maintenance vehicles	0	1,250	1,250	100%	1,803	1,803	100%	81,681	6,250	(75,431)	-1207%	5,850	(75,831)	-1296%	90,431	15,000	-503%
6540 Marina dredging	0	0	0	-	4,114	4,114	100%	0	0	0	-	8,600	8,600	100%	0	0	-
<b>Total Repair and Maintenance</b>	<b>0</b>	<b>6,667</b>	<b>6,667</b>	<b>100%</b>	<b>6,077</b>	<b>6,077</b>	<b>100%</b>	<b>81,681</b>	<b>33,333</b>	<b>(48,348)</b>	<b>-145%</b>	<b>30,337</b>	<b>(51,344)</b>	<b>-169%</b>	<b>128,348</b>	<b>80,000</b>	<b>-60%</b>
<b>Total Goods &amp; Services</b>	<b>4,647</b>	<b>18,852</b>	<b>14,206</b>	<b>75%</b>	<b>11,622</b>	<b>6,976</b>	<b>60%</b>	<b>104,450</b>	<b>94,261</b>	<b>(10,189)</b>	<b>-11%</b>	<b>67,502</b>	<b>(36,949)</b>	<b>-55%</b>	<b>236,416</b>	<b>226,227</b>	<b>-5%</b>
<b>Total Expenses</b>	<b>4,647</b>	<b>21,555</b>	<b>16,908</b>	<b>78%</b>	<b>27,521</b>	<b>22,874</b>	<b>83%</b>	<b>104,540</b>	<b>109,130</b>	<b>4,591</b>	<b>4%</b>	<b>114,115</b>	<b>9,575</b>	<b>8%</b>	<b>256,779</b>	<b>261,370</b>	<b>2%</b>
<b>Operating Results</b>	<b>(4,647)</b>	<b>239</b>	<b>(4,885)</b>	<b>-2045%</b>	<b>(27,521)</b>	<b>22,874</b>	<b>-83%</b>	<b>(22,525)</b>	<b>(162)</b>	<b>(22,363)</b>	<b>13774%</b>	<b>(108,376)</b>	<b>85,851</b>	<b>-79%</b>	<b>(22,210)</b>	<b>153</b>	<b>-14616%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4505 Interest - Bank	198	0	198	-	0	198	-	1,257	0	1,257	-	0	1,257	-	1,257	0	-
<b>Total Other Income</b>	<b>198</b>	<b>0</b>	<b>198</b>	<b>-</b>	<b>0</b>	<b>198</b>	<b>-</b>	<b>1,257</b>	<b>0</b>	<b>1,257</b>	<b>-</b>	<b>0</b>	<b>1,257</b>	<b>-</b>	<b>1,257</b>	<b>0</b>	<b>-</b>
<b>Net Other Income</b>	<b>198</b>	<b>0</b>	<b>198</b>	<b>-</b>	<b>0</b>	<b>198</b>	<b>-</b>	<b>1,257</b>	<b>0</b>	<b>1,257</b>	<b>-</b>	<b>0</b>	<b>1,257</b>	<b>-</b>	<b>1,257</b>	<b>0</b>	<b>-</b>
<b>Net Result</b>	<b>(4,448)</b>	<b>239</b>	<b>(4,687)</b>	<b>-1962%</b>	<b>(27,521)</b>	<b>23,073</b>	<b>-84%</b>	<b>(21,268)</b>	<b>(162)</b>	<b>(21,106)</b>	<b>13000%</b>	<b>(108,376)</b>	<b>87,108</b>	<b>-80%</b>	<b>(20,953)</b>	<b>153</b>	<b>-13795%</b>

	Current Period	Same Month Prior Years			Year to Date	Prior FYTD vs Current FYTD		
	Nov 2021	Nov 2020	Nov 2019	Nov 2018	FY21/22	Last FY	\$ Diff	% Diff
Tons Sold	27	24	40	123	1,442	166	(1,276)	771.00%
Total Revenues	2,443	2,139	3,013	55,611	134,385	15,955	(118,431)	742.30%
Total Expenses	213,356	1,034	10,342	6,442	269,866	28,595	(241,270)	843.74%
Net Result	(210,914)	1,104	(7,329)	2,695	(135,481)	(12,641)	122,840	971.78%





Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				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	13,609	12,310	1,299	11%	14,421	(812)	-6%	122,745	97,428	25,317	26%	114,132	8,613	8%	269,317	244,000	10%
4235 Customer Discounts	0	0	0	-	0	0	-	0	0	0	-	(3,950)	3,950	-100%	0	0	-
4260 Rail Operations Revenue	30,560	32,255	(1,695)	-5%	17,383	13,177	76%	144,089	165,546	(21,457)	-13%	107,690	36,399	34%	400,577	422,034	-5%
4265 Rail Surcharges	36,114	36,342	(228)	-1%	21,332	14,782	69%	168,877	192,089	(23,212)	-12%	130,053	38,824	30%	468,283	491,495	-5%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	786,453	786,453	0%
<b>Total Operating Income</b>	<b>80,283</b>	<b>80,908</b>	<b>(625)</b>	<b>-1%</b>	<b>53,136</b>	<b>27,147</b>	<b>51%</b>	<b>435,711</b>	<b>455,063</b>	<b>(19,352)</b>	<b>-4%</b>	<b>347,924</b>	<b>87,786</b>	<b>25%</b>	<b>1,924,630</b>	<b>1,943,982</b>	<b>-1%</b>
<b>Expenses</b>																	
<b>Personnel Services</b>																	
<b>Goods &amp; Services</b>																	
6035 Meals & Entertainment	0	0	0	-	40	40	100%	0	0	0	-	40	40	100%	0	0	-
<b>Total Travel &amp; Entertainment</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>40</b>	<b>40</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>40</b>	<b>40</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6060 IT supplies	0	0	0	-	40	40	100%	0	0	0	-	40	40	100%	0	0	-
<b>Total Office Expense</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>40</b>	<b>40</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>40</b>	<b>40</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>
6260 Consulting services	35,442	8,750	(26,692)	-305%	0	(35,442)	-	43,608	43,750	142	0%	250	(43,358)	-17343%	104,858	105,000	0%
6270 Contracted Services	0	0	0	-	0	0	-	0	0	0	-	18	18	100%	0	0	-
6290 Commercial insurance	3,383	3,039	(344)	-11%	1,175	(2,209)	-188%	16,284	15,197	(1,087)	-7%	11,669	(4,615)	-40%	37,559	36,472	-3%
<b>Total Professional Services</b>	<b>38,826</b>	<b>11,789</b>	<b>(27,036)</b>	<b>-229%</b>	<b>1,175</b>	<b>(37,651)</b>	<b>-3206%</b>	<b>59,892</b>	<b>58,947</b>	<b>(945)</b>	<b>-2%</b>	<b>11,937</b>	<b>(47,955)</b>	<b>-402%</b>	<b>142,417</b>	<b>141,472</b>	<b>-1%</b>
6410 Signage	0	667	667	100%	0	0	-	0	3,333	3,333	100%	0	0	-	4,667	8,000	42%
<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>3,333</b>	<b>3,333</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>4,667</b>	<b>8,000</b>	<b>42%</b>
6505 Repairs & maintenance vehicles	0	0	0	-	578	578	100%	830	0	(830)	-	721	(109)	-15%	830	0	-
6510 Repairs & maintenance buildings	3,684	0	(3,684)	-	0	(3,684)	-	3,684	0	(3,684)	-	0	(3,684)	-	3,684	0	-
<b>Total Repair and Maintenance</b>	<b>3,684</b>	<b>342</b>	<b>(3,343)</b>	<b>-978%</b>	<b>578</b>	<b>(3,106)</b>	<b>-537%</b>	<b>4,514</b>	<b>1,708</b>	<b>(2,806)</b>	<b>-164%</b>	<b>721</b>	<b>(3,793)</b>	<b>-526%</b>	<b>6,906</b>	<b>4,100</b>	<b>-68%</b>
<b>Total Goods &amp; Services</b>	<b>42,510</b>	<b>12,798</b>	<b>(29,712)</b>	<b>-232%</b>	<b>1,832</b>	<b>(40,678)</b>	<b>-2220%</b>	<b>64,406</b>	<b>63,988</b>	<b>(418)</b>	<b>-1%</b>	<b>12,738</b>	<b>(51,668)</b>	<b>-406%</b>	<b>153,990</b>	<b>153,572</b>	<b>0%</b>
<b>Total Expenses</b>	<b>42,510</b>	<b>12,798</b>	<b>(29,712)</b>	<b>-232%</b>	<b>1,832</b>	<b>(40,678)</b>	<b>-2220%</b>	<b>64,406</b>	<b>63,988</b>	<b>(418)</b>	<b>-1%</b>	<b>12,738</b>	<b>(51,668)</b>	<b>-406%</b>	<b>153,990</b>	<b>153,572</b>	<b>0%</b>
<b>Operating Results</b>	<b>37,773</b>	<b>68,110</b>	<b>(30,337)</b>	<b>-45%</b>	<b>51,303</b>	<b>(13,530)</b>	<b>-26%</b>	<b>371,305</b>	<b>391,075</b>	<b>(19,770)</b>	<b>-5%</b>	<b>335,186</b>	<b>36,118</b>	<b>11%</b>	<b>1,770,640</b>	<b>1,790,410</b>	<b>-1%</b>
<b>Other Income &amp; Expenses</b>																	
<b>Other Income</b>																	
4480 Tax Credits	0	0	0	-	0	0	-	122,482	0	122,482	-	0	122,482	-	842,482	720,000	17%
4915 Insurance Reimbursement	0	0	0	-	1,328	(1,328)	-100%	767	0	767	-	1,328	(560)	-42%	767	0	-
<b>Total Other Income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1,328</b>	<b>(1,328)</b>	<b>-100%</b>	<b>123,249</b>	<b>0</b>	<b>123,249</b>	<b>-</b>	<b>1,328</b>	<b>121,922</b>	<b>9182%</b>	<b>843,249</b>	<b>720,000</b>	<b>17%</b>
<b>Other Expenses</b>																	
6755 Insurance Claims	0	0	0	-	0	0	-	16,674	0	(16,674)	-	0	(16,674)	-	16,674	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>16,674</b>	<b>0</b>	<b>(16,674)</b>	<b>-</b>	<b>0</b>	<b>(16,674)</b>	<b>-</b>	<b>16,674</b>	<b>0</b>	<b>-</b>
<b>Debt Services</b>																	
7005 Principal repayment	479,402	389,754	(89,648)	-23%	354,756	(124,645)	-35%	479,402	389,754	(89,648)	-23%	354,756	(124,645)	-35%	479,402	389,754	-23%
7010 Interest payment	26,362	291,794	265,432	91%	289,855	263,493	91%	26,362	291,794	265,432	91%	289,855	263,493	91%	26,362	291,794	91%
7020 Principal repayment - Vehicles	1,046	1,047	1	0%	1,043	(4)	0%	5,229	5,235	6	0%	5,209	(20)	0%	12,558	12,564	0%
7025 Interest payment - Vehicles	13	12	(1)	-4%	17	4	24%	67	61	(6)	-10%	87	20	23%	152	146	-4%
8013 CIP Construction Bridges	0	66,667	66,667	100%	0	0	-	850,570	333,333	(517,237)	-155%	0	(850,570)	-	1,317,237	800,000	-65%
8016 CIP Construction Track	0	8,333	8,333	100%	0	0	-	0	41,667	41,667	100%	0	0	-	58,333	100,000	42%
8020 CIP Machinery & Equipment	13,155	0	(13,155)	-	0	(13,155)	-	32,500	0	(32,500)	-	45,048	12,549	28%	32,500	0	-
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	0	0	-	25,000	25,000	100%	0	0	-



Financial Report - Actual vs. Budget  
For Period Ending Nov 2021

amounts in \$US dollars

Fund: General Fund

Department: Rail Ops

Location: All

Budget: Adopted



Rail Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Nov 2021				Nov 2020			Jul 2021 - Nov 2021				Prior FYTD vs Current FYTD			Jul 2021 - Jun 2022		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Debt Services	519,977	757,607	237,630	31%	645,670	125,693	19%	1,394,129	1,061,844	(332,285)	-31%	719,956	(674,173)	-94%	1,926,543	1,594,258	-21%
Total Other Expenses	519,977	757,607	237,630	31%	645,670	125,693	19%	1,410,802	1,061,844	(348,959)	-33%	719,956	(690,847)	-96%	1,943,217	1,594,258	-22%
Net Other Income	(519,977)	(757,607)	237,630	-31%	(644,343)	124,365	-19%	(1,287,553)	(1,061,844)	(225,709)	21%	(718,628)	(568,925)	79%	(1,099,967)	(874,258)	26%
Net Result	(482,204)	(689,497)	207,293	-30%	(593,039)	110,835	-19%	(916,249)	(670,769)	(245,479)	37%	(383,441)	(532,807)	139%	670,673	916,152	-27%



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Margaret Barber, Director of External Affairs

DATE: January 11, 2022

SUBJECT: Commercial/External Affairs/Marketing Management Report

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**Commercial:**

Staff continue to work with a number of inquiries interested in siting facilities within the Coos Bay Harbor, coordinating with the Union Pacific as appropriate to facilitate relationships and generate pricing quotes. Staff also received an intra-line rail service inquiry.

Staff are working with one of the local privately held terminals to facilitate movement of a dry bulk product through the Port of Coos Bay. Land side transportation for this product would be rail.

Staff met with representatives from the Union Pacific in mid-December to discuss future development opportunities and existing service within the UP yard. While in Eugene for this meeting, staff also met with railroad clients to discuss future opportunities for expansion.

Staff are working to develop a marine tariff and lease pricing structure as the Port continues to work toward an executed contract with NorthPoint Development to develop a container terminal on the North Spit, as well as the acquisition of Terminal 1. Staff are currently reviewing marketing materials for properties of other ports and have begun to develop materials internally.

Staff will be working with the Rail Department to conduct quarterly customer meetings in the month of January. The intention of these meetings is to discuss rail service in terms of what is working well and what could use improvement, as well as identify opportunities for potential growth and expansion.

**Port Property:**

Monthly Commercial lease revenue for the month of December 2021 was up 17% from December of 2020. This increase is due in part to the new lease revenues being generated from the Hub building leases, as well as an increase in the properties rented out in the Charleston Marina Complex over last year.

Staff prepared a new lease agreement for an existing tenant in the Hub building as the existing lease will expire February 1, 2022.

Vacant Port owned properties include the Fishermen's Wharf and the two small office spaces

adjacent to the Charleston Post Office, as well as 147 S. Broadway in the Hub building. Staff are working to actively market this space to find a new tenant. There is also additional individual office space available on the bottom floor of the Hub building that staff will develop marketing materials to promote.

Port staff continue to work with Verizon Wireless, who is looking to site a cell phone tower on Port owned property in Eastside. Verizon is currently completing its permitting requirements and working with the City of Coos Bay through their land use process. Verizon anticipates a construction start date of September 2023.

### **Marketing, Media, and Outreach:**

Staff presented an update on the Container facility to the Coos Watershed Association.

Staff are compiling information for a media request from Merchants Exchange regarding current Port projects.

Staff have begun working with Charleston staff to prepare a weekly Charleston Operations update in the same format as the CBRL weekly update. Three updates have been released to date and are currently primarily being circulated through the Port's social media platforms.

The top post on the Port's Facebook page this month was: "Derelict and abandoned vessels can cause a host of problems in and outside of marinas like water quality degradation, pollution, and damage to public and private property if they go adrift. In recent years, the Port has spent over \$100,000 to remove and dispose of hazard vessels to maintain the health of the harbor and estuary." This post received 61 reactions and was shared 8 times, with a total of 8,414 post impressions and a reach of 7,864. In the last month, the Port's Facebook page had a reach of 15,684 and post engagement of 4,794, and gained fifty new followers.

The Charleston Marina's top Facebook post for the month was: "The Dungeness Crab season is off to a great start! Charleston is the third largest commercial fishing hub in the State of Oregon. Our commercial fisheries play an integral role in our region's economies!" This post reached 2,450 people and received 148 reactions, comments, and shares. Overall Facebook page reach for the month was up 153.6%.

The Port's LinkedIn page gained 22 new followers, received over 10,600 post impressions and 51 unique visitors. The top post of the past month was: "We are deeply grateful for Congressman Peter DeFazio's 34 years of service in Washington D.C. His leadership and role as Chair of the House Transportation and Infrastructure Committee was instrumental in resurrecting and restoring the Coos Bay Rail Line, unlocking the Harbor Maintenance Trust Fund, securing funding to repair the North Jetty, and championing countless other efforts benefiting not just the Port, but the State and Nation. We wish him a happy and well-earned retirement!" This post received 49 likes and 1,628 organic impressions.

### **Legislative/Advocacy Work:**

Staff participated in an ODOT sponsored webinar detailing the anticipated uses and types of projects that will be supported through the IJA funds that were allocated to the State from the Federal government. Staff also participated in a webinar hosted by BOEM regarding the development of offshore wind energy.

Staff participated in a meeting with CEO John Burns and Senator Knopp in preparation for the upcoming legislative session. The 2022 Legislative Session is a short session that is scheduled to take place from February 1, 2022 to March 7, 2022.

Staff are continuing to work with Markee & Associates, the West Coast Seafood Processors Association, as well as seafood processors with a local presence to discuss ways the Port may assist in facilitation surrounding the 900J DEQ permit.

**Industry Articles:**

Freight Waves: [Warehouse, transportation capacity tight with retailers potentially 'over-ordering'](#)

Freight Waves: [Port of Oakland plans empty container yard to help ag exporters](#)

Hellenic Shipping News: [Is the pullback too deep?](#)

Hellenic Shipping News: [10 Maritime Predictions for 2022](#)

Freight Waves: [5 alternative container ports for avoiding congestion](#)

Hellenic Shipping News: [LA port pressures ocean carriers to remove empty containers faster](#)

M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: January 11, 2022

SUBJECT: Port Operations/Asset Management Report

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**Channel Modification Project:**

The PDT continues to review and address comments on the Letter of Authorization (LOA) and the Risk Management Plan (RMP). As discussed previously, the RMP is the last big piece needed to close out the remaining 204/408 Report comments.

**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:

Coal Bank Slough Bridge: Pile driving has begun for this project. The bottom section of piling has been driven for each bent. The new bridge prestressed girders are on schedule and due for delivery in mid-February. The contractor is slightly behind schedule, but has a plan to make up lost time.



Vaughn Viaduct: Port engineers have completed the draft 30% design for the Vaughn alternative. This alternative will have significantly less environmental and Section 106 (Historical) impacts. However, it

will require a NEPA amendment through MARAD. After conversations with MARAD, we believe the process will require a second amendment to the NEPA document, much like the one completed for Coal Bank Slough.

Wildcat Creek Bridges: The ITB for this phase of the Project will be solicited the week of January 10, 2022.

Steel Swing Bridges: Staff expects the ITB for this phase to be solicited the week of January 17, 2022.

**Reedsport Swing Bridge:**

Staff continues to work with engineers on a Dual Tone Multi Frequency (DTMF) design and installation to open and close the bridge remotely. Vendors are having trouble getting parts and equipment to provide a project estimate. The parts used for this work are considered specialty items and are not readily available on the open market. This is critical to the effective operations of the bridge and staff will continue to work with all involved to complete the project.

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

Port staff provided the Risk Register (RR) to MARAD for final processing of the agreement. MARAD provided the Port with a RR template, which identifies and evaluates project risks. Due to the overall simplicity and availability of ties and materials, the final risk assessment, as evaluated by Port staff, is “Low”. Once the RR is approved by MARAD, the agreement will go through concurrence for final approval.

**Safety and Security:**

The Port did not receive the Grant from SDIS for the HUB security system project and will evaluate other alternatives to accomplish this work in the future.

**North Jetty:**

The Corps continues to identify opportunities to complete the North Jetty repairs. Additional funding was not secured prior to the end of the calendar year, which may require the Corps to resolicit bids for the project.

**Former GP Site Property Purchase (Future Terminal 1):**

Staff is working on security and contracted services to enable a smooth transition of ownership. Once closing is complete, work will begin to ensure all permits and authorizations are transferred and documented for the facility.

**2022 State Short Line Tax Credit:**

This application was submitted and identified \$2,442,250 in projects for potential reimbursement. We should know in the next few months if the preliminary application has been approved.

**Transpacific Parkway Drainage Project (CCURA):**

60% design was submitted to the Port by SHN in December and staff expects 100% engineering and design (E&D) to be submitted by the end of January. Once 100% E&D and plans and specs are complete, staff will solicit the ITB.

**Dredging:**

Staff is working with the agencies to modify the Unified permit for Roseburg Forest Products. The modification will allow RFP to slightly expand the size of their dredge prism.



## MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Brandon Collura, Harbormaster

DATE: January 11, 2022

SUBJECT: Charleston Operations Management Report

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The Marina finished the month of December at 60% capacity. Of the 443 moorage slips, there were 161 annuals, 42 semi-annuals, 49 monthlies and 139 transients. Overall occupancy decreased by 2%. December ice volume sales totaled 48.5 tons. Total monthly sales were \$4,470.

The RV Park had 48% capacity in December. Out of 104 RV Park spaces, we had 50 new check-ins with total sales of \$26,564.

### **Maintenance Projects:**

Marina: Dock work took place along C, D, E & F docks throughout the month of December. Several fingers were on the schedule for the month and others came up unexpectedly after a few storm events. Repairs consisted of corner brackets, pile hoops, new through rods, and wooden members along the sides.

Six electric pedestals were also rebuilt over the month.

All gangways were recently pressure washed to ensure they stay as safe as possible in inclement winter weather.

RV Park: New siding has been ordered and delivered for Yurt A. The old siding had been slowly deteriorating and a windstorm finally tore a portion of the old siding. This repair is slated to take place as soon as a good weather window permits.

### **Capital Projects:**

The ITB for the shop roof repair ended up being cancelled with only one bid being received far above the projected budget for the project. An RFQ of smaller scope was re-published to focus on a smaller portion of the roof with the most need for urgent repair work. That close date is January 11, 2022.

An RFQ is also being drafted to replace a number of pilings within the marina and Charleston shipyard. This should be sent out in mid-January.

The Management Report for the Railroad Operations Department was not available at the time of publication. It will be provided as soon as possible.



# Action Items

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

**DATE:** January 11, 2022

**PROJECT TITLE:** Appointment of FY 2022/23 Budget Officer

**ACTION REQUESTED:** Approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the FY 2022/23 budget process

**BACKGROUND:**

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

Port staff recommends Megan Richardson, the Port's Director of Finance & Accounting, to be appointed as the Budget Officer for the fiscal year 2022/23 budget process.

**RECOMMENDED MOTION:**

Approve the appointment of Megan Richardson, Director of Finance & Accounting, as the Budget Officer for the FY 2022/23 budget process.

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

**DATE:** January 11, 2022

**PROJECT TITLE:** Crow Clay & Associates Lease Agreement

**ACTION REQUESTED:** Commission Approval to enter into a one-year Lease Agreement with Crow Clay & Associates

**BACKGROUND:**

Crow Clay and Associates is a new Tenant of the Port following the Port's acquisition of the Hub Building, occupying 125 Central Avenue Suite 400. The existing lease agreement that was transferred with the sale of the property from the Hub Partnership to the Port is set to expire as of February 1, 2022. Crow Clay and Associates has expressed interest in entering into a new one-year lease agreement for leased space in the Hub Building. Crow Clay 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 Crow Clay & Associates.

# **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 / 2017 - 2021**

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

	2017		2018		2019		2020		2021	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	528	1,742.4	580	1,914.0	611	2,016.3	409	1,349.7	346	1,141.8
Feb	520	1,716.0	618	2,039.4	465	1,534.5	400	1,320.0	382	1,260.6
Mar	535	1,765.5	627	2,069.1	547	1,805.1	432	1,425.6	566	1,867.8
Apr	582	1,920.6	574	1,894.2	521	1,719.3	350	1,155.0	621	2,049.3
May	727	2,399.1	623	2,055.9	438	1,445.4	394	1,300.2	599	1,976.7
Jun	721	2,379.3	594	1,960.2	318	1,049.4	534	1,762.2	625	2,062.5
Jul	593	1,956.9	602	1,986.6	346	1,141.8	485	1,600.5	503	1,659.9
Aug	601	1,983.3	602	1,986.6	329	1,085.7	467	1,541.1	485	1,600.5
Sep	615	2,029.5	472	1,557.6	299	986.7	378	1,247.4	556	1,834.8
Oct	616	2,032.8	469	1,547.7	425	1,402.5	431	1,422.3	524	1,729.2
Nov	565	1,864.5	268	884.4	348	1,148.4	349	1,151.7	545	1,798.5
Dec	569	1,877.7	399	1,316.7	303	999.9	499	1,646.7	453	1,494.9
<b>Total</b>	<b>7,172</b>	<b>23,667.6</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>6,205</b>	<b>20,476.5</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 2021 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:	6,205	rail carloads =	620,500	short tons =	20,476.5	highway truck loads

\*Start up in 2011, Data includes 4th Quarter / Oct – Dec.

The Coos Bay rail line was embargoed by the previous owner/operator in September 2007. The Port acquired the 111-miles of the line owned by RailAmerica, Inc. in spring 2009 through an order from the U.S. Surface Transportation Board at the completion of a Feeder Line Application process initiated in July 2008. The Port acquired the Union Pacific (UP) Railroad owned 23-mile section of the line through a negotiated agreement with UP in late December 2010.

**Coos Bay Rail Line, Inc. (CBRL) is 834 days injury free as of January 1, 2022!**

# 2022/23 Port Budget Planning Calendar

<b>Budget Planning</b>	
January 18	Appoint Budget Officer Megan Richardson
January 24	Operating Plan Prep Instructions & Budget Calendar Distributed to Department Heads
February 7	Operating Plans Due from Department Heads, Work Papers Distributed to Begin Budget Plan
February 21 - 25	Department Meetings (Individual Review)
February 28	Budget Plans Due from Department Heads
March 1 - 4	Draft Budget
March 7 - April 15	Review Draft Budget & Edit
April 11 - 15	Draft Budget Message
April 18 - 22	Review final draft of Proposed Budget
April 29	Complete Proposed Budget
<b>Charleston Advisory Committee Meetings</b>	
TBD (week of May 2)	Proposed Rates Draft
<b>Budget Committee Meetings</b>	
TBD (week of May 9)	Post Notice of Budget Committee Meeting on Port website (posted at least 10 days prior); Publish Notice (at least 5 days prior)
TBD (week of May 9)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 23)	1 <sup>st</sup> Budget Committee Meeting
TBD (week of May 23)	Publish Notice (if needed) (at least 5 days prior)
TBD (week of May 31)	2 <sup>nd</sup> Budget Committee Meeting (if needed)
<b>Budget Hearing</b>	
June 13	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
June 21	Port Commission Meeting / Budget Hearing
June TBD (Tentative 1wk following commission mtg)	Port Commission Budget Approval (if needed)
<b>Post Adoption</b>	
June 30	Submit to BOLI WH-119 Public Improvement Cost Analysis Summary
July 5	Submit LB-50 to Tax Assessor by July 15
September 19	Submit complete budget document to County Clerk by September 30

# 2022/23 CBRL Budget Planning Calendar

<b>Budget Planning</b>	
January 18	Appoint Budget Officer Megan Richardson
January 24	Operating Plan Prep Instructions & Budget Calendar Distributed to Department Head
February 7	Operating Plan Due, Work Papers Distributed to Begin Budget Plan
February 21 - 25	Department Meetings
February 28	Budget Plans Due
March 1 - 4	Finance Builds Draft Budget
March 7- April 15	Review Draft Budget & Edit
April 11 - 15	Review Final Draft of Proposed Budget
April 18 - 22	Create and Finalize Budget Message
April 29	Complete Proposed Budget
<b>Budget Committee Meetings</b>	
TBD (week of May 9)	Post Notice of Budget Committee Meeting on Port website (posted at least 10 days prior); Publish Notice (at least 5 days prior)
TBD (week of May 9)	Provide Proposed Budget to Budget Committee (2 weeks prior to Budget Committee Meeting)
TBD (week of May 23)	1 <sup>st</sup> Budget Committee Meeting
TBD (week of May 23)	Publish Notice (if needed) (published at least 5 days prior)
TBD (week of May 31)	2 <sup>nd</sup> Budget Committee Meeting (if needed)
<b>Budget Hearing</b>	
June 13	Publish LB-1 Notice of Hearing & Budget Summary (published at least 5 days prior)
June 21	CBRL Board of Directors Meeting / Budget Hearing
June TBD (Tentative 1wk following Board mtg)	CBRL Board of Directors Budget Approval (if needed)
<b>Post Adoption</b>	
September 19	Submit complete budget document to County Clerk by September 30