



M E M O R A N D U M

TO: Interested Parties  
FROM: Eric Farm, President  
DATE: April 12, 2023  
SUBJECT: Port of Coos Bay Commission Meeting Notice

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The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **10:00 a.m., Tuesday, April 18, 2023**, in the Port’s Commission Chambers located at 125 W Central Avenue, Suite 230, Coos Bay, Oregon 97420, and live on YouTube.

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

Members of the public may provide public comment in person, via Zoom, or in writing. If members of the public would like to provide public comment during the meeting via Zoom, please call the Administrative office at 541-267-7678 by 8:30 a.m. on Tuesday, April 18, 2023. Written comment will be accepted until 8:30 a.m. on Tuesday, April 18, 2023, by sending an email to [portcoos@portofcoosbay.com](mailto:portcoos@portofcoosbay.com) with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, April 18, 2023**, immediately after the Commission Meeting, as authorized under ORS 192.660(2), to:

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

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

**10:00 a.m., Tuesday, April 18, 2023**

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

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

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**3. PUBLIC COMMENT**

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- A. Commission Workshop: Tuesday, May 2, 2023, 10:00 a.m.
- B. Regular Commission Meeting: Tuesday, May 16, 2023, 10:00 a.m.
- C. Port of Coos Bay Budget Committee Meeting: Wednesday, May 24, 2023, 12:00 p.m.

**11. RECESS TO EXECUTIVE SESSION**

**12. ADJOURN**

# Consent Items

**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**COMMISSION WORK SESSION MEETING**

**10:00 a.m., Tuesday, March 7, 2023**

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

**ATTENDANCE**

**Commission:**

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

**Staff:**

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

**Media & Guests:**

Kari Silva, Rex Leach, Anne Bellomy, and Christine Moffett.

**1. CALL MEETING TO ORDER**

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

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

**3. DISCUSSION**

**A. Wind Energy**

President Farm reported that he, Mr. Burns, and Commissioner Edwards attended the Offshore Wind Conference in Portland. He said he now has a good sense of where the process is at and some of the proponents and opponents of the project. President Farm shared a Power Point slide showing a timeline of the BOEM Commercial Offshore Wind Authorization Process: Construction and Operations Plan. The timeline begins with a three-year Planning & Analysis phase, a one-year Leasing phase, a four-to-five-year Site Assessment phase, and a Construction & Operations two-to-three-year final phase. He explained the project is currently in the first phase of this process. President Farm said Environmental Impact Studies are done in the Assessment phase. He said his assessment was that there were two camps at the conference, a non-fossil fuel energy support, and environmental interests and Tribal interests who were more hesitant of unknown impacts.

Commissioner Edwards said this was the first time he had seen the Tribes attend the conference. The Attorney for the Confederated Tribe provided a ten-minute presentation requesting a government-to-

government consultation with the Tribes. He said the meeting was very informative with attendees from around the world promoting offshore wind.

Commissioner Edwards shared documents and maps with the Commissioners, showing areas of constraints and of no constraints for the call area. President Farm reviewed the provided maps, comparing the Coos Bay to the Brookings call area.

President Farm said the Port sent a letter to BOEM in June 2022, which did not address specific requests in the Trawl Commission's resolution, but it had the intent. The question is whether or not the Port needs to rewrite the letter with stronger wording.

In regard to the resolution, President Farm said he is concerned about requesting to push the call area outside the 1300 meters as it could impact other industries, such as recreational tuna fishing. He said he is hesitant to set a specific area without knowing what the impact would be in those areas. President Farm said the resolution also requested to do a full EIS prior to setting the lease areas, which he believes would be hard for the Port to make substantive comments not knowing exact locations of the call area. He said he feels the Port can be most effective when BOEM gets to the environmental review process. President Farm also thinks all environmental, economic, and social factors must be considered, which will limit the call areas.

Commissioner Stevens said he thinks the Port would benefit from being potential landlords as companies are going to lease Port property to build the wind energy infrastructure and there are community benefit dollars to be gained. He said to release an opposition statement would be counter intuitive. He said he understands this will affect business and fishing, but the Port is not fishing. The Port has been open to container terminals and other projects that have come to the area, so he doesn't understand why the Port would take a stance on any side, especially without listening to the proponents. President Farm clarified he is not saying the Port is proposed or opposed to the project, and he agrees the public and local community needs to be involved in the conversation. President Farm said community benefits that will be negotiated into the lease should also be considered. He said the intent of the letter to BOEM was that the Port will move forward cautiously and understand the process and impacts before making a determination. Commissioner Stevens said he just wanted to see the Port approach it openly as they have done with any other project in the past.

Commission Edwards said in the packet of documents he gave to the Commissioners are copies of the letters from the congressional representatives. He said the resolution letter is not against Offshore Wind, but about the process. Commissioner Edwards said there has been discussion about this resolution letter and how to generate a different letter with the same message that doesn't put the Port in a different standpoint. He said it is his opinion that by signing the letter, the Port is supporting the Coastal Legislators.

Commissioner ViksneHill said the Coquille Tribe has not taken any action on the letter either and he is not aware of the reasons for that. President Farm said the message he received from the Confederated Tribes is that they expect to be consulted and if it impacts them, they will not support the project.

President Farm said the current leases on the East Coast, in the New York area, and in California, are areas where energy is limited. The Coos Bay area may not have the same needs locally or regionally. This project is going to need a significant proponent and public support to move forward through the timeline.

President Farm asked if the letter the Port sent to BOEM should be recirculated and edited. Commissioner Stevens asked what the advantage or need is for submitting another letter. Mr. Burns said he thinks the Port can give more appointive direction to BOEM and DOE as to what the expectations are that the Port has in regards to their “behavior” in the process, and how the Port has expectations that they are going to do the right things on a timely basis, and they are going to be conclusive of those individuals and entities that have a vested interest in our coastal waters. President Farm stated the Port is not advocating for or against the project at this point but is requesting the process is followed through.

Mr. Burns said the Port has always worked on creating a fine-tuned balance between the economy, the environment, and traditions, and the approach to this project should be no different. These three components need to be kept in tune with one another, and one should not be overridden by another simply because it is convenient or easy.

President Farm asked Mr. Burns to potentially edit the letter and have the Commissioners review the letter prior to the next Board Meeting and then the Commission can finalize edits at that meeting. He said it is being requested that the letter have stronger language as to what the Port’s expectations are.

### **B. Charleston Infrastructure Projects**

President Farm said the last work session gave a good recap on the Charleston Marina Complex projects, capital improvement projects, and maintenance needs. He said the Charleston Marina Complex is a multimillion-dollar unfunded obligation to the Port, as there are enough funds to operate the facilities, but not enough to do full maintenance. He said the Port will have to seek outside funds in order to maintain the facilities and assets unless a mega project is able to produce enough revenues internally. He said the Port has loans, grants and State or Federal funds, but the use of these funds are narrowly defined.

President Farm asked if the Port had four million dollars, should the Port spend the money on maintenance and repairs or should the money be set aside for a large future project (the marine ways or to buy a larger travel lift). Commissioner Stevens said the perception is that the Port is not taking care of the assets it has and instead is focusing on bigger or potential projects. He said caring for current assets should have equal priority to the large potential projects that are being focused on.

Commissioner Stevens asked if there is a prioritized list from the public. Mr. Burns said the common concerns of the community are the same of the staff. He said it is not a matter of lack of desire or willingness to do these repairs, it is funding. Mr. Burns said when applying for a loan or grant or funds set in statute, the Port has to be extremely specific to what the funds are being asked for. Grantors look at the cost and the benefit, and loans are generally very project specific.

Commissioner Edwards said the 2013 Charleston Master Plan concluded the top priority in the Shipyard was to fix the marine ways. He said it’s only a matter of time until the rail is inoperable and there are 17 vessels that have a need for this service in Charleston. He said the Crescent City marine ways are no longer used and Fred Wahl has a four to six month wait.

Commissioner Stevens said the Port is providing a benefit to the community as the marine ways is not profitable enough to pay for itself. President Farm said a vision for the Shipyard needs to be determined: should the Shipyard accommodate very large vessels such as Alaskan fishing vessels, or should it focus on the Charleston fleet, which is a much smaller subset. He said there are 20 boats that cannot be lifted by the current 100-ton travel lift. If the current travel lift were to be extended and widened, the number

would decrease to 10 or 15. A 200-ton travel lift would haul every boat moored in Charleston out of the water. Mr. Burns said a 200-ton Travel Lift is about 1.5 million dollars.

Commissioner Edwards said other facilities, like Fred Wahl and Toledo, gained their travel lifts through Connect Oregon grants. He said he would like the Port to develop a plan and ask for the same. He said the Port might have a good chance at getting awarded these grants.

President Farm said if loans are acquired, then loans must be paid back. He questioned how much customers would be willing to pay for services, which could be two or three times the current cost.

In regard to the marine ways, Mr. Dunning said the Port has made multiple attempts and purchased material in the past to assist Giddings with the marine ways. Per the lease agreement, the Port is not required to maintain the marine ways. Giddings's low lease rate is because they are responsible to take care of the marine ways. Regarding the travel lift, Mr. Dunning said there is more to consider than just modifying the slip, as engineers have said the cap has to be significantly strengthened, which could require eight more inches of asphalt though out the Shipyard. Mr. Dunning said the entire project could ultimately cost 4.5 million dollars.

Public-private partnership is an option in the Shipyard. Mr. Burns provided an example of public-private partnership. He said the fuel dock in Charleston is a leased property where DEQ wanted the expired fuel tanks removed. In order for the lessee to continue business, the Port entered into an agreement with the lessee that allowed him to recoup his investment of replacing the tanks. Mr. Burns said this is the quintessential public-private partnership. The Port owned the facility, but the owner operator of the business had to bring something into the equation to allow the business to thrive. Commissioner Edwards said he would like to revisit a public-private partnership with Giddings to see if they would be interested.

The Commission discussed the limited space for expansion in the Shipyard. Steve Bawn said if the travel lift slip is expanded, vessel storage space will significantly be lost.

Mr. Burns said there are numerous environmental requirements being put on the fish processing community and he is concerned about the future of the processing industry in Charleston. He questioned how much money to invest with the possibility of industries changing in the future. Commissioner Edwards discussed the effects of losing the processors in Oregon. Mr. Burns said the Port has been working with the seafood processors in Charleston over the past two years to develop a biproduct facility that will allow them to meet DEQ requirements.

President Farm said he has concerns with selling the Shipyard. He said if the Port decides to sell the Shipyard, an open competitive bid may displace a current long-term lessee of the Shipyard, and an unknown potential buyer could be a risk. President Farm said there are environmental issues with the cap which could reduce the value of the sale, and he questioned what type of covenants should be placed in the agreement and how those would be enforced. President Farm said just because the Port cannot fund all capital projects does not mean the Port should sell.

Commissioner Stevens said he would like to see what the price increase would be with a new travel lift. President Farm said just to pay off the lift, not including all the other needed improvements, the cost would double to haul out. President Farm said finding out how much boat owners would pay to haul out is critical in the decision of how to move forward.

President Farm said he appreciated everyone's time and efforts to bring these conversations to the table.

Mr. Burns thanked the staff, as the staff works very hard to accommodate as much as possibly can be done, regardless of what the perception may be.

Mr. Farm said he will submit an updated draft of the letter to BOEM to Mr. Burns for editing and/or review prior to the next meeting.

4. **NEXT MEETING DATE** – Tuesday, March 21, 2023, 10:00 a.m.

5. **ADJOURN**

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



**DRAFT**  
**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**10:00 a.m., Tuesday, March 21, 2023**

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

**ATTENDANCE**

**Commission:**

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

**Staff:**

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

Mr. Burns asked everyone to please join in a moment of silence, sharing the passing of Mr. Mike Stebbins, the Port's Legal Counsel.

**Media & Guests:**

Rex Leach, Charleston Fishing; Christine Moffett, Coos Bay; Steve Miller, Coos Bay; Kevin Banister, Deep Blue Pacific Wind; Alana Duerr, Deep Blue Pacific Wind; Peter Cogswell, Deep Blue Pacific Wind; Rick Osborn, Blue Ridge Strategies; Ricardo Carver, Deep Blue Pacific Wind; Lauren Spence, Deep Blue Pacific Wind; Tim Novotny, Executive Director Oregon Dungeons Crab Commission; Kari Silva, Coos Bay; Heather Mann, Coastal Fishing Coalition; and Teal Hamner, Blue Ridge Strategies.

Joining via Zoom: Kelley Retherford, Newport Fishing; Michael Okoniewski, Pacific Seafoods Consultant; and Yelena Nowak, Executive Director Oregon Trawl Commission.

**1. CALL MEETING TO ORDER**

President Farm called the meeting to order at 10:00 a.m.

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

**Kevin Banister, President of Deep Blue Pacific Winds**

Mr. Banister said Deep Blue Pacific Winds is a joint venture between Total Energies and Simply Blue Group, formed in 2021, and based out of Portland, Oregon. Mr. Banister said the company has experience in Offshore Wind globally through Total Energies and Simply Blue Group having developed projects in other jurisdictions around the world. The Portland based Total Energies team focuses specifically on the Oregon Coast and did not participate in the California auctions. Mr. Banister said Deep Blue Pacific Wind funded, in conjunction with the State, the Port of Coos Bay's infrastructure study conducted by Mott MacDonald and released in April 2022. He said that with the appropriate

investments, the Port is in a position to support deployment of the Offshore Wind industry that is growing on the West Coast. Mr. Banister said Deep Blue is interested in Oregon because there is truly a world class offshore wind resource, particularly off the southern Oregon coast. Mr. Banister said the State has real aspirations and mandated targets to see a decarbonized future and offshore wind provides an important opportunity for the State to meet its goals in that regard. He said Deep Blue believes there are opportunities for economic development both locally and regionally through support of the industry. He further explained the West Coast must use floating platforms because the water gets too deep too quickly to allow any bottom fixed projects, and the floats will be deployed 12-20 miles offshore.

Alana Duerr, Director of Projects at Deep Blue Pacific Wind, said the Bureau of Ocean Energy Management (BOEM) has the authority to lease areas off the coast for ocean renewal energy development. The Oregon Intergovernmental Renewable Energy Task Force was convened in 2011 to focus on Marine Hydro Kinetics and in 2019 started to focus on commercial Offshore Wind. She said last year the Biden Administration conducted three Offshore Wind auctions: two on the east coast and one off the California Coast. Ms. Duerr shared the results of the California auction, saying that she does not think it is an example of precedence for the entire west coast, as the price will depend on the market. Ms. Duerr said BOEM's leasing process is still in the very beginning stages. Ms. Duerr shared a slide showing BOEMS process timeline including public engagement opportunities. In late 2021 the Department of Interior announced a leasing road map for the entire US coastline. The Oregon projected lease sale was predicted for Q3 of 2023, but she said the process has slipped, so Deep Blue has projected BOEM will identify draft wind energy areas Q1 2023, and the final identification area going to auction approximately Q3 of 2024.

Mr. Banister said it will be years before actual construction begins for an Offshore Wind project off the Oregon Coast. He said Deep Blue projects blades won't be spinning until about 2032. He said there are serious issues still needing to be addressed, and much work to be done, this includes investment and transmission and interconnection. He added infrastructure support will need to be developed on the West Coast and supply chain issues will need to be resolved locally, nationally, and globally. Mr. Banister said Deep Blue is committed to continued engagement with the community and is open to having dialogue. Mr. Banister added, a developer securing a lease through the BOEM process doesn't authorize the developer to develop, it just gives them the exclusive right to seek to develop a project in the leased area. The developer would still need all the environmental permits and authorizations before moving forward.

Commissioner Farm said the local fishing community has voiced concerns regarding the current call area and would like to see it further out. Commissioner Farm asked if going beyond that 1300 meter point is an option from a developer's point of view. Mr. Banister said speaking for Deep Blue, the western edge is about 1300 meters, which is very deep. He said there are some specifics about the Oregon geology beyond 1300 meters, for example there is a steep drop off. Two issues to think about when deploying these devices offshore are the depth, the slope of the seabed, and bottom conditions. Mr. Banister said it is technically possible that a developer could go beyond 1300 meters, but it becomes challenging to determine how it will affect the techno economic feasibility. He said for Deep Blue, it is probably a nonstarter from an economic perspective.

Commissioner Farm asked Mr. Banister if he thinks the project is feasible considering the resistance due to environmental concerns. Mr. Banister answered that Deep Blue does think it is worth doing and they do recognize there are challenges to overcome and specific issues to address. Some of this can only be done when the specific site is designated. He said from Deep Blue's perspective, there is an urgency from the climate perspective and there are real energy benefits locally and to the region that can accrue

from generation on the west side of the grid. Mr. Banister explained that having generation on the west side of the grid would provide savings to rate payers throughout the state and region. Mr. Banister again said Deep Blue does think it is worth doing and is committed to the process.

Commissioner Edwards said the Coast Guard PARS and DOD announced that a major portion of the Coos Bay call areas were going to be off limits for development. He asked if going outside 1300 meters is a future possibility for Offshore Wind. Mr. Banister answered that he hoped so and thinks that it could be the future, and he added that Deep Blue was extremely frustrated that the DOD information came so late in the process.

### **3. PUBLIC COMMENT**

#### **Yelena Nowak, Oregon Trawl Commission**

Ms. Nowak said the Trawl Commission represents three fisheries, the state managed pink shrimp fishery, the federally managed bottom trawl ground fish, and shore raised whiting fisheries. She said this industry produces a large share of the trawl caught products on the West Coast. Ms. Nowak talked about the importance of sustainability, environmental protection, and using public resources responsibly for future generations. She stated that a lot has evolved since she last presented to the Port Commissioners months ago. Ms. Nowak said, the DOD exclusion zone and the Coast Guard exclusion zone took out 75% of the Coos Bay call area. The remaining 25% in the Coos Bay call area and Brookings are still very important and highly productive fishing grounds for various fisheries. Ms. Nowak said on the East Coast there have been more than 20 dead whales washed up on the New Jersey shores and this occurrence has prompted a congressional hearing. She encouraged everyone to listen to the content of this hearing. Ms. Nowak said it is unknown what is causing the death of the whales; however, the official theory is it is vessel contact but no identification of what type of vessel. Ms. Nowak said over the past weeks, the Pacific Fishery Management Council unanimously voted to draft a letter and submit it to BOEM asking to rescind the current call areas. She said BOEM does now have a marine mapping tool and has been asked to use this tool to re-map the entire West Coast.

#### **Kelley Retherford, Newport Fishing**

Ms. Retherford said she is a Port of Newport Commissioner, but is addressing her concerns as a wife, mother, grandmother and private citizen of a multi-generational fishing family out of Newport, Oregon. She stated that her public comments, views and thoughts do not represent Newport Port Commissioners or their stands, views or positions on Offshore Wind or the process. Ms. Retherford asked that the many voices regarding this process of bringing Offshore Wind to the Pacific Coastline be heard. She said many groups and citizens are involved including the Coastal Caucus and legislative representatives, local Tribes and citizens; all their voices are an important part of the process. Ms. Retherford said she is not in opposition to Offshore Wind but wants to be one of the voices to remind the Port of Coos Bay Commissioners that the process needs the utmost care and diligence to ensure the safety and wellbeing of our oceans, sea life, and users, and to ensure the call areas are in the right place. The call areas off of Brookings and Coos Bay were first chosen without an understanding of how these areas would affect the overall view of the process. After many meetings, BOEM has learned there are mapping tools to use in selecting positioning of the wind farms to cause the least damage and consequence. Ms. Retherford asked that as the Port discusses writing a new resolution letter to BOEM, to add to the letter a request from BOEM for new photo shots including one outside 1300 meters and beyond using the new mapping tools, and to listen, hear, and be the voice to guarantee the least impact on our oceans.

### **Michael Okoniewski, West Coast Pelagic Conservation Group**

Mr. Okoniewski said he has been studying Offshore Wind and the East Coast projects for five years. He said he considers some deficiencies that need to be fixed before advancing in the process of placing Offshore Wind on the West Coast. Mr. Okoniewski said one deficiency is not knowing where the wind project is going. He said it is unsure what the actual cost of the energy will be, and modeling could give some of that information. Mr. Okoniewski said infrastructure will have to be put in place on land or at least in the water, which will be a huge cost to the customer. He questioned what will happen when the fisheries start to collapse. He said there are no studies planned for cumulative future impacts. Mr. Okoniewski said BOEM has refused to do any PEIS testing on the West coast. He said there is a headlong rush to get this project done and cohesive planning to get energy to the customer is not happening. Mr. Okoniewski said he is in opposition to the Offshore Wind at this point. He said the ecosystem is not being taken care of, the California ecosystem is one of the four strongest in the world. Mr. Okoniewski said there is no study being researched to find the effects of the Offshore Wind Farms and there will be a big difference in the number of Wind Farms there are. He added that BOEM has no plan to stop conflicts with fishing.

### **Heather Mann, Director, Midwater Trawlers Cooperative**

Ms. Mann said the Midwater Trawlers Cooperative represents 32 trawl vessels from Brookings to Kodiak, many of them housed in Newport and much of their fishing is done off the southern Oregon coast. She said these vessels have harvested hundreds of millions of pounds of sustainable seafood from the proposed call areas. She said displacing fishing should be a nonstarter, which she believed was the message from Governor Brown and from several legislators, both state and federal. She thanked Mr. Burns for his comments at the Coos Bay rally last May. Ms. Mann said local fishing is not just for recreation but also for food production, feeding people around the world. She said she did provide written public comment and encouraged the Commissioners to read that information. Ms. Mann said it is important to get this Offshore Wind project done correctly by rescinding the current call areas and starting over. She said the BOEM process is a long one and looks to favor the developers, not the existing ocean users. Offshore Wind projects in the United States have been approved even when significant impacts to the ecosystem, marine mammals and the fishing industry has been demonstrated. Ms. Mann said the need is to use the mapping tool for the entire coast and start over finding the least conflicting areas and move forward together. She asked the Port Commission to please consider writing a letter supporting the Pacific Counsel in this request to BOEM.

Commissioner Edwards thanked Ms. Mann for her comments and said Ms. Mann is very informed and knowledgeable with the process. President Farm said that the letter was distributed, and the Commissioners do have Ms. Mann's contact information.

### Ms. Mann provided written comment:

March 21, 2023

President Farm, Director Burns & Commissioners

Thank you for the opportunity to provide comment on this critically important issue. While offshore wind energy development may have an important role to play in our transition to a carbon-free future, there is also broad agreement that wide-scale implementation of this technology will fundamentally alter our marine environment not just for our lifetime but for many lifetimes to come.

BOEM announced call areas off southern Oregon in early 2022. There was an immediate uproar from many once the areas were formally identified, not only because there is a significant amount of commercial and recreational fishing occurring in these areas, but also due to the pristine environment that makes-up the California Current Ecosystem which could be negatively impacted by this industrialization. For all these reasons, seventeen coastal Oregon municipalities (ports, cities, counties) as well as the Confederated Tribes of Coos, Lower Umpqua and Siuslaw passed resolutions and sent letters to BOEM calling for a significant and meaningful change to the current process for siting offshore floating wind off Oregon. These letters were joined by a unanimous bicameral bipartisan letter from Oregon's Coastal Caucus and congressional letters from U.S. Senators Wyden and Merkley as well as Representatives Schrader and DeFazio, among others. In total, 278 public comments were submitted to BOEM in the formal comment process and the overwhelming majority of these comments were in opposition to the current process and call areas.

Fast forward to late 2022 and BOEM changed their process in Oregon to incorporate the spatial mapping tool designed by the National Centers for Coastal Ocean Sciences (NCCOS) used in the Gulfs of Mexico and Maine for offshore wind siting and more commonly recognized as the modeling tool used for aquaculture opportunity areas around the nation. Unfortunately, BOEM made a unilateral decision to only use this deconfliction tool within the existing call areas off Oregon, not to assess all of the Oregon coast, including waters deeper than 1,300 meters. The Oregon BOEM Task Force was not consulted on this, in fact, no one was outside of the agency, apparently. When stakeholders have asked BOEM to expand the use of the deconfliction model and apply it to the whole coast, especially in light of the hundreds of comments that the existing call areas are inappropriate, BOEM has simply refused. BOEM now congratulates themselves for altering their process to be responsive to public comment at the same time that they say they are committed to getting this right. These words are hollow at best, and we should all be deeply concerned at the way this process is going.

The Pacific Fishery Management Council passed a unanimous motion on March 9<sup>th</sup> to write a letter to BOEM and Governor Kotek recommending that the current call areas are rescinded, and the process begun again using the NCCOS deconfliction tool to determine where the best places *off* Oregon to site offshore floating wind might be - balancing all the ocean uses and the health of the marine environment. In a very telling statement, Ms. Lisa Gilbane from BOEM said to the Council with a bit of frustration in her voice, *"I want to remind the Council BOEM's charge is not to avoid fishing conflicts in Oregon. So, our charge is to create a balance and to balance those fishing impacts and other natural resources and human resources with the planning and development of offshore wind."* If BOEM moves forward with the current call areas, they are not even trying to balance the existing resource and uses with energy development. The energy developers are not compromising anything- the sustainable seafood industry, our marine wildlife and ecosystem, and our coastal community economies are what's being compromised. Don't help BOEM in their misguided drive to privatize and industrialize our ocean regardless of collateral! damage - the Coos Bay container terminal can be a reality without embracing a flawed BOEM process for offshore wind.

A contingent of Oregonians together with others around the nation took this message to the White House a few weeks ago. We met with President Biden's top climate aides in

Washington, DC. We continued to share our message throughout our legislative meetings, not just with our west coast delegation but with all coastal legislators we met with around the nation. There is currently a draft letter circulating with the West Coast delegation calling on BOEM to rescind the current Oregon call areas and start again with the NCCOS modeling tool. I have personally met with the Oregon governor's office on this issue and will meet with them again next week. Our coalition is going back to the seventeen municipalities who submitted resolutions and letters and we are asking them to support the Pacific Council's recommendation. The recommendation by the Pacific Council is a justified request, informed by several advisory body statements and a myriad of public comments. Commissioners and Port staff should listen to the available recordings. The environmental concerns are real, that is why groups such as Oceana and Audubon went on the record detailing their concerns. What is occurring on the East Coast with dead whales and dolphins is unacceptable. For pro-wind advocates to say, "we don't know for sure what is killing these whales, but we do know for sure it is not related to offshore wind," at the same time that permits are being issued for "takes" of marine mammals for offshore wind development does not face the red face test. The fact that BOEM attempted to suppress NMFS concerns about impacts to whales is deeply troubling.

If Oregon wants to do this right, there is no acceptable alternative other than BOEM rescinding the current call areas that were identified under a flawed BOEM process and start again. The final report from Oregon Department of Energy commissioned by HB3375 and released late last year clearly illustrates the risks to the environment and coastal economies of getting this process wrong. Doesn't it make sense to take a little bit longer to get the process right? Our lives and livelihoods depend on it.

Please join the many others who are asking BOEM to rescind the current call areas and use the NCCOS model to examine all of Oregon waters including outside depths of 1,300 meters to determine the best placement for offshore turbine farms.

Sincerely,

Heather Mann, Midwater Trawlers Cooperative

**Tim Novotny, Executive Director, Oregon Dungeness Crab Commission**

Mr. Novotny said there are over 420 vessels making up the Commercial Fishing Fleet. He said the decisions made regarding the current call areas will be felt far beyond the fisherman and their families. The socio-economic impact is likely to have a ripple effect felt by families throughout coastal communities and the State of Oregon. That impact will be felt by families who rely on the economic impact that the fishery has on the state's economy including the thousands of jobs associated with fishing through processing, shipping, and sales industries. He said the fisheries continue to strongly encourage BOEM to slow the process and complete the needed scientific studies to answer numerous questions posed throughout the public comment period. Mr. Novotny said the Crab Commission has encouraged BOEM to rescind the current call areas which mapping data is showing should never have been drawn to begin with. He said there are more workable call areas to be proposed including outside the 1300 meters as suggested in 2019. He said from the beginning of the process the fishery has been open to discuss ways to find a win-win solution for BOEM to seriously seek the outcome with a higher priority to ensure there will be existing and thriving communities around to benefit from any potential renewable energy. The industry, businesses, communities, and families of the present should not be considered

expendable losses in this process. The biggest unanswered question from the Dungeness Crab Commission remains to be the impacts of the electromagnetic fields or EMF that come from the submarine power cables. He said the fisheries request the Port Commissioners to join them in seeking more studies to be done in selecting the call areas off the Oregon Coast and ask BOEM to study the impacts of the Wind Farms on the California current.

### **Karie Silva, Charleston Fishing**

Ms. Silva, co-owner of the F/V Jeanette Marrie, said she would like to make comments on the proposed resolution and on the Charleston Shipyard. She thanked the Port Commissioners for attending the Offshore Wind conference in Portland and for holding two work sessions to discuss and address the fleet's concerns for the Offshore Wind project. Ms. Silva said the Pacific Fishery Management Council passed a motion on March 9 requesting BOEM to rescind the call areas and begin the process again. She said she is asking the Port Commissioners to join the Council in this request for BOEM to start over.

Ms. Silva said there are concerns in the Charleston Shipyard about the lack of a suitable travel lift to accommodate Port vessels. She said there are circumstances where an emergency haul out is required, in which a 200-ton travel lift is needed. Ms. Silva said she believes the vessel owners would prefer to stay in the Charleston Shipyard and support the Port's revenue if the services were adequate to meet the needs. She said determining the haul out rates is a difficult decision. Ms. Silva suggested two separate rates, one rate for emergency haul outs based on length of the vessel, tonnage, or both; and a non-emergency rate for a scheduled haul out with the same tiered format. She said another alternative would be to send a questionnaire to vessel owners with suggested rates and take an average of the response rates. She said vessel owners do understand rates must increase and agree that the purchase of the 200-ton lift would be most beneficial to the Shipyard. She said the revenue created by this could be used in repairing docks and fingers and to further upgrade and repair the Shipyard.

### **Rex Leach, Charleston Fishing**

Mr. Leach said he is a third-generation fisherman in the Coos Bay area. He said the two call areas that are left off the Coos Bay area are 80% of his fishing grounds. Mr. Leach said taking those areas away will be devastating and he hopes other call areas can be found. He said the ripple effect of the economic loss will affect the entire Coos Bay community. Mr. Leach said he echoes what was said by the other comments shared at this meeting.

Mr. Leach added the Shipyard is very important to the fishing industry and the travel lift is necessary for haul outs and emergency situations.

### **Christine Moffitt, League of Women Voters Coos County**

Ms. Moffitt read and provided written comment:

Good Morning,

I am Christine Moffitt, a citizen of Coos Bay and member of the League of Women Voters of Coos County. As most of you know, our League is nearing the completion of our updated study of the Port of Coos Bay.

I come today to ask you, the Commissioners today, if you have discussed and endorsed **HB 3382** currently being reviewed by the Joint Committee on Transportation. This bill exempts selected ports from the policies of comprehensive coastal zone management and the

principles and foundations in place for 50 years regarding Oregon's 19 Statewide Goals regarding Land Use Planning. **It allows the Ports to construct, maintain and dredge deep draft navigation channels without demonstrating compliance with state or local land use law.**

Statewide Goal #16 protects the long-term values, diversity and benefits of estuaries and associated wetlands. These estuaries provide critical and essential habitat to support fish and wildlife populations, provide protection and resilience to climate change and coastal hazards, protect water quality and are among the most productive habitats on earth, connecting and transforming energy from our watersheds to the ocean.

I attach testimony that was provided last week at the hearing for this bill. We look forward to hearing your response.

Date: 14 March 2023  
To: Oregon Legislative Joint Committee on Transportation  
From: Alice Carlson, President, Coos County League of Women Voters.  
Subject: TESTIMONY on HB 3382 - OPPOSITION

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Dear Co-Chairs Sen. Gorsek and Rep. McLain and Members of the Joint Committee on Transportation:

The members of the League of Women Voters of Coos County stand in strong opposition to HB 3882 and request it not be moved forward. This proposed legislation would exempt selected ports from the policies of comprehensive coastal zone management and the principles and foundations of land use planning articulated in Oregon's 19 Statewide Goals for 50 years.

The proposers appear unaware or in disregard of the key role of estuaries in supporting life processes as the interface between freshwater and the ocean. Oregon has been a pioneer in comprehensive land management and our Department of Land Conservation and Development (DLCDD) plays a key role in assisting communities throughout the state to achieve all land use goals. Statewide Goal #16 protects the long-term values, diversity, and benefits of estuaries and associated wetlands.

Estuarine environments are among the most productive on earth, creating more organic matter than any comparably sized forest or grassland. They provide essential habitat for fish and wildlife populations and are a conduit and transformer of energy moving from the watersheds to the ocean. Estuaries are increasingly critical in achieving resilience to climate change and coastal hazards and protecting water quality.

The LWV of Oregon has strong positions regarding coastal resources in its Coastal and Nearshore Oregon documents: [54a310\\_5de7d864b167495f8ef37b49821125a2.pdf](#) (lwvor.org); and in its water in Oregon Study: LWV Water Quality Report Part 2 (lwvor.org).

The League of Women Voters of Coos County is currently engaged in an active process to



update our local comprehensive study of the Port of Coos Bay.  
<https://my.lwv.org/oregon/coos-county/international-port-coos-bay>

Our studies of the Port began in the 1960s and have been updated at intervals. In the past decades, the Port has proposed several projects related to shipping and transportation that are and have been of high concern as they would directly affect the water quality and functions of the estuary. We have repeatedly highlighted our concerns regarding statewide planning goals, coastal resources, dredging and the effects on fish, shellfish and wildlife critical habitat, conflicts with recreational fishing and boating, stability of the slopes and lack of adequate mitigation.

The proposed legislation would allow projects proposed by a select few appointed Port Authorities to override all the other voices and values of human and natural activities that are supported in our estuaries.

President, League of Women Voters of Coos County

82nd OREGON LEGISLATIVE ASSEMBLY--2023 Regular Session

## House Bill 3382

Sponsored by Representatives JAVADI, GOMBERG, Senator SMITH DB; Representatives EVANS, HELM, WRIGHT, Senators ANDERSON, WEBER (at the request of Oregon Public Ports Association)

### SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Authorizes certain ports to construct, maintain and improve deep draft navigation channel improvements without demonstrating compliance with state or local land use law.

### A BILL FOR AN ACT

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Relating to ports.

**Be It Enacted by the People of the State of Oregon:**

**SECTION 1.** Section 2 of this 2023 Act is added to and made a part of ORS 777.005 to 777.725.

**SECTION 2.** (1) Notwithstanding contrary provisions of state and local land use law, without demonstrating compliance with state and local land use law and without taking an exception under ORS 197.732, ports specified in subsection (2) of this section may construct, maintain and improve deep draft navigation channel improvements, including docks and similar berthing facilities, that are located:

(a) Within or adjacent to a federal navigation channel; or

(b) On land:

(A) That is controlled by a port or in which a port has a real property interest; and

(B) That is served by such navigation channel improvements.

(2) Subsection (1) of this section applies to ports at Astoria, Coos Bay, Newport, Portland and St. Helens.

(3) As used in this section:

(a) "Deep draft navigation channel" means a navigation channel constructed to a depth

19 of greater than 30 feet.  
20 (b) "Federal navigation channel" means a navigation channel that is maintained by the  
21 United States Army Corps of Engineers.  
22 (c) "State and local land use law" includes:  
23 (A) Statewide planning goals and related administrative rules;  
24 (B) Comprehensive plans, planning and zoning requirements and related regulations  
25 adopted by a local government, as defined in ORS 197.015;  
26 (C) Statutory requirements relating to land use, including but not limited to those in ORS  
27 chapters 197, 215 and 227, and related administrative rules; and  
28 (D) Administrative rules adopted pursuant to ORS 197.180 requiring that state agency  
29 permits affecting land use are issued in compliance with statewide planning goals and com-  
30 patible with acknowledged comprehensive plans and land use regulations.  
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NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

## Steve Miller, League of Women Voters Coos County

Mr. Miller read and provided written comment:

March 21, 2023

To: Members of the Oregon International Port of Coos Bay Commission and Mr. John Burns

The Port Study group of the League of Women Voters of Coos County appreciate the very generous written response to our questions submitted to the March 14<sup>th</sup>, 2022 Commission meeting. Mention was made in the response that an engineering study of the Coos Bay Rail Line was underway and to answer our question on the condition of the rail line, would need to wait on the results of that study. The written response to questions also mentioned the Port was anticipating guidance from the Federal Railroad Administration that would bear on the rail line's ability to meet the project goals for the proposed container terminal on the North Spit.

At the January 17<sup>th</sup>, 2023 Commission meeting two follow-up questions below were submitted that we would like to submit again.

- 1). Has the engineering study of the rail line been completed to determine what upgrades would be needed to achieve the proposed container terminal goal of handling containers at a level of 1 million TEU's per year? If completed, can copies of this study be made available to the public or for review at the Port offices?
- 2). I understand the Port has been waiting on specific load or other restrictions from the Federal Railroad Administration that would bear on the rail line's meeting the Port's project goals for a container terminal. Has the FRA supplied those specific restrictions and regulations, and will those be reported or made available so residents of our Port district can gain a better understanding of how federal regulation will impact development of the Coos Bay Rail Line?

At that meeting Mr. Farm referred these questions directly to the Port administration for a response. Contact information for the League study group was provided at the meeting, along with copies of the testimony. To date no response to those League questions has been received.

We look forward to answers to these two important questions that will help complete the current 20-year LWVCC Study of our Port's policies and actions this April.

Thank you!

Sincerely,

Steven Miller (for LWVCC)

**Lori Steele, Executive Director West Coast Seafood Processors Association**

Ms. Steele provided written comment:

RE: Offshore wind potential development off Oregon

Dear Mr. Burns and Port of Coos Bay Commissioners:

Thank you for the opportunity to comment on proposed development of offshore wind off Oregon. The West Coast Seafood Processors Associations (WCSPA) provides these comments as part of our ongoing work regarding offshore wind and its potential to affect businesses and fisheries on which our members depend.

WCSPA represents shoreside seafood processors in California, Oregon and Washington, whose fishermen target a variety of species including Dungeness crab, several species of groundfish (including Pacific hake or “whiting”), coldwater pink shrimp, salmon, and albacore tuna. Our member companies range from small “mom-and-pop” processors to the largest, vertically integrated processors on the West Coast. Our processors in all three states depend on fish and shellfish harvested in or near the Oregon call areas established by the Bureau of Ocean Energy Management (BOEM). Fishermen are mobile and can move; shoreside processors cannot. However, even though fishermen do travel, wind farms placed in some, or all of the call areas would have dire effects on the seafood industry and could have long-lasting ecological effects on the ocean environment and, specifically, the California Current Large Marine Ecosystem.

Several Oregon ports and municipalities have passed resolutions opposing offshore wind until BOEM does a better at balancing offshore wind potential with disruptions to fishing and ocean ecosystems. WCSPA is asking the Port of Coos Bay to do the same.

Similarly, the Pacific Fishery Management Council (Council), at its March meeting in Seattle, unanimously passed a motion to send a letter to BOEM and Oregon Gov. Tina Kotek, requesting the current call areas be rescinded until a greater suitability study can look at all waters off Oregon, including those deeper than 1300 meters. A summary of the Council’s decision can be found [here](#) (see “Administrative Matters”). Council staff is

currently in the process of drafting that letter, but the Council’s discussion and motion is on the record and can also be accessed via the Council’s YouTube channel for March 9.

WCSPA has gone on record before, indicating that the BOEM process was rushed and seriously undervalues the current benefits of existing Port users, such as sport/commercial fisheries, the processors and related marine businesses that could be displaced or diminished. It behooves BOEM and the Port to do more research and provide better consideration of how offshore wind development would affect our coastal communities. The offshore wind mantra of “jobs, jobs, jobs creation” does *not* include the decline or loss of fisheries jobs. These fishing and processing jobs have been in existence for years and the seafood industry counts on local communities for employment, that money stays in the community. Offshore wind will depend on jobs coming in from out of state and much of the money from offshore wind employment and company profit will go out of state and/or out of the country.

Thank you for considering a resolution to pause the development of offshore wind off Oregon until BOEM can re-assess the current areas, identify potential areas that are less conflicted and ensure that our productive ocean ecosystems will be protected for the benefit of all.

Sincerely,

Lori Steele  
Executive Director

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

- A. Approval of January 17, 2023 Regular Commission Meeting Minutes
- B. Approval of February 7, 2023 Commission Work Session Minutes
- C. Approval of January & February Invoices
- D. Approval of January & February Contracts Awarded
- E. Approval of Community Giving Donation

Upon a motion by Commissioner Stevens (second by Commissioner Edwards), the Board of Commissioners voted to approve the January 17, 2023 Regular Commission Meeting Minutes, February 7, 2023 Commission Work Session Minutes, January & February Invoices, January & February Contracts Awarded and Community Giving Donation. **Motion Passed Unanimously.** (Ayes: Farm, Stevens, ViksneHill, and Edwards. Nays: None)

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

All Management Reports were included within the Meeting Packet.

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

- A. **Port Budget Committee Appointment**

The Port of Coos Bay's Budget Committee is made up of the five Port Commissioners and five citizen members who serve for a term of three years. The current citizen members include Maeora Mosier, Lou Leberti, Steve Scheer, and George Wales.

Nick Edwards, who was also a citizen member, has been appointed to the Port's Board of Commissioners, leaving a vacancy on the Budget Committee.

In an effort to fill the vacancy, Elise Hamner, who is on the Budget Committee for Coos Bay Rail Line, Inc., was invited to also participate on the Port's Budget Committee. Ms. Hamner accepted the invitation.

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners motioned to appoint Elise Hamner to the Port's Budget Committee with a term expiring June 30, 2026. **Motion Passed Unanimously.** (Ayes: Farm, Stevens, ViksneHill, and Edwards. Nays: None)

#### **B. 2023Res01: Natural Hazards Mitigation Plan**

In November of 2020, an update to the Coos County Natural Hazard Mitigation Plan was initiated with assistance of the Oregon Department of Land Conservation, with funding for the update provided by the Federal Emergency Management Agency.

The county-wide multi-jurisdictional Natural Hazard Mitigation Plan is updated every five years to ensure that jurisdictions maintain access to FEMA mitigation grant funds. Having a natural hazards mitigation plan developed in accordance with the Disaster Mitigation Act of 2000 and approved by FEMA is a prerequisite for local government eligibility for certain federal hazard mitigation funds, particularly Hazard Mitigation Assistance (HMA) programs, such as Building Resilient Infrastructure and Communities (BRIC), Hazard Mitigation Grant Program (HMGP), and Flood Mitigation Assistance (FMA). Port staff served on the steering committee for this update and provided feedback and information concerning Port operations, infrastructure and natural hazard vulnerabilities.

On February 13, 2023, The Federal Emergency Management Agency, Region 10, sent a letter to the Oregon Military Department, committing to approve the updated plan upon receiving documentation of its adoption by participating districts.

Upon a motion by Commissioner Edwards (second by Commissioner Stevens), the Board of Commissioners motioned to adopt Resolution 2023Res01 adopting the Coos County Multi-Jurisdictional Natural Hazards Mitigation Plan. **Motion Passed Unanimously.** (Ayes: Farm, Stevens, ViksneHill, and Edwards. Nays: None)

#### **C. 2023Res02: Declaration of Emergency – Sea Basket Ceiling**

On December 24, 2022, Port Security notified the Charleston Marina Manager of water leaking from the ceiling inside the business occupying Building 11 (Sea Basket). Port Security also notified the tenant of the water leak. The Charleston Marina Manager contacted the roofing contractor that did the roof installation in 2015 to investigate and determine the cause of leak. The contractor did not communicate with Port staff after the site visit, nor did they affect any repairs. The installation warranty had expired.

On January 10, 2023, the tenant contacted Port Security regarding a leaking ceiling. The Charleston Marina Manager, along with Port Maintenance Staff, proceeded to investigate the recurring issue. At this time, it was discovered there had been continual leaking from the roof, the interior drywall ceiling had collapsed, and there were electrical issues as a result of water damage.

The Sea Basket is an operating restaurant and bar and could not open for business due to the electrical and ceiling damage.

Daryl Rodgers Construction and Northwest Building Specialists were contacted about performing repairs to the ceiling and roof. Both were quick to respond and were capable of expeditiously completing the repairs. Daryl Rodgers Construction quoted ceiling repairs at \$10,700. Northwest Building Specialists quoted roof repairs at \$500.

On January 11, 2023, Port staff, under the direction of CEO John Burns, authorized Daryl Rodgers Construction and Northwest Building Specialists to perform emergency repairs to the building interior and roof.

These repairs have been submitted as an insurance claim.

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners motioned to adopt Resolution 2023Res02 ratifying the Declaration of Emergency for emergency repairs to Building 11 in the Charleston Marina Complex. **Motion Passed Unanimously.** (Ayes: Farm, Stevens, ViksneHill, and Edwards. Nays: None)

#### **D. 2023Res03: Declaration of Emergency – North Bend Swing Span Bridge**

On February 14, 2023, Port staff was notified by Stantec Consulting of an immediate need to replace two posts on the east truss line of span #8 (Swing Portion) on the North Bend swing span bridge which is affecting the useability of the bridge. If these posts are not replaced in a limited period of time Stantec will require that the bridge, be taken out of service until the members can be replaced.

On February 22, 2023, the Port issued a Request for quotes to three qualified contractors to solicit bids for the replacement of the two posts with a requirement being that the work needed to be performed within 60 days of signing a contract.

On March 3, 2023, the Port received bids from the three contractors, with Legacy Contracting Inc. being the low bid with a price of \$319,749.71. The Port is currently in the contracting process with Legacy Contracting Inc.

Chief Executive Officer John Burns declared an emergency and authorized the Port to enter into a contract with Legacy Contracting Inc. to affect the post replacements to resolve this emergency condition.

Upon a motion by Commissioner Edwards (second by Commissioner Stevens), the Board of Commissioners motioned to adopt Resolution 2023Res03 ratifying the Declaration of Emergency for emergency hanger repairs to the North Bend Swing Span Bridge. **Motion Passed Unanimously.** (Ayes: Farm, Stevens, ViksneHill, and Edwards. Nays: None)

**E. Award PIDP Project Contract**

On January 17, 2023, the Port Commission authorized Port staff to solicit Invitations to Bid (ITB) for the Tie and Surfacing Project (PIDP).

On March 09, 2023, the Oregon International Port of Coos Bay / Coos Bay Rail Line solicited an ITB for the Tie and Surfacing project (PIDP), to replace ties, add ballast and resurface the Coos Bay rail line. Bid responses were due to the Port by 2:00 p.m. on Thursday, March 09, 2023. The Port received one bid from RailWorks Track Systems LLC. for the price of \$15,440, 250.00. This bid is well in excess of the engineers' estimates, which by Oregon Revised Statue (ORS) allows the Port to enter into negotiations with the lowest responsive and responsible bidder.

Port Staff is currently negotiating with RailWorks Track Systems LLC. to value engineering and adjust the scope of work as necessary to meet the performance objectives of the grant and complete these objectives within the original total project cost of \$10 million. Once VE and scope adjustment is determined, staff will present the alternatives to the Maritime Administration (MARAD) for final approval.

Port procurement rule 2.8.1(E) requires the Port Commission, acting in its capacity as the Local Contract Review Board, authorize solicitations and awards of contracts in excess of \$150,000.

Port staff recommend awarding the Tie and Surfacing Project to RailWorks Track Systems LLC. following successful VE and negotiations with RailWorks Track Systems LLC. and final approval from the MARAD.

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners motioned to Authorize Chief Executive Officer John Burns to award and enter into a contract for the Tie and Surfacing Project (PIDP) with RailWorks Track Systems LLC., following successful VE and negotiations and final approval from the MARAD, for a total project cost not to exceed \$10 million. **Motion Passed Unanimously.** (Ayes: Farm, Stevens, ViksneHill, and Edwards. Nays: None)

**7. OTHER**

**8. COMMISSION COMMENTS**

**9. NEXT MEETING DATE – Tuesday, April 18, 2023, 10:00 a.m.**

**10. ADJOURN**

President Farm adjourned the meeting at 11:42 a.m. and entered into Executive Session to:

(d) conduct deliberations with person designated by the governing body to carry on labor negotiations;

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





M E M O R A N D U M

**To:** John Burns, Chief Executive Officer  
**From:** Mary Green, Accounting Clerk  
**Date:** April 12, 2023  
**Subject:** Invoices Paid for Commission Approval through March 2023

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|   |                               |
|---|-------------------------------|
| A/P checks issued per NetSuite financial system         | 825,659.63                    |
| Payroll disbursement per Umpqua Bank statement          | 219,771.28                    |
| Misc electronic disbursements per Umpqua Bank statement | 91,882.48                     |
| <b>Total Disbursements</b>                              | <b><u>\$ 1,137,313.39</u></b> |



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Megan Richardson, Director of Finance and Accounting

DATE: April 12, 2023

SUBJECT: March 2023 Contracts Awarded

The following are bids that were awarded, and contracts authorized and signed by the Chief Executive Officer during the month of March. 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>         |
|---|---|---------------------|
| Daryl Rodgers Construction                | Shipyard Restroom Door Replacement                          | \$9,570.00          |
| Oregon Alarm                              | Admin Camera/Smoke Detector Installation                    | \$14,764.00         |
| Legacy Contracting                        | North Bend Swing Bridge - Span 8 Post Replacements MP763.55 | \$319,749.71        |
| Whit Industries                           | State Dredge - Repaint Ms. Laura                            | \$41,076.00         |
| <b>Total Contracts Awarded for March:</b> |   | <b>\$385,159.71</b> |



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Community Giving Committee

DATE: April 12, 2023

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 April 7, 2023 to discuss community donation requests and scholarship applications received.

The Community Giving Committee has selected two graduating seniors to award \$500 scholarships to each. The first recipient is Emily Kirk, who plans to attend Advanced Esthetics Institute in Eugene. Emily has held a number of leadership roles throughout her high school career as well as community service. The second scholarship will be awarded to Hayden Napier. Hayden will be attending Southwestern Oregon Community College to pursue a career as a registered nurse. Hayden is a member of the National Honor Society and will be graduating with a 3.98 GPA.

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 recommendations, to be included in the appropriate fiscal year budget:

| <b>Community Giving Donations</b>   | <b>Amount</b>  |
|---|----------------|
| <b>Star of Hope Bay Area Dancing with the Stars Fundraiser – April 22, 2023</b> | <b>\$500</b>   |
| <b>Coos Bay Coast League Fundraising Auction – April 29, 2023</b>               | <b>\$500</b>   |
| <b>Scholarship Awards</b>   | <b>\$1,000</b> |
| <b>Total:</b>   | <b>\$2,000</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: April 12, 2023  
 SUBJECT: Administrative Services Management Report

**Upcoming Scheduled Meetings and Events:**

- April Regular Commission Meeting: Tuesday, April 18, 10:00 am
- May Commission Work Session: Tuesday, May 2, 10:00 am
- Charleston Advisory Committee Meeting: Wednesday, May 3, noon
- Coos County Urban Renewal Agency Budget Meeting: TBD
- May Regular Commission Meeting: Tuesday, May 16, 10:00 am
- Port Budget Committee Meeting: Wednesday, May 24, noon
- Rail Budget Committee Meeting: Wednesday, May 24, 2:00 pm

**ADMINISTRATION**



**Calvin “JR” Hack:** The Port of Coos Bay has lost a member of its family. On Sunday, April 2, 2023, Calvin “JR” Hack passed away at the age of 54. JR was hired in October 2022 as a Maintenance Apprentice in the Charleston Marina. Although he was with the Port for only six months, we are thankful for the time we had JR on our team, and we will miss his friendliness and hard work.

**Statement of Economic Interest Reminder:** The Port of Coos Bay Commissioners are required to file an Annual Verified Statement of Economic Interest with the Oregon Government Ethics Commission by April 15 of each year. Please complete the online form by April 15, 2023.

**Legal Counsel RFP:** The Request for Proposals for General Legal Counsel resulted in one submitted proposal from Local Government Law Group (LGLG), based out of Eugene, Oregon. LGLG represents over 150 special districts and government related entities throughout the state and has a staff of six attorneys providing over 100 years of combined experience in municipal law. Port Staff will be attending an introductory meeting with LGLG on April 13, 2023. We are eager to meet with LGLG and learn more about how they can support the Port of Coos Bay.

**Health Insurance Renewals:** Along with the budget planning process comes the renewal of health insurance plans and receiving quotes from the marketplace from other insurance providers. This year renewal medical insurance rates are estimated to increase approximately 15% for Port and 13% for CBRL.

### **Hub Building:**

- **Security Cameras and Fire Detection:** In an effort to enhance security and safety in the Hub Building, Oregon Alarm has begun installation of six security cameras, nine smoke detectors, and three sirens. This project was included in the current year's budget.
- **125 Central Avenue, Suite 290 (Previous Coastal Center):** Port and Rail Staff from Suites 250 and 380 have relocated to the offices in Suite 290 (the previous Coastal Center). Suites 250 and 380 are being cleaned and will soon be on the market for lease.
- **125 Central Avenue, Suite 400 (Penthouse Offices):** The 4<sup>th</sup> floor of the Hub Building is available for lease. The previous interested party has backed out of negotiations. The Penthouse, which is approximately 3,122 square feet, has seven office/conference room spaces, two private restrooms, a kitchenette, large reception area, a library closet, and outside decks with views of the bay.

## **HUMAN RESOURCES**

### **Recruitment:**

- **Security Officer:** One vacant Security Officer position remains in the Charleston Marina. This position actively patrols Port properties in Charleston to detect, deter and report criminal activity, assists customers, protects Port and personal assets, and serves as a frontline customer service representative during and after normal working hours.
- **Maintenance Apprentice:** Due to the loss of JR and a recent resignation, two Maintenance Apprentice positions are open in the Charleston Marina. Essential job functions include the routine maintenance and repair of facilities, disinfecting and cleaning public restrooms and marina office, performing landscaping tasks and general grounds keeping functions, collecting trash, fish waste, and recycling from the dumpsters, as well as operating heavy equipment such as boats, forklifts, and travel lift.
- **Charleston Marina RV Park Coordinator:** The Port is hiring a RV Park Coordinator to oversee and accommodate the needs of customers in the Charleston Marina RV Park. Julie Williams, who currently oversees the RV Park, will be shifting her focus to providing higher level support to the Charleston Marina Office, the RV Park and the Marina Manager. The RV Park Coordinator must possess RV park or campground or hotel hospitality experience, and strong customer service, communication, and organizational skills.
- **Rail Road General Manager:** The GM oversees the day-to-day operations of Coos Bay Rail Line, Inc., and Port owned rail assets to ensure safe and on-time performance of trains; and serves as the primary Port contact with rail users, consultants, contractors, and other local, State, and Federal government agencies and stakeholders to coordinate rail related business and activities of the Port, including railroad and public safety, community relations, business development, and related matters. The GM also plans, coordinates, and manages long term maintenance and capital construction needs for the rail line.
- **Locomotive Electrician / Mechanic:** This remains a tough position to fill. Essential job functions include diagnosing, repairing, replacing, or rebuilding diesel engines, air brake systems, fuel systems, and other locomotive mechanical components, as well as efficiently operating equipment including measuring instruments, precision machines, hand tools, and material handling equipment, i.e., forklifts, cranes, and overhead hoists.



M E M O R A N D U M

TO: John Burns, Chief Executive Officer  
FROM: Megan Richardson, Director of Finance & Accounting  
DATE: April 12, 2023  
SUBJECT: Accounting & Finance Management Report

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We hereby present February and February Year-to-Date (8 months) of financial results for the Port.

**Operating Revenue:**

Total operating revenues were \$274K, which was \$79K less than budget. All departments, with the exception of External Affairs, reported revenues that fell short of budget. Administration has budgeted for full tenancy, but they are currently down one lessee. External Affairs has increased revenues due to the original projection end date of the lobbying agreement. The department will still see expenses for lobbying that match the received revenue. Port Ops has lower revenue due to the timing of when property agreements are effective. Rail Ops fell short this month due to lower rail car movements. They had 393 total car movements for February compared to a budget projection of 1,400 cars. Charleston Ops had decreased revenue across all business lines except for Ice Plant sales.

**Operating Expense:**

Operating expenses totaled \$502K, which was \$36K less than the budget. All departments underspent their budgets this month except for Rail. Rail Ops overspent this month due to repairs to the bridges.

**Operating Result:**

The Port ended February with a net loss of \$228K against a planned deficit of \$185K, which is greater than planned by \$43K. All departments, except for Rail Ops and Charleston Ops, performed better than plan this month. Unfavorable operating results for Rail Ops are a result of lower than projected revenues and higher than expected expenses. For Charleston Ops it is lower than anticipated revenues across operations.

**Other Income & Expense:**

Total other revenues totaled \$70K, which is greater than the budget by \$41K. This increase in revenue is reimbursement for tenant improvements that were initially paid for by the Port. Other Expenses are underspent this period by \$90K. This underspending is due to the timing of capital projects.

**Net Result & Year to Date:**

February had a net loss of \$182K compared to a budgeted net loss of \$270K resulting in a \$88K positive variance. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

**Other Comments:**

| Total Cash            | Restricted       |                |                    |                 |
|-----------------------|------------------|----------------|--------------------|-----------------|
| February Cash Balance | Total Restricted | Project Crafty | State Dredge Funds | IFA Channel Mod |
| 9,051,694.93          | 5,066,801.57     | 33,315.38      | 639,222.69         | 4,394,263.51    |

The total cash balances in all bank accounts for the March month end were \$9,051,694.93 which is a decrease of \$1.07 Million from February. Restricted funds are detailed in the table above. Total interest earnings totaled \$26,207.31 with \$9,533.03 of that interest earned on unrestricted funds. Interest earned on restricted funds goes to the restricted fund balance and interest earned on the unrestricted funds is earned by the General Fund. No interest was earned in the money market account because the balance has been managed to meet the required minimum for banking fees and cashflow needs. The Local Government Investment Pool (LGIP) interest rate remained at 3.75% pa. This is an increase of the pool interest rate by 2.50% since the start of the fiscal year.

The Finance Department is focused on putting the budget together for the upcoming fiscal year. Staff have met in individual department meetings to refine their budgets. The next step in the budget process will be to refine the budget as a group. The proposed timeline for presenting the proposed budget to the budget committee is scheduled to be in the second week of May.



Financial Report - Actual vs. Budget - General Fund  
For Period Ending Feb 2023



|    |                                    | Current Period   |                  |                 |              | Same Month Last Year |                 |              | Year to Date        |                    |                  |              | Year End                   |                    |              |                     |                  |               |
|----|------------------------------------|------------------|------------------|-----------------|--------------|----------------------|-----------------|--------------|---------------------|--------------------|------------------|--------------|----------------------------|--------------------|--------------|---------------------|------------------|---------------|
|    |                                    | Feb 2023         |                  |                 |              | Feb 2022             |                 |              | Jul 2022 - Feb 2023 |                    |                  |              | Prior FYTD vs Current FYTD |                    |              | Jul 2022 - Jun 2023 |                  |               |
|    |                                    | Actual           | Budget           | \$ Diff         | % Diff       | Actual               | \$ Diff         | % Diff       | Actual              | Budget             | \$ Diff          | % Diff       | Last FY                    | \$ Diff            | % Diff       | Projected           | Budget           | % Diff        |
| 1  | <b>Operating Income</b>            |                  |                  |                 |              |                      |                 |              |                     |                    |                  |              |                            |                    |              |                     |                  |               |
| 2  | Administration                     | 11,081           | 17,712           | (6,630)         | (37%)        | 14,598               | (3,517)         | (24%)        | 107,150             | 141,693            | (34,543)         | (24%)        | 77,800                     | 29,350             | 38%          | 177,996             | 212,539          | (16%)         |
| 3  | External Affairs                   | 15,000           | 25               | 14,975          | 59900%       | 15,000               | 0               | 0%           | 120,149             | 90,200             | 29,949           | 33%          | 30,099                     | 90,050             | 299%         | 120,249             | 90,300           | 33%           |
| 5  | Port Operations                    | 17,324           | 27,290           | (9,965)         | (37%)        | 21,216               | (3,892)         | (18%)        | 181,138             | 218,317            | (37,179)         | (17%)        | 157,877                    | 23,261             | 15%          | 290,296             | 327,475          | (11%)         |
| 6  | Railroad Operations                | 101,108          | 144,936          | (43,829)        | (30%)        | 74,191               | 26,916          | 36%          | 706,426             | 1,187,813          | (481,387)        | (41%)        | 668,946                    | 37,480             | 6%           | 3,759,933           | 4,241,320        | (11%)         |
| 8  | <b>Charleston Operations</b>       |                  |                  |                 |              |                      |                 |              |                     |                    |                  |              |                            |                    |              |                     |                  |               |
| 9  | Building & Dock Leases             | 25,338           | 28,502           | (3,164)         | (11%)        | 23,955               | 1,384           | 6%           | 209,389             | 228,015            | (18,626)         | (8%)         | 196,043                    | 13,346             | 7%           | 323,396             | 342,023          | (5%)          |
| 11 | Marina                             | 60,142           | 71,441           | (11,299)        | (16%)        | 65,641               | (5,499)         | (8%)         | 665,340             | 690,402            | (25,063)         | (4%)         | 689,636                    | (24,296)           | (4%)         | 1,086,197           | 1,111,260        | (2%)          |
| 12 | Shipyard                           | 17,290           | 26,431           | (9,141)         | (35%)        | 26,304               | (9,014)         | (34%)        | 185,086             | 211,446            | (26,360)         | (12%)        | 186,390                    | (1,304)            | (1%)         | 290,809             | 317,170          | (8%)          |
| 13 | RV Park                            | 15,780           | 25,432           | (9,652)         | (38%)        | 28,727               | (12,947)        | (45%)        | 313,789             | 299,680            | 14,110           | 5%           | 336,410                    | (22,621)           | (7%)         | 456,810             | 442,700          | 3%            |
| 14 | Ice Plant                          | 8,386            | 4,074            | 4,312           | 106%         | 3,020                | 5,367           | 178%         | 161,331             | 198,479            | (37,149)         | (19%)        | 147,098                    | 14,233             | 10%          | 262,851             | 300,000          | (12%)         |
| 16 | Travel Lift                        | 1,280            | 2,715            | (1,435)         | (53%)        | 1,811                | (531)           | (29%)        | 30,383              | 42,350             | (11,966)         | (28%)        | 31,390                     | (1,006)            | (3%)         | 48,034              | 60,000           | (20%)         |
| 17 | Other                              | 1,313            | 4,167            | (2,854)         | (68%)        | 1,422                | (109)           | (8%)         | (289)               | 18,333             | (18,622)         | (102%)       | 10,729                     | (11,018)           | (103%)       | 1,378               | 20,000           | (93%)         |
| 18 | <b>Total Charleston Operations</b> | 129,529          | 162,762          | (33,233)        | (20%)        | 150,879              | (21,350)        | (14%)        | 1,565,029           | 1,688,706          | (123,677)        | (7%)         | 1,597,696                  | (32,667)           | (2%)         | 2,469,475           | 2,593,152        | (5%)          |
| 19 | <b>Total Operating Income</b>      | <b>274,042</b>   | <b>352,724</b>   | <b>(78,682)</b> | <b>(22%)</b> | <b>275,885</b>       | <b>(1,843)</b>  | <b>(1%)</b>  | <b>2,679,892</b>    | <b>3,326,728</b>   | <b>(646,837)</b> | <b>(19%)</b> | <b>2,532,418</b>           | <b>147,474</b>     | <b>6%</b>    | <b>6,817,950</b>    | <b>7,464,786</b> | <b>(9%)</b>   |
| 21 | <b>Operating Expenses</b>          |                  |                  |                 |              |                      |                 |              |                     |                    |                  |              |                            |                    |              |                     |                  |               |
| 22 | Administration                     | 125,034          | 143,376          | 18,342          | 13%          | 108,167              | (16,867)        | (16%)        | 1,119,673           | 1,310,932          | 191,259          | 15%          | 973,279                    | (146,394)          | (15%)        | 2,361,589           | 2,552,848        | 7%            |
| 23 | External Affairs                   | 37,982           | 42,975           | 4,993           | 12%          | 34,740               | (3,242)         | (9%)         | 282,386             | 367,493            | 85,107           | 23%          | 201,726                    | (80,661)           | 40%          | 458,287             | 543,394          | (16%)         |
| 25 | Port Operations                    | 67,208           | 100,690          | 33,483          | 33%          | 65,157               | (2,051)         | (3%)         | 587,414             | 900,093            | 312,680          | 35%          | 454,864                    | (132,550)          | 29%          | 990,175             | 1,302,854        | (24%)         |
| 26 | Railroad Operations                | 89,288           | 53,872           | (35,416)        | (66%)        | 24,341               | (64,947)        | (267%)       | 1,072,022           | 430,976            | (641,046)        | (149%)       | 116,810                    | (955,212)          | 818%         | 1,287,510           | 646,463          | 99%           |
| 28 | Charleston Operations              | 182,334          | 196,440          | 14,106          | 7%           | 210,311              | 27,978          | 13%          | 1,343,318           | 1,592,519          | 249,202          | 16%          | 1,151,746                  | (191,571)          | 17%          | 1,992,675           | 2,241,877        | (11%)         |
| 29 | <b>Total Expenses</b>              | <b>501,845</b>   | <b>537,353</b>   | <b>35,508</b>   | <b>7%</b>    | <b>442,715</b>       | <b>(59,129)</b> | <b>(13%)</b> | <b>4,404,812</b>    | <b>4,602,014</b>   | <b>197,202</b>   | <b>4%</b>    | <b>2,898,424</b>           | <b>(1,506,389)</b> | <b>(52%)</b> | <b>7,090,235</b>    | <b>7,287,436</b> | <b>3%</b>     |
| 31 | <b>Operating Results</b>           |                  |                  |                 |              |                      |                 |              |                     |                    |                  |              |                            |                    |              |                     |                  |               |
| 32 | Administration                     | (113,952)        | (125,664)        | 11,712          | (9%)         | (93,568)             | (20,384)        | 22%          | (1,012,523)         | (1,169,240)        | 156,717          | (13%)        | (895,479)                  | (117,044)          | 13%          | (2,183,592)         | (2,340,309)      | (7%)          |
| 33 | External Affairs                   | (22,982)         | (42,950)         | 19,968          | (46%)        | (19,740)             | (3,242)         | 16%          | (162,237)           | (277,293)          | 115,056          | (41%)        | (171,627)                  | 9,389              | (5%)         | (338,038)           | (453,094)        | (25%)         |
| 35 | Port Operations                    | (49,884)         | (73,401)         | 23,517          | (32%)        | (43,940)             | (5,943)         | 14%          | (406,276)           | (681,776)          | 275,501          | (40%)        | (296,987)                  | (109,288)          | 37%          | (699,878)           | (975,379)        | (28%)         |
| 36 | Railroad Operations                | 11,820           | 91,064           | (79,244)        | (87%)        | 49,851               | (38,031)        | (76%)        | (365,596)           | 756,837            | (1,122,433)      | (148%)       | 552,137                    | (917,732)          | (166%)       | 2,472,423           | 3,594,857        | (31%)         |
| 38 | Charleston Operations              | (52,805)         | (33,678)         | (19,126)        | 57%          | (59,432)             | 6,627           | (11%)        | 221,711             | 96,186             | 125,525          | 131%         | 445,950                    | (224,239)          | (50%)        | 476,800             | 351,275          | 36%           |
| 39 | <b>Totals Operating Results</b>    | <b>(227,802)</b> | <b>(184,629)</b> | <b>(43,174)</b> | <b>23%</b>   | <b>(166,830)</b>     | <b>(60,972)</b> | <b>37%</b>   | <b>(1,724,921)</b>  | <b>(1,275,286)</b> | <b>(449,635)</b> | <b>35%</b>   | <b>(366,006)</b>           | <b>(1,358,915)</b> | <b>371%</b>  | <b>(272,285)</b>    | <b>177,350</b>   | <b>(254%)</b> |
| 41 | Tax Collected                      | 19,288           | 20,198           | (910)           | (5%)         | 20,633               | (1,345)         | (7%)         | 2,596,315           | 2,669,580          | (73,265)         | (3%)         | 2,326,621                  | 269,694            | 12%          | 2,704,736           | 2,778,001        | (3%)          |
| 42 | Financial Income                   | 17,689           | 8,374            | 9,315           | 111%         | 8,260                | 9,429           | 114%         | 107,846             | 66,991             | 40,854           | 61%          | 68,978                     | 38,868             | 56%          | 141,341             | 100,487          | 41%           |
| 43 | Grant Income                       | 0                | 0                | 0               | -            | 0                    | 0               | -            | 9,726               | 85,000             | (75,274)         | (89%)        | 3,000                      | 6,726              | 224%         | 9,726               | 85,000           | (89%)         |
| 45 | Other Income                       | 32,588           | 0                | 32,588          | -            | (6,996)              | 39,584          | (566%)       | 140,198             | 0                  | 140,198          | -            | 301,250                    | (161,052)          | (53%)        | 140,198             | 0                | -             |
| 46 | <b>Total Other Income</b>          | <b>69,565</b>    | <b>28,572</b>    | <b>40,993</b>   | <b>143%</b>  | <b>21,896</b>        | <b>47,668</b>   | <b>218%</b>  | <b>2,854,085</b>    | <b>2,821,572</b>   | <b>32,513</b>    | <b>1%</b>    | <b>2,699,849</b>           | <b>154,236</b>     | <b>6%</b>    | <b>2,996,001</b>    | <b>2,963,488</b> | <b>1%</b>     |
| 48 | Financial Expenses & Taxes         | 22,088           | 2,542            | (19,546)        | 769%         | 2,577                | (19,510)        | 757%         | 72,923              | 35,833             | (37,090)         | 104%         | 153,916                    | 80,993             | (53%)        | 88,090              | 51,000           | (73%)         |
| 49 | Debt Service                       | 1,910            | 13,745           | 11,834          | (86%)        | 2,487                | 577             | (23%)        | 935,756             | 1,047,336          | 111,580          | (11%)        | 881,992                    | (53,764)           | 6%           | 1,177,528           | 1,289,108        | 9%            |
| 50 | Capital Outlays                    | 0                | 97,811           | 97,811          | (100%)       | 100,500              | 100,500         | (100%)       | 74,387              | 809,487            | 735,100          | (91%)        | 975,556                    | 901,169            | (92%)        | 465,630             | 1,200,730        | 61%           |
| 51 | Interfund Transfers                | 0                | 0                | 0               | -            | 0                    | 0               | -            | 0                   | 0                  | 0                | -            | 0                          | 0                  | -            | 1,000,000           | 1,000,000        | 0%            |
| 52 | <b>Total Other Expenses</b>        | <b>23,998</b>    | <b>114,097</b>   | <b>90,099</b>   | <b>(79%)</b> | <b>105,565</b>       | <b>81,567</b>   | <b>(77%)</b> | <b>1,083,066</b>    | <b>1,892,657</b>   | <b>809,591</b>   | <b>(43%)</b> | <b>2,011,464</b>           | <b>928,398</b>     | <b>(46%)</b> | <b>2,731,248</b>    | <b>3,540,838</b> | <b>(23%)</b>  |
| 54 | <b>Net Result</b>                  | <b>(182,236)</b> | <b>(270,154)</b> | <b>87,918</b>   | <b>33%</b>   | <b>(250,499)</b>     | <b>68,263</b>   | <b>(27%)</b> | <b>46,098</b>       | <b>(346,370)</b>   | <b>392,468</b>   | <b>113%</b>  | <b>322,379</b>             | <b>(276,281)</b>   | <b>86%</b>   | <b>(7,532)</b>      | <b>(400,000)</b> | <b>98%</b>    |

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

amounts in \$US dollars

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



| Administration                                 | Current Period |               |                |              | Same Month Last Year |                 |              | Year to Date        |                |                 |             |                            |                  | Year End     |                     |                  |             |
|--|----------------|---------------|----------------|--------------|----------------------|-----------------|--------------|---------------------|----------------|-----------------|-------------|----------------------------|------------------|--------------|---------------------|------------------|-------------|
|  | Feb 2023       |               |                |              | Feb 2022             |                 |              | Jul 2022 - Feb 2023 |                |                 |             | Prior FYTD vs Current FYTD |                  |              | Jul 2022 - Jun 2023 |                  |             |
|  | Actual         | Budget        | \$ Diff        | % Diff       | Actual               | \$ Diff         | % Diff       | Actual              | Budget         | \$ Diff         | % Diff      | Last FY                    | \$ Diff          | % Diff       | Projected           | Budget           | % Diff      |
| <b>Operating Income</b>                        |                |               |                |              |                      |                 |              |                     |                |                 |             |                            |                  |              |                     |                  |             |
| 4005 Building & Dock Leases                    | 10,076         | 16,712        | (6,635)        | -40%         | 13,598               | (3,522)         | -26%         | 98,430              | 133,693        | (35,263)        | -26%        | 69,780                     | 28,650           | 41%          | 165,276             | 200,539          | -18%        |
| 4245 CCURA                                     | 1,000          | 1,000         | 0              | 0%           | 1,000                | 0               | 0%           | 8,000               | 8,000          | 0               | 0%          | 8,000                      | 0                | 0%           | 12,000              | 12,000           | 0%          |
| 4290 Other                                     | 5              | 0             | 5              | -            | 0                    | 5               | -            | 720                 | 0              | 720             | -           | 20                         | 700              | 3500%        | 720                 | 0                | -           |
| <b>Total Operating Income</b>                  | <b>11,081</b>  | <b>17,712</b> | <b>(6,630)</b> | <b>-37%</b>  | <b>14,598</b>        | <b>(3,517)</b>  | <b>-24%</b>  | <b>107,150</b>      | <b>141,693</b> | <b>(34,543)</b> | <b>-24%</b> | <b>77,800</b>              | <b>29,350</b>    | <b>38%</b>   | <b>177,996</b>      | <b>212,539</b>   | <b>-16%</b> |
| <b>Expenses</b>                                |                |               |                |              |                      |                 |              |                     |                |                 |             |                            |                  |              |                     |                  |             |
| <b>Personnel Services</b>                      |                |               |                |              |                      |                 |              |                     |                |                 |             |                            |                  |              |                     |                  |             |
| 5005 Salaries                                  | 60,044         | 61,905        | 1,861          | 3%           | 51,982               | (8,061)         | -16%         | 517,160             | 557,383        | 40,224          | 7%          | 420,557                    | (96,603)         | -23%         | 764,778             | 805,002          | 5%          |
| 5010 Other compensation                        | 0              | 1,637         | 1,637          | 100%         | 0                    | 0               | -            | 0                   | 14,742         | 14,742          | 100%        | 0                          | 0                | -            | 6,549               | 21,291           | 69%         |
| 5015 Overtime                                  | 0              | 0             | 0              | -            | 0                    | 0               | -            | 13                  | 0              | (13)            | -           | 0                          | (13)             | -            | 13                  | 0                | -           |
| 5050 Merit Pool                                | 0              | 1,769         | 1,769          | 100%         | 0                    | 0               | -            | 0                   | 15,925         | 15,925          | 100%        | 0                          | 0                | -            | 7,075               | 23,000           | 69%         |
| <b>Total Compensation</b>                      | <b>60,044</b>  | <b>65,311</b> | <b>5,267</b>   | <b>8%</b>    | <b>51,982</b>        | <b>(8,061)</b>  | <b>-16%</b>  | <b>517,172</b>      | <b>588,050</b> | <b>70,878</b>   | <b>12%</b>  | <b>420,557</b>             | <b>(96,615)</b>  | <b>-23%</b>  | <b>778,415</b>      | <b>849,293</b>   | <b>8%</b>   |
| 5100 Federal Payroll taxes                     | 4,485          | 4,500         | 15             | 0%           | 3,892                | (592)           | -15%         | 32,795              | 40,516         | 7,721           | 19%         | 26,605                     | (6,191)          | -23%         | 50,795              | 58,516           | 13%         |
| 5105 State Payroll taxes                       | 234            | 0             | (234)          | -            | 12                   | (222)           | -1786%       | 683                 | 0              | (683)           | -           | 97                         | (586)            | -604%        | 683                 | 0                | -           |
| 5110 Unemployment Insurance                    | 1,583          | 1,195         | (388)          | -32%         | 1,476                | (107)           | -7%          | 7,369               | 10,758         | 3,388           | 31%         | 5,447                      | (1,922)          | -35%         | 12,149              | 15,537           | 22%         |
| 5115 Workers compensation                      | 232            | 257           | 25             | 10%          | 256                  | 23              | 9%           | 1,277               | 2,314          | 1,037           | 45%         | 2,045                      | 768              | 38%          | 2,304               | 3,341            | 31%         |
| <b>Total Payroll Taxes</b>                     | <b>6,534</b>   | <b>5,952</b>  | <b>(583)</b>   | <b>-10%</b>  | <b>5,636</b>         | <b>(898)</b>    | <b>-16%</b>  | <b>42,125</b>       | <b>53,587</b>  | <b>11,463</b>   | <b>21%</b>  | <b>34,193</b>              | <b>(7,931)</b>   | <b>-23%</b>  | <b>65,931</b>       | <b>77,394</b>    | <b>15%</b>  |
| 5200 Medical insurance                         | 8,621          | 9,481         | 860            | 9%           | 6,834                | (1,787)         | -26%         | 67,863              | 85,366         | 17,502          | 21%         | 54,675                     | (13,189)         | -24%         | 105,787             | 123,289          | 14%         |
| 5205 Dental insurance                          | 1,086          | 1,084         | (2)            | 0%           | 882                  | (203)           | -23%         | 8,422               | 9,760          | 1,338           | 14%         | 7,058                      | (1,365)          | -19%         | 12,758              | 14,096           | 9%          |
| 5215 Term life insurance                       | 108            | 104           | (4)            | -4%          | 100                  | (8)             | -8%          | 853                 | 935            | 82              | 9%          | 817                        | (36)             | -4%          | 1,268               | 1,350            | 6%          |
| 5220 Long Term Disability insurance            | 354            | 371           | 17             | 5%           | 310                  | (44)            | -14%         | 2,813               | 3,340          | 527             | 16%         | 2,433                      | (380)            | -16%         | 4,297               | 4,824            | 11%         |
| 5225 PERS Employer Contributions               | 12,322         | 12,830        | 508            | 4%           | 11,821               | (501)           | -4%          | 93,227              | 115,518        | 22,291          | 19%         | 80,331                     | (12,896)         | -16%         | 144,547             | 166,838          | 13%         |
| 5230 PERS Employee Contributions               | 3,439          | 3,584         | 145            | 4%           | 3,119                | (320)           | -10%         | 25,986              | 32,273         | 6,288           | 19%         | 21,966                     | (4,020)          | -18%         | 40,323              | 46,611           | 13%         |
| 5295 Allocations                               | 0              | (141)         | (141)          | 100%         | 0                    | 0               | -            | 0                   | (1,271)        | (1,271)         | 100%        | 0                          | 0                | -            | (564)               | (1,835)          | 69%         |
| <b>Total Insured Benefits</b>                  | <b>25,930</b>  | <b>27,313</b> | <b>1,383</b>   | <b>5%</b>    | <b>23,066</b>        | <b>(2,864)</b>  | <b>-12%</b>  | <b>199,164</b>      | <b>245,922</b> | <b>46,758</b>   | <b>19%</b>  | <b>167,279</b>             | <b>(31,886)</b>  | <b>-19%</b>  | <b>308,415</b>      | <b>355,173</b>   | <b>13%</b>  |
| <b>Total Personnel Services</b>                | <b>92,508</b>  | <b>98,575</b> | <b>6,067</b>   | <b>6%</b>    | <b>80,684</b>        | <b>(11,824)</b> | <b>-15%</b>  | <b>758,461</b>      | <b>887,560</b> | <b>129,098</b>  | <b>15%</b>  | <b>622,029</b>             | <b>(136,432)</b> | <b>-22%</b>  | <b>1,152,762</b>    | <b>1,281,860</b> | <b>10%</b>  |
| <b>Goods &amp; Services</b>                    |                |               |                |              |                      |                 |              |                     |                |                 |             |                            |                  |              |                     |                  |             |
| 6005 Seminars & training                       | 750            | 196           | (554)          | -283%        | 250                  | (500)           | -200%        | 2,721               | 1,567          | (1,154)         | -74%        | 1,374                      | (1,347)          | -98%         | 3,504               | 2,350            | -49%        |
| 6010 Educational reimbursement                 | 0              | 83            | 83             | 100%         | 0                    | 0               | -            | 0                   | 667            | 667             | 100%        | 0                          | 0                | -            | 333                 | 1,000            | 67%         |
| <b>Total Staff Training</b>                    | <b>750</b>     | <b>279</b>    | <b>(471)</b>   | <b>-169%</b> | <b>250</b>           | <b>(500)</b>    | <b>-200%</b> | <b>2,721</b>        | <b>2,233</b>   | <b>(488)</b>    | <b>-22%</b> | <b>1,374</b>               | <b>(1,347)</b>   | <b>-98%</b>  | <b>3,838</b>        | <b>3,350</b>     | <b>-15%</b> |
| 6020 Travel - airfare                          | 0              | 167           | 167            | 100%         | 0                    | 0               | -            | 2,648               | 1,333          | (1,314)         | -99%        | 0                          | (2,648)          | -            | 3,314               | 2,000            | -66%        |
| 6025 Travel - lodging & transportation         | 525            | 333           | (192)          | -57%         | 0                    | (525)           | -            | 1,341               | 2,667          | 1,326           | 50%         | 0                          | (1,341)          | -            | 2,674               | 4,000            | 33%         |
| 6030 Travel - Per Diem & mileage reimbursement | 0              | 333           | 333            | 100%         | 0                    | 0               | -            | 586                 | 2,667          | 2,080           | 78%         | 0                          | (586)            | -            | 1,920               | 4,000            | 52%         |
| 6035 Meals & Entertainment                     | 66             | 208           | 143            | 69%          | 71                   | 5               | 8%           | 1,339               | 1,667          | 328             | 20%         | 1,066                      | (273)            | -26%         | 2,172               | 2,500            | 13%         |
| <b>Total Travel &amp; Entertainment</b>        | <b>591</b>     | <b>1,042</b>  | <b>451</b>     | <b>43%</b>   | <b>71</b>            | <b>(520)</b>    | <b>-732%</b> | <b>5,914</b>        | <b>8,333</b>   | <b>2,419</b>    | <b>29%</b>  | <b>1,066</b>               | <b>(4,848)</b>   | <b>-455%</b> | <b>10,081</b>       | <b>12,500</b>    | <b>19%</b>  |
| 6050 Office supplies                           | 383            | 779           | 396            | 51%          | 200                  | (183)           | -92%         | 5,958               | 6,233          | 276             | 4%          | 3,667                      | (2,291)          | -62%         | 9,074               | 9,350            | 3%          |
| 6055 Kitchen supplies                          | 68             | 284           | 216            | 76%          | 88                   | 20              | 22%          | 1,129               | 2,272          | 1,143           | 50%         | 1,266                      | 138              | 11%          | 2,265               | 3,408            | 34%         |

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

amounts in \$US dollars

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



| Administration                                       | Current Period |               |                |             | Same Month Last Year |                |               | Year to Date        |                |                 |             | Year End                   |                 |              |                     |                |             |
|--|----------------|---------------|----------------|-------------|----------------------|----------------|---------------|---------------------|----------------|-----------------|-------------|----------------------------|-----------------|--------------|---------------------|----------------|-------------|
|  | Feb 2023       |               |                |             | Feb 2022             |                |               | Jul 2022 - Feb 2023 |                |                 |             | Prior FYTD vs Current FYTD |                 |              | Jul 2022 - Jun 2023 |                |             |
|  | Actual         | Budget        | \$ Diff        | % Diff      | Actual               | \$ Diff        | % Diff        | Actual              | Budget         | \$ Diff         | % Diff      | Last FY                    | \$ Diff         | % Diff       | Projected           | Budget         | % Diff      |
| 6060 IT supplies                                     | 1,738          | 1,433         | (304)          | -21%        | 1,638                | (99)           | -6%           | 10,452              | 11,467         | 1,015           | 9%          | 3,504                      | (6,948)         | -198%        | 16,185              | 17,200         | 6%          |
| 6070 Postage & courier services                      | 0              | 333           | 333            | 100%        | 0                    | 0              | -             | 2,400               | 2,667          | 267             | 10%         | 2,116                      | (284)           | -13%         | 3,733               | 4,000          | 7%          |
| 6080 Office lease                                    | 0              | 0             | 0              | -           | 0                    | 0              | -             | 0                   | 0              | 0               | -           | 24,139                     | 24,139          | 100%         | 0                   | 0              | -           |
| 6085 Office equipment lease                          | 0              | 189           | 189            | 100%        | 0                    | 0              | -             | 1,070               | 1,512          | 443             | 29%         | 1,070                      | 0               | 0%           | 1,825               | 2,268          | 20%         |
| 6087 Office equipment repairs & maintenance          | 193            | 375           | 182            | 49%         | 140                  | (53)           | -37%          | 1,828               | 3,000          | 1,172           | 39%         | 1,464                      | (364)           | -25%         | 3,328               | 4,500          | 26%         |
| 6090 IT SW subscriptions & licenses                  | 16,164         | 12,235        | (3,929)        | -32%        | 13,969               | (2,194)        | -16%          | 102,668             | 97,881         | (4,787)         | -5%         | 86,647                     | (16,021)        | -18%         | 151,608             | 146,821        | -3%         |
| 6095 Commission expenses                             | 750            | 292           | (458)          | -157%       | 0                    | (750)          | -             | 1,739               | 2,333          | 594             | 25%         | 38                         | (1,701)         | -4502%       | 2,906               | 3,500          | 17%         |
| <b>Total Office Expense</b>                          | <b>19,296</b>  | <b>15,921</b> | <b>(3,375)</b> | <b>-21%</b> | <b>16,036</b>        | <b>(3,260)</b> | <b>-20%</b>   | <b>127,243</b>      | <b>127,365</b> | <b>122</b>      | <b>0%</b>   | <b>123,911</b>             | <b>(3,332)</b>  | <b>-3%</b>   | <b>190,925</b>      | <b>191,047</b> | <b>0%</b>   |
| 6100 Telephone - landline                            | 440            | 503           | 63             | 13%         | 518                  | 78             | 15%           | 3,782               | 4,026          | 244             | 6%          | 3,682                      | (100)           | -3%          | 5,794               | 6,038          | 4%          |
| 6105 Telephone - mobile                              | 767            | 572           | (196)          | -34%        | 364                  | (404)          | -111%         | 4,000               | 4,573          | 574             | 13%         | 3,143                      | (857)           | -27%         | 6,286               | 6,860          | 8%          |
| 6110 Internet services                               | 619            | 625           | 6              | 1%          | 604                  | (15)           | -3%           | 4,920               | 5,000          | 80              | 2%          | 4,829                      | (91)            | -2%          | 7,420               | 7,500          | 1%          |
| 6130 Electricity                                     | 1,822          | 900           | (922)          | -102%       | 860                  | (963)          | -112%         | 8,398               | 7,200          | (1,198)         | -17%        | 5,303                      | (3,096)         | -58%         | 11,998              | 10,800         | -11%        |
| 6135 Water/Sewer                                     | 196            | 250           | 54             | 22%         | 218                  | 23             | 10%           | 1,597               | 2,000          | 403             | 20%         | 949                        | (649)           | -68%         | 2,597               | 3,000          | 13%         |
| 6140 Garbage/Sanitation Collection                   | 287            | 300           | 13             | 4%          | 272                  | (15)           | -5%           | 2,234               | 2,400          | 166             | 7%          | 1,363                      | (871)           | -64%         | 3,434               | 3,600          | 5%          |
| 6155 Environmental Remediation/Mitigation/Monitoring | 0              | 0             | 0              | -           | 0                    | 0              | -             | 0                   | 0              | 0               | -           | 5,400                      | 5,400           | 100%         | 0                   | 0              | -           |
| <b>Total Utilities</b>                               | <b>4,130</b>   | <b>3,150</b>  | <b>(981)</b>   | <b>-31%</b> | <b>2,835</b>         | <b>(1,295)</b> | <b>-46%</b>   | <b>24,930</b>       | <b>25,199</b>  | <b>269</b>      | <b>1%</b>   | <b>24,668</b>              | <b>(262)</b>    | <b>-1%</b>   | <b>37,529</b>       | <b>37,798</b>  | <b>1%</b>   |
| 6205 Janitorial services                             | 1,324          | 1,417         | 93             | 7%          | 1,284                | (40)           | -3%           | 11,258              | 11,333         | 75              | 1%          | 8,068                      | (3,190)         | -40%         | 16,925              | 17,000         | 0%          |
| 6215 Payroll services                                | 708            | 715           | 7              | 1%          | 652                  | (56)           | -9%           | 6,533               | 6,439          | (94)            | -1%         | 5,161                      | (1,372)         | -27%         | 9,394               | 9,300          | -1%         |
| 6245 Legal advertising                               | 170            | 167           | (4)            | -2%         | 0                    | (170)          | -             | 170                 | 1,333          | 1,163           | 87%         | 13                         | (157)           | -1220%       | 837                 | 2,000          | 58%         |
| 6250 Legal services                                  | 0              | 12,500        | 12,500         | 100%        | 4,244                | 4,244          | 100%          | 26,011              | 100,000        | 73,989          | 74%         | 115,195                    | 89,185          | 77%          | 76,011              | 150,000        | 49%         |
| 6255 Auditing  | 0              | 0             | 0              | -           | 0                    | 0              | -             | 66,950              | 60,000         | (6,950)         | -12%        | 48,950                     | (18,000)        | -37%         | 66,950              | 60,000         | -12%        |
| 6260 Consulting services                             | 0              | 1,258         | 1,258          | 100%        | 0                    | 0              | -             | 10,770              | 10,067         | (703)           | -7%         | 3,745                      | (7,025)         | -188%        | 15,803              | 15,100         | -5%         |
| 6265 Recruiting services                             | 822            | 625           | (197)          | -31%        | 0                    | (822)          | -             | 2,151               | 5,000          | 2,849           | 57%         | 0                          | (2,151)         | -            | 4,651               | 7,500          | 38%         |
| 6290 Commercial insurance                            | 2,484          | 2,537         | 53             | 2%          | 1,786                | (698)          | -39%          | 20,364              | 20,299         | (65)            | 0%          | 7,949                      | (12,415)        | -156%        | 30,514              | 30,449         | 0%          |
| <b>Total Professional Services</b>                   | <b>5,507</b>   | <b>19,219</b> | <b>13,712</b>  | <b>71%</b>  | <b>7,965</b>         | <b>2,458</b>   | <b>31%</b>    | <b>144,207</b>      | <b>214,472</b> | <b>70,265</b>   | <b>33%</b>  | <b>189,081</b>             | <b>44,874</b>   | <b>24%</b>   | <b>221,084</b>      | <b>291,349</b> | <b>24%</b>  |
| 6351 Awards & Recognitions                           | 0              | 0             | 0              | -           | 0                    | 0              | -             | 3,985               | 4,250          | 265             | 6%          | 2,199                      | (1,786)         | -81%         | 4,085               | 4,350          | 6%          |
| <b>Total Marketing Expense</b>                       | <b>0</b>       | <b>0</b>      | <b>0</b>       | <b>-</b>    | <b>0</b>             | <b>0</b>       | <b>-</b>      | <b>3,985</b>        | <b>4,250</b>   | <b>265</b>      | <b>6%</b>   | <b>2,199</b>               | <b>(1,786)</b>  | <b>-81%</b>  | <b>4,085</b>        | <b>4,350</b>   | <b>6%</b>   |
| 6400 Small equipment & tools                         | 20             | 417           | 397            | 95%         | 0                    | (20)           | -             | 141                 | 3,333          | 3,193           | 96%         | 271                        | 131             | 48%          | 1,807               | 5,000          | 64%         |
| 6420 Janitorial supplies                             | 146            | 208           | 62             | 30%         | 193                  | 47             | 24%           | 734                 | 1,667          | 932             | 56%         | 667                        | (67)            | -10%         | 1,568               | 2,500          | 37%         |
| 6425 Operational supplies                            | 8              | 0             | (8)            | -           | 0                    | (8)            | -             | 17                  | 0              | (17)            | -           | 0                          | (17)            | -            | 17                  | 0              | -           |
| 6430 Equipment Rental                                | 0              | 0             | 0              | -           | 0                    | 0              | -             | 94                  | 0              | (94)            | -           | 0                          | (94)            | -            | 94                  | 0              | -           |
| 6450 Fuel - Gas                                      | 131            | 83            | (48)           | -57%        | 0                    | (131)          | -             | 2,716               | 667            | (2,050)         | -307%       | 378                        | (2,338)         | -619%        | 3,050               | 1,000          | -205%       |
| <b>Total Operational Expense</b>                     | <b>306</b>     | <b>708</b>    | <b>403</b>     | <b>57%</b>  | <b>193</b>           | <b>(113)</b>   | <b>-58%</b>   | <b>3,703</b>        | <b>5,667</b>   | <b>1,964</b>    | <b>35%</b>  | <b>1,316</b>               | <b>(2,386)</b>  | <b>-181%</b> | <b>6,536</b>        | <b>8,500</b>   | <b>23%</b>  |
| 6500 Repairs & maintenance equipment                 | 200            | 0             | (200)          | -           | 0                    | (200)          | -             | 200                 | 0              | (200)           | -           | 0                          | (200)           | -            | 200                 | 0              | -           |
| 6505 Repairs & maintenance vehicles                  | 17             | 33            | 16             | 48%         | 17                   | 0              | 0%            | 533                 | 267            | (267)           | -100%       | 369                        | (165)           | -45%         | 667                 | 400            | -67%        |
| 6510 Repairs & maintenance buildings                 | 1,526          | 4,407         | 2,881          | 65%         | 90                   | (1,436)        | -1597%        | 47,240              | 35,253         | (11,986)        | -34%        | 7,228                      | (40,011)        | -554%        | 64,866              | 52,880         | -23%        |
| 6580 Permits   | 197            | 0             | (197)          | -           | 0                    | (197)          | -             | 525                 | 0              | (525)           | -           | 0                          | (525)           | -            | 525                 | 0              | -           |
| <b>Total Repair and Maintenance</b>                  | <b>1,947</b>   | <b>4,482</b>  | <b>2,535</b>   | <b>57%</b>  | <b>132</b>           | <b>(1,815)</b> | <b>-1370%</b> | <b>48,508</b>       | <b>35,853</b>  | <b>(12,655)</b> | <b>-35%</b> | <b>7,635</b>               | <b>(40,873)</b> | <b>-535%</b> | <b>66,435</b>       | <b>53,780</b>  | <b>-24%</b> |

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

amounts in \$US dollars

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



| Administration                            | Current Period   |                  |               |             | Same Month Last Year |                 |             | Year to Date        |                    |                 |             |                            |                  | Year End            |                    |                       |             |
|---|------------------|------------------|---------------|-------------|----------------------|-----------------|-------------|---------------------|--------------------|-----------------|-------------|----------------------------|------------------|---------------------|--------------------|-----------------------|-------------|
|   | Feb 2023         |                  |               |             | Feb 2022             |                 |             | Jul 2022 - Feb 2023 |                    |                 |             | Prior FYTD vs Current FYTD |                  | Jul 2022 - Jun 2023 |                    |                       |             |
|   | Actual           | Budget           | \$ Diff       | % Diff      | Actual               | \$ Diff         | % Diff      | Actual              | Budget             | \$ Diff         | % Diff      | Last FY                    | \$ Diff          | % Diff              | Projected          | Budget                | % Diff      |
| 6599 Budget Contingency                   | 0                | 0                | 0             | -           | 0                    | 0               | -           | 0                   | 0                  | 0               | -           | 0                          | 0                | -                   | 668,314            | 668,314               | 0%          |
| <b>Total Goods &amp; Services</b>         | <b>32,526</b>    | <b>44,801</b>    | <b>12,274</b> | <b>27%</b>  | <b>27,483</b>        | <b>(5,043)</b>  | <b>-18%</b> | <b>361,211</b>      | <b>423,373</b>     | <b>62,161</b>   | <b>15%</b>  | <b>351,250</b>             | <b>(9,962)</b>   | <b>-3%</b>          | <b>1,208,827</b>   | <b>1,270,988</b>      | <b>5%</b>   |
| <b>Total Expenses</b>                     | <b>125,034</b>   | <b>143,376</b>   | <b>18,342</b> | <b>13%</b>  | <b>108,167</b>       | <b>(16,867)</b> | <b>-16%</b> | <b>1,119,673</b>    | <b>1,310,932</b>   | <b>191,259</b>  | <b>15%</b>  | <b>973,279</b>             | <b>(146,394)</b> | <b>-15%</b>         | <b>2,361,589</b>   | <b>2,552,848</b>      | <b>7%</b>   |
| <b>Operating Results</b>                  | <b>(113,952)</b> | <b>(125,664)</b> | <b>11,712</b> | <b>-9%</b>  | <b>(93,568)</b>      | <b>(20,384)</b> | <b>22%</b>  | <b>(1,012,523)</b>  | <b>(1,169,240)</b> | <b>156,717</b>  | <b>-13%</b> | <b>(895,479)</b>           | <b>(117,044)</b> | <b>13%</b>          | <b>(2,183,592)</b> | <b>(2,340,309.00)</b> | <b>-7%</b>  |
| <b>Other Income &amp; Expenses</b>        |                  |                  |               |             |                      |                 |             |                     |                    |                 |             |                            |                  |                     |                    |                       |             |
| <b>Other Income</b>                       |                  |                  |               |             |                      |                 |             |                     |                    |                 |             |                            |                  |                     |                    |                       |             |
| 4405 Property Taxes - Current Year        | 17,008           | 18,083           | (1,075)       | -6%         | 17,921               | (913)           | -5%         | 1,873,000           | 1,832,233          | 40,766          | 2%          | 1,815,778                  | 57,222           | 3%                  | 1,956,902          | 1,916,136             | 2%          |
| 4410 Property Taxes - Prior Years         | 2,279            | 2,114            | 165           | 8%          | 2,712                | (433)           | -16%        | 41,943              | 55,482             | (13,539)        | -24%        | 71,162                     | (29,219)         | -41%                | 66,461             | 80,000                | -17%        |
| 4505 Interest - Bank                      | 10,315           | 1,000            | 9,315         | 931%        | 886                  | 9,429           | 1065%       | 48,854              | 8,000              | 40,854          | 511%        | 9,986                      | 38,868           | 389%                | 52,854             | 12,000                | 340%        |
| 4506 Interest - Southport Note            | 1,629            | 1,629            | 0             | 0%          | 1,799                | (170)           | -9%         | 13,434              | 13,434             | 0               | 0%          | 14,778                     | (1,345)          | -9%                 | 19,807             | 19,807                | 0%          |
| 4515 Principal Repayment - Southport Note | 5,745            | 5,745            | 0             | 0%          | 5,575                | 170             | 3%          | 45,558              | 45,558             | 0               | 0%          | 44,213                     | 1,345            | 3%                  | 68,680             | 68,680                | 0%          |
| 4905 Other                                | 32,363           | 0                | 32,363        | -           | 4                    | 32,359          | 836162%     | 47,966              | 0                  | 47,966          | -           | 102,237                    | (54,270)         | -53%                | 47,966             | 0                     | -           |
| 4915 Insurance Reimbursement              | 0                | 0                | 0             | -           | 0                    | 0               | -           | 1,250               | 0                  | 1,250           | -           | 139,060                    | (137,810)        | -99%                | 1,250              | 0                     | -           |
| <b>Total Other Income</b>                 | <b>69,340</b>    | <b>28,572</b>    | <b>40,768</b> | <b>143%</b> | <b>28,896</b>        | <b>40,443</b>   | <b>140%</b> | <b>2,072,004</b>    | <b>1,954,707</b>   | <b>117,298</b>  | <b>6%</b>   | <b>2,197,214</b>           | <b>(125,210)</b> | <b>-6%</b>          | <b>2,213,921</b>   | <b>2,096,623</b>      | <b>6%</b>   |
| <b>Other Expenses</b>                     |                  |                  |               |             |                      |                 |             |                     |                    |                 |             |                            |                  |                     |                    |                       |             |
| <b>Taxes &amp; Misc Expenses</b>          |                  |                  |               |             |                      |                 |             |                     |                    |                 |             |                            |                  |                     |                    |                       |             |
| 6720 Property Tax - Sublet Facilities     | 0                | 0                | 0             | -           | 0                    | 0               | -           | 2,856               | 0                  | (2,856)         | -           | 18,291                     | 15,435           | 84%                 | 2,856              | 0                     | -           |
| 6740 Merchant fees                        | 2,315            | 2,500            | 185           | 7%          | 2,333                | 19              | 1%          | 24,163              | 20,000             | (4,163)         | -21%        | 22,991                     | (1,172)          | -5%                 | 34,163             | 30,000                | -14%        |
| 6745 Banking fees                         | 161              | 42               | (119)         | -286%       | 180                  | 19              | 11%         | 972                 | 333                | (638)           | -192%       | 1,381                      | 409              | 30%                 | 1,138              | 500                   | -128%       |
| 6755 Insurance Claims                     | 0                | 0                | 0             | -           | 0                    | 0               | -           | 1,250               | 0                  | (1,250)         | -           | 0                          | (1,250)          | -                   | 1,250              | 0                     | -           |
| <b>Total Taxes &amp; Misc Expenses</b>    | <b>2,476</b>     | <b>2,542</b>     | <b>66</b>     | <b>3%</b>   | <b>2,513</b>         | <b>38</b>       | <b>2%</b>   | <b>29,241</b>       | <b>20,333</b>      | <b>(8,907)</b>  | <b>-44%</b> | <b>42,663</b>              | <b>13,423</b>    | <b>31%</b>          | <b>39,407</b>      | <b>30,500</b>         | <b>-29%</b> |
| <b>Debt Services</b>                      |                  |                  |               |             |                      |                 |             |                     |                    |                 |             |                            |                  |                     |                    |                       |             |
| 7005 Principal repayment                  | 0                | 0                | 0             | -           | 0                    | 0               | -           | 0                   | 0                  | 0               | -           | 0                          | 0                | -                   | 115,000            | 115,000               | 0%          |
| 7010 Interest payment                     | 0                | 0                | 0             | -           | 0                    | 0               | -           | 35,897              | 0                  | (35,897)        | -           | 0                          | (35,897)         | -                   | 107,690            | 71,794                | -50%        |
| 7020 Principal repayment - Vehicles       | 556              | 550              | (6)           | -1%         | 542                  | (13)            | -2%         | 4,387               | 4,399              | 12              | 0%          | 3,003                      | (1,384)          | -46%                | 6,587              | 6,599                 | 0%          |
| 7025 Interest payment - Vehicles          | 106              | 116              | 9             | 8%          | 82                   | (25)            | -30%        | 910                 | 927                | 17              | 2%          | 471                        | (438)            | -93%                | 1,373              | 1,390                 | 1%          |
| 8020 CIP Machinery & Equipment            | 0                | 0                | 0             | -           | 0                    | 0               | -           | 10,225              | 27,000             | 16,775          | 62%         | 0                          | (10,225)         | -                   | 10,225             | 27,000                | 62%         |
| 9005 Transfers out                        | 0                | 0                | 0             | -           | 0                    | 0               | -           | 0                   | 0                  | 0               | -           | 0                          | 0                | -                   | 1,000,000          | 1,000,000             | 0%          |
| <b>Total Debt Services</b>                | <b>662</b>       | <b>666</b>       | <b>4</b>      | <b>1%</b>   | <b>624</b>           | <b>(38)</b>     | <b>-6%</b>  | <b>51,418</b>       | <b>32,326</b>      | <b>(19,093)</b> | <b>-59%</b> | <b>3,474</b>               | <b>(47,944)</b>  | <b>-1380%</b>       | <b>1,240,875</b>   | <b>1,221,783</b>      | <b>-2%</b>  |
| <b>Total Other Expenses</b>               | <b>3,138</b>     | <b>3,207</b>     | <b>70</b>     | <b>2%</b>   | <b>3,138</b>         | <b>0</b>        | <b>0%</b>   | <b>80,659</b>       | <b>52,659</b>      | <b>(28,000)</b> | <b>-53%</b> | <b>46,138</b>              | <b>(34,521)</b>  | <b>-75%</b>         | <b>1,280,282</b>   | <b>1,252,283</b>      | <b>-2%</b>  |
| <b>Net Other Income</b>                   | <b>66,202</b>    | <b>25,364</b>    | <b>40,838</b> | <b>161%</b> | <b>25,758</b>        | <b>40,443</b>   | <b>157%</b> | <b>1,991,345</b>    | <b>1,902,048</b>   | <b>89,298</b>   | <b>5%</b>   | <b>2,151,076</b>           | <b>(159,731)</b> | <b>-7%</b>          | <b>933,638</b>     | <b>844,341</b>        | <b>11%</b>  |
| <b>Net Result</b>                         | <b>(47,750)</b>  | <b>(100,300)</b> | <b>52,549</b> | <b>-52%</b> | <b>(67,810)</b>      | <b>20,059</b>   | <b>-30%</b> | <b>978,822</b>      | <b>732,808</b>     | <b>246,014</b>  | <b>34%</b>  | <b>1,255,598</b>           | <b>(276,775)</b> | <b>-22%</b>         | <b>(1,249,954)</b> | <b>(1,495,969)</b>    | <b>-16%</b> |

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

amounts in \$US dollars

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



| Charleston Ops                      | Current Period |                |                 |             | Same Month Last Year |                 |             | Year to Date        |                  |                  |            | Year End                   |                 |            |                  |                  |            |
|-------------------------------------|----------------|----------------|-----------------|-------------|----------------------|-----------------|-------------|---------------------|------------------|------------------|------------|----------------------------|-----------------|------------|------------------|------------------|------------|
|                                     | Feb 2023       |                |                 |             | Feb 2022             |                 |             | Jul 2022 - Feb 2023 |                  |                  |            | Prior FYTD vs Current FYTD |                 |            |                  |                  |            |
|                                     | Actual         | Budget         | \$ Diff         | % Diff      | Actual               | \$ Diff         | % Diff      | Actual              | Budget           | \$ Diff          | % Diff     | Last FY                    | \$ Diff         | % Diff     | Projected        | Budget           | % Diff     |
| <b>Operating Income</b>             |                |                |                 |             |                      |                 |             |                     |                  |                  |            |                            |                 |            |                  |                  |            |
| 4005 Building & Dock Leases         | 25,338         | 28,502         | (3,164)         | -11%        | 23,955               | 1,384           | 6%          | 209,389             | 228,015          | (18,626)         | -8%        | 196,043                    | 13,346          | 7%         | 323,396          | 342,023          | -5%        |
| 4100 Annual Moorage                 | 11,573         | 18,883         | (7,310)         | -39%        | 17,332               | (5,759)         | -33%        | 223,344             | 261,201          | (37,857)         | -14%       | 239,746                    | (16,402)        | -7%        | 416,685          | 454,542          | -8%        |
| 4105 Semi-Annual Moorage            | 6,018          | 8,575          | (2,558)         | -30%        | 8,812                | (2,794)         | -32%        | 62,004              | 64,001           | (1,997)          | -3%        | 65,766                     | (3,761)         | -6%        | 113,003          | 115,000          | -2%        |
| 4110 Monthly Moorage                | 14,334         | 15,780         | (1,447)         | -9%         | 15,261               | (927)           | -6%         | 121,218             | 137,081          | (15,862)         | -12%       | 132,565                    | (11,347)        | -9%        | 189,138          | 205,000          | -8%        |
| 4115 Transient Moorage              | 6,179          | 8,127          | (1,948)         | -24%        | 2,701                | 3,478           | 129%        | 68,949              | 65,013           | 3,935            | 6%         | 70,280                     | (1,331)         | -2%        | 101,455          | 97,520           | 4%         |
| 4118 Work Dock                      | 0              | 6,250          | (6,250)         | -100%       | 10,024               | (10,024)        | -100%       | 25,502              | 50,000           | (24,498)         | -49%       | 47,089                     | (21,587)        | -46%       | 50,502           | 75,000           | -33%       |
| 4120 Metered Utilities              | 30             | 63             | (33)            | -52%        | 30                   | 0               | 0%          | 240                 | 500              | (260)            | -52%       | 240                        | 0               | 0%         | 490              | 750              | -35%       |
| 4125 Launch Ramp                    | 2,366          | 3,892          | (1,526)         | -39%        | 3,750                | (1,384)         | -37%        | 28,331              | 33,641           | (5,310)          | -16%       | 32,412                     | (4,081)         | -13%       | 39,690           | 45,000           | -12%       |
| 4130 Public Buying Dock             | 0              | 17             | (17)            | -100%       | 0                    | 0               | -           | 0                   | 133              | (133)            | -100%      | 0                          | 0               | -          | 67               | 200              | -67%       |
| 4135 Storage Yard                   | 3,685          | 3,533          | 152             | 4%          | 3,262                | 423             | 13%         | 25,986              | 28,267           | (2,280)          | -8%        | 24,371                     | 1,615           | 7%         | 40,120           | 42,400           | -5%        |
| 4140 Storage Unit                   | 16,691         | 16,104         | 587             | 4%          | 15,534               | 1,157           | 7%          | 133,135             | 128,832          | 4,303            | 3%         | 123,934                    | 9,201           | 7%         | 197,551          | 193,248          | 2%         |
| 4145 Long Term Boat Storage         | 8,521          | 10,236         | (1,715)         | -17%        | 8,427                | 94              | 1%          | 75,127              | 81,885           | (6,758)          | -8%        | 71,270                     | 3,857           | 5%         | 116,069          | 122,828          | -6%        |
| 4150 Short Term Boat Storage        | 4,123          | 3,412          | 711             | 21%         | 2,660                | 1,463           | 55%         | 40,954              | 27,295           | 13,659           | 50%        | 25,268                     | 15,686          | 62%        | 54,601           | 40,942           | 33%        |
| 4155 Boat Wash                      | 0              | 83             | (83)            | -100%       | 0                    | 0               | -           | 0                   | 667              | (667)            | -100%      | 665                        | (665)           | -100%      | 333              | 1,000            | -67%       |
| 4165 Space Rents                    | 13,026         | 24,415         | (11,390)        | -47%        | 27,363               | (14,337)        | -52%        | 290,407             | 287,698          | 2,709            | 1%         | 322,428                    | (32,021)        | -10%       | 427,709          | 425,000          | 1%         |
| 4173 Laundry                        | 456            | 316            | 140             | 44%         | 304                  | 152             | 50%         | 4,596               | 3,723            | 873              | 23%        | 4,160                      | 436             | 10%        | 6,373            | 5,500            | 16%        |
| 4175 Propane                        | 1,629          | 758            | 870             | 115%        | 895                  | 733             | 82%         | 10,498              | 8,936            | 1,563            | 17%        | 8,798                      | 1,700           | 19%        | 14,763           | 13,200           | 12%        |
| 4180 Merchandise                    | 14             | 29             | (15)            | -51%        | 29                   | (15)            | -51%        | 344                 | 338              | 6                | 2%         | 302                        | 42              | 14%        | 506              | 500              | 1%         |
| 4185 Visitor Convention Bureau Fee  | 6              | 201            | (195)           | -97%        | 72                   | (66)            | -91%        | 2,157               | 2,369            | (213)            | -9%        | 2,739                      | (582)           | -21%       | 3,287            | 3,500            | -6%        |
| 4190 Ice                            | 8,386          | 4,074          | 4,312           | 106%        | 3,020                | 5,367           | 178%        | 161,331             | 198,479          | (37,149)         | -19%       | 147,098                    | 14,233          | 10%        | 262,851          | 300,000          | -12%       |
| 4200 Boat Lifts                     | 1,736          | 2,715          | (979)           | -36%        | 2,242                | (505)           | -23%        | 32,210              | 42,350           | (10,140)         | -24%       | 34,965                     | (2,755)         | -8%        | 49,860           | 60,000           | -17%       |
| 4230 Environmental Fee              | 2,375          | 2,917          | (542)           | -19%        | 2,620                | (246)           | -9%         | 27,416              | 23,333           | 4,082            | 17%        | 19,672                     | 7,744           | 39%        | 39,082           | 35,000           | 12%        |
| 4235 Customer Discounts             | 0              | (287)          | 287             | -100%       | (36)                 | 36              | -100%       | (2,963)             | (3,385)          | 422              | -12%       | (4,316)                    | 1,353           | -31%       | (4,578)          | (5,000)          | -8%        |
| 4290 Other                          | 3,043          | 4,167          | (1,123)         | -27%        | 2,625                | 419             | 16%         | 36,621              | 33,333           | 3,288            | 10%        | 34,673                     | 1,948           | 6%         | 53,288           | 50,000           | 7%         |
| 4295 Bad Debt Expense               | 0              | 0              | 0               | -           | 0                    | 0               | -           | (11,766)            | (15,000)         | 3,234            | -22%       | (2,470)                    | (9,297)         | 376%       | (26,766)         | (30,000)         | -11%       |
| <b>Total Operating Income</b>       | <b>129,529</b> | <b>162,762</b> | <b>(33,233)</b> | <b>-20%</b> | <b>150,879</b>       | <b>(21,350)</b> | <b>-14%</b> | <b>1,565,029</b>    | <b>1,688,706</b> | <b>(123,677)</b> | <b>-7%</b> | <b>1,597,696</b>           | <b>(32,667)</b> | <b>-2%</b> | <b>2,469,475</b> | <b>2,593,152</b> | <b>-5%</b> |
| <b>Expenses</b>                     |                |                |                 |             |                      |                 |             |                     |                  |                  |            |                            |                 |            |                  |                  |            |
| <b>Personnel Services</b>           |                |                |                 |             |                      |                 |             |                     |                  |                  |            |                            |                 |            |                  |                  |            |
| 5005 Salaries                       | 27,592         | 35,307         | 7,715           | 22%         | 34,084               | 6,492           | 19%         | 237,735             | 317,902          | 80,167           | 25%        | 270,224                    | 32,490          | 12%        | 378,963          | 459,130          | 17%        |
| 5010 Other compensation             | 3,000          | 951            | (2,049)         | -216%       | 0                    | (3,000)         | -           | 8,746               | 8,559            | (188)            | -2%        | 3,216                      | (5,531)         | -172%      | 12,549           | 12,361           | -2%        |
| 5015 Overtime                       | 360            | 1,682          | 1,322           | 79%         | 70                   | (291)           | -417%       | 9,913               | 15,143           | 5,230            | 35%        | 2,840                      | (7,072)         | -249%      | 16,640           | 21,870           | 24%        |
| <b>Total Compensation</b>           | <b>30,952</b>  | <b>37,940</b>  | <b>6,988</b>    | <b>18%</b>  | <b>34,154</b>        | <b>3,202</b>    | <b>9%</b>   | <b>256,394</b>      | <b>341,604</b>   | <b>85,210</b>    | <b>25%</b> | <b>276,280</b>             | <b>19,886</b>   | <b>7%</b>  | <b>408,152</b>   | <b>493,361</b>   | <b>17%</b> |
| 5100 Federal Payroll taxes          | 2,355          | 2,902          | 547             | 19%         | 2,520                | 164             | 7%          | 19,408              | 26,133           | 6,725            | 26%        | 20,425                     | 1,018           | 5%         | 31,017           | 37,742           | 18%        |
| 5105 State Payroll taxes            | 123            | 0              | (123)           | -           | 14                   | (109)           | -806%       | 376                 | 0                | (376)            | -          | 100                        | (276)           | -277%      | 376              | 0                | -          |
| 5110 Unemployment Insurance         | 831            | 1,032          | 200             | 19%         | 955                  | 124             | 13%         | 6,940               | 9,290            | 2,350            | 25%        | 5,103                      | (1,837)         | -36%       | 11,067           | 13,417           | 18%        |
| 5115 Workers compensation           | 4,443          | 2,672          | (1,771)         | -66%        | 3,323                | (1,120)         | -34%        | 29,036              | 24,059           | (4,977)          | -21%       | 26,584                     | (2,452)         | -9%        | 39,724           | 34,747           | -14%       |
| <b>Total Payroll Taxes</b>          | <b>7,753</b>   | <b>6,606</b>   | <b>(1,146)</b>  | <b>-17%</b> | <b>6,811</b>         | <b>(941)</b>    | <b>-14%</b> | <b>55,759</b>       | <b>59,481</b>    | <b>3,722</b>     | <b>6%</b>  | <b>52,212</b>              | <b>(3,548)</b>  | <b>-7%</b> | <b>82,184</b>    | <b>85,906</b>    | <b>4%</b>  |
| 5200 Medical insurance              | 10,216         | 11,306         | 1,091           | 10%         | 10,379               | 163             | 2%          | 72,337              | 101,801          | 29,464           | 29%        | 83,018                     | 10,681          | 13%        | 117,562          | 147,026          | 20%        |
| 5205 Dental insurance               | 779            | 826            | 47              | 6%          | 814                  | 35              | 4%          | 5,543               | 7,437            | 1,893            | 25%        | 6,511                      | 967             | 15%        | 8,847            | 10,740           | 18%        |
| 5215 Term life insurance            | 100            | 104            | 4               | 4%          | 113                  | 13              | 11%         | 834                 | 935              | 101              | 11%        | 893                        | 59              | 7%         | 1,249            | 1,350            | 7%         |
| 5220 Long Term Disability insurance | 182            | 226            | 44              | 19%         | 229                  | 47              | 21%         | 1,587               | 2,032            | 445              | 22%        | 1,814                      | 228             | 13%        | 2,489            | 2,934            | 15%        |
| 5225 PERS Employer Contributions    | 4,927          | 8,303          | 3,376           | 41%         | 7,659                | 2,732           | 36%         | 34,773              | 74,759           | 39,986           | 53%        | 60,511                     | 25,738          | 43%        | 67,985           | 107,971          | 37%        |
| 5230 PERS Employee Contributions    | 1,370          | 2,219          | 849             | 38%         | 2,041                | 671             | 33%         | 9,587               | 19,983           | 10,395           | 52%        | 16,063                     | 6,476           | 40%        | 18,465           | 28,860           | 36%        |

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

amounts in \$US dollars

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



| Charleston Ops                                       | Current Period |               |                |             | Same Month Last Year |                 |              | Year to Date        |                |                |             | Year End                   |                  |             |                     |                |             |
|--|----------------|---------------|----------------|-------------|----------------------|-----------------|--------------|---------------------|----------------|----------------|-------------|----------------------------|------------------|-------------|---------------------|----------------|-------------|
|  | Feb 2023       |               |                |             | Feb 2022             |                 |              | Jul 2022 - Feb 2023 |                |                |             | Prior FYTD vs Current FYTD |                  |             | Jul 2022 - Jun 2023 |                |             |
|  | Actual         | Budget        | \$ Diff        | % Diff      | Actual               | \$ Diff         | % Diff       | Actual              | Budget         | \$ Diff        | % Diff      | Last FY                    | \$ Diff          | % Diff      | Projected           | Budget         | % Diff      |
| 5295 Allocations                                     | 0              | (3,160)       | (3,160)        | 100%        | 0                    | 0               | -            | 0                   | (28,448)       | (28,448)       | 100%        | 0                          | 0                | -           | (12,638)            | (41,086)       | 69%         |
| <b>Total Insured Benefits</b>                        | <b>17,574</b>  | <b>19,824</b> | <b>2,251</b>   | <b>11%</b>  | <b>21,235</b>        | <b>3,661</b>    | <b>17%</b>   | <b>124,661</b>      | <b>178,498</b> | <b>53,837</b>  | <b>30%</b>  | <b>168,810</b>             | <b>44,149</b>    | <b>26%</b>  | <b>203,959</b>      | <b>257,795</b> | <b>21%</b>  |
| <b>Total Personnel Services</b>                      | <b>56,278</b>  | <b>64,370</b> | <b>8,092</b>   | <b>13%</b>  | <b>62,200</b>        | <b>5,921</b>    | <b>10%</b>   | <b>436,814</b>      | <b>579,582</b> | <b>142,768</b> | <b>25%</b>  | <b>497,302</b>             | <b>60,487</b>    | <b>12%</b>  | <b>694,295</b>      | <b>837,063</b> | <b>17%</b>  |
| <b>Goods &amp; Services</b>                          |                |               |                |             |                      |                 |              |                     |                |                |             |                            |                  |             |                     |                |             |
| 6005 Seminars & training                             | 15             | 0             | (15)           | -           | (250)                | (265)           | 106%         | 15                  | 0              | (15)           | -           | 0                          | (15)             | -           | 15                  | 0              | -           |
| <b>Total Staff Training</b>                          | <b>15</b>      | <b>0</b>      | <b>(15)</b>    | <b>-</b>    | <b>(250)</b>         | <b>(265)</b>    | <b>106%</b>  | <b>15</b>           | <b>0</b>       | <b>(15)</b>    | <b>-</b>    | <b>0</b>                   | <b>(15)</b>      | <b>-</b>    | <b>15</b>           | <b>0</b>       | <b>-</b>    |
| 6025 Travel - lodging & transportation               | 0              | 42            | 42             | 100%        | 0                    | 0               | -            | 634                 | 333            | (300)          | -90%        | 0                          | (634)            | -           | 800                 | 500            | -60%        |
| 6030 Travel - Per Diem & mileage reimbursement       | 0              | 21            | 21             | 100%        | 0                    | 0               | -            | 0                   | 167            | 167            | 100%        | 407                        | 407              | 100%        | 83                  | 250            | 67%         |
| 6035 Meals & Entertainment                           | 82             | 25            | (57)           | -228%       | 60                   | (22)            | -36%         | 170                 | 200            | 30             | 15%         | 60                         | (110)            | -181%       | 270                 | 300            | 10%         |
| <b>Total Travel &amp; Entertainment</b>              | <b>82</b>      | <b>88</b>     | <b>6</b>       | <b>6%</b>   | <b>60</b>            | <b>(22)</b>     | <b>-36%</b>  | <b>804</b>          | <b>700</b>     | <b>(104)</b>   | <b>-15%</b> | <b>468</b>                 | <b>(336)</b>     | <b>-72%</b> | <b>1,154</b>        | <b>1,050</b>   | <b>-10%</b> |
| 6050 Office supplies                                 | 0              | 0             | 0              | -           | 0                    | 0               | -            | 151                 | 0              | (151)          | -           | 0                          | (151)            | -           | 151                 | 0              | -           |
| 6055 Kitchen supplies                                | 323            | 250           | (73)           | -29%        | 96                   | (226)           | -235%        | 1,440               | 2,000          | 560            | 28%         | 1,064                      | (376)            | -35%        | 2,440               | 3,000          | 19%         |
| 6070 Postage & courier services                      | 0              | 0             | 0              | -           | 0                    | 0               | -            | 60                  | 126            | 66             | 52%         | 182                        | 122              | 67%         | 185                 | 250            | 26%         |
| <b>Total Office Expense</b>                          | <b>323</b>     | <b>250</b>    | <b>(73)</b>    | <b>-29%</b> | <b>96</b>            | <b>(226)</b>    | <b>-235%</b> | <b>1,651</b>        | <b>2,126</b>   | <b>474</b>     | <b>22%</b>  | <b>1,246</b>               | <b>(405)</b>     | <b>-32%</b> | <b>2,776</b>        | <b>3,250</b>   | <b>15%</b>  |
| 6100 Telephone - landline                            | 308            | 208           | (100)          | -48%        | 178                  | (130)           | -73%         | 1,628               | 1,667          | 39             | 2%          | 1,441                      | (187)            | -13%        | 2,461               | 2,500          | 2%          |
| 6105 Telephone - mobile                              | 500            | 530           | 30             | 6%          | 474                  | (26)            | -5%          | 4,218               | 4,240          | 22             | 1%          | 3,577                      | (641)            | -18%        | 6,338               | 6,360          | 0%          |
| 6110 Internet services                               | 1,922          | 1,850         | (72)           | -4%         | 1,250                | (672)           | -54%         | 15,411              | 14,800         | (611)          | -4%         | 9,949                      | (5,462)          | -55%        | 22,811              | 22,200         | -3%         |
| 6115 Cable TV  | 925            | 1,066         | 141            | 13%         | 919                  | (6)             | -1%          | 7,371               | 8,528          | 1,158          | 14%         | 7,169                      | (201)            | -3%         | 11,635              | 12,792         | 9%          |
| 6130 Electricity                                     | 24,721         | 20,097        | (4,623)        | -23%        | 20,762               | (3,958)         | -19%         | 156,579             | 175,469        | 18,890         | 11%         | 154,321                    | (2,257)          | -1%         | 236,370             | 255,260        | 7%          |
| 6131 Propane - Operations                            | 43             | 167           | 124            | 74%         | 141                  | 98              | 70%          | 1,405               | 1,333          | (71)           | -5%         | 1,250                      | (154)            | -12%        | 2,071               | 2,000          | -4%         |
| 6135 Water/Sewer                                     | 8,066          | 7,089         | (978)          | -14%        | 6,580                | (1,487)         | -23%         | 72,412              | 57,773         | (14,639)       | -25%        | 64,138                     | (8,274)          | -13%        | 99,639              | 85,000         | -17%        |
| 6140 Garbage/Sanitation Collection                   | 6,970          | 8,333         | 1,364          | 16%         | 6,661                | (309)           | -5%          | 53,713              | 66,667         | 12,954         | 19%         | 50,883                     | (2,830)          | -6%         | 87,046              | 100,000        | 13%         |
| 6145 Hazardous material disposal                     | 0              | 583           | 583            | 100%        | 280                  | 280             | 100%         | 5,695               | 4,667          | (1,028)        | -22%        | 5,817                      | 122              | 2%          | 8,028               | 7,000          | -15%        |
| 6150 Derelict boat disposal                          | 0              | 0             | 0              | -           | 0                    | 0               | -            | 114,693             | 90,000         | (24,693)       | -27%        | 2,616                      | (112,077)        | -4284%      | 114,693             | 90,000         | -27%        |
| 6155 Environmental Remediation/Mitigation/Monitoring | 119            | 500           | 381            | 76%         | 259                  | 140             | 54%          | 1,052               | 4,000          | 2,948          | 74%         | 4,409                      | 3,356            | 76%         | 3,052               | 6,000          | 49%         |
| <b>Total Utilities</b>                               | <b>43,573</b>  | <b>40,424</b> | <b>(3,149)</b> | <b>-8%</b>  | <b>37,503</b>        | <b>(6,070)</b>  | <b>-16%</b>  | <b>434,177</b>      | <b>429,143</b> | <b>(5,033)</b> | <b>-1%</b>  | <b>305,570</b>             | <b>(128,606)</b> | <b>-42%</b> | <b>594,145</b>      | <b>589,112</b> | <b>-1%</b>  |
| 6200 Temporary/Contract help                         | 0              | 4,133         | 4,133          | 100%        | 0                    | 0               | -            | 0                   | 33,067         | 33,067         | 100%        | 16,709                     | 16,709           | 100%        | 16,533              | 49,600         | 67%         |
| 6205 Janitorial services                             | 32             | 30            | (2)            | -6%         | 28                   | (4)             | -14%         | 274                 | 240            | (34)           | -14%        | 237                        | (36)             | -15%        | 394                 | 360            | -9%         |
| 6210 Vending machine services                        | 125            | 417           | 292            | 70%         | 0                    | (125)           | -            | 2,462               | 3,333          | 872            | 26%         | 1,156                      | (1,306)          | -113%       | 4,128               | 5,000          | 17%         |
| 6245 Legal advertising                               | 0              | 250           | 250            | 100%        | 375                  | 375             | 100%         | 584                 | 2,000          | 1,416          | 71%         | 1,430                      | 845              | 59%         | 1,584               | 3,000          | 47%         |
| 6250 Legal services                                  | 0              | 0             | 0              | -           | 0                    | 0               | -            | 0                   | 0              | 0              | -           | 713                        | 713              | 100%        | 0                   | 0              | -           |
| 6260 Consulting services                             | 15,266         | 6,667         | (8,599)        | -129%       | 200                  | (15,066)        | -7533%       | 73,045              | 53,333         | (19,711)       | -37%        | 3,984                      | (69,060)         | -1733%      | 99,711              | 80,000         | -25%        |
| 6290 Commercial insurance                            | 9,132          | 8,674         | (457)          | -5%         | 7,940                | (1,191)         | -15%         | 65,907              | 69,395         | 3,487          | 5%          | 62,416                     | (3,491)          | -6%         | 100,605             | 104,092        | 3%          |
| <b>Total Professional Services</b>                   | <b>24,554</b>  | <b>20,171</b> | <b>(4,383)</b> | <b>-22%</b> | <b>8,544</b>         | <b>(16,011)</b> | <b>-187%</b> | <b>142,272</b>      | <b>161,368</b> | <b>19,096</b>  | <b>12%</b>  | <b>86,644</b>              | <b>(55,627)</b>  | <b>-64%</b> | <b>222,956</b>      | <b>242,052</b> | <b>8%</b>   |
| 6350 Employee sponsorships                           | 0              | 0             | 0              | -           | 0                    | 0               | -            | 0                   | 0              | 0              | -           | 786                        | 786              | 100%        | 0                   | 0              | -           |
| <b>Total Marketing Expense</b>                       | <b>0</b>       | <b>0</b>      | <b>0</b>       | <b>-</b>    | <b>0</b>             | <b>0</b>        | <b>-</b>     | <b>0</b>            | <b>0</b>       | <b>0</b>       | <b>-</b>    | <b>786</b>                 | <b>786</b>       | <b>100%</b> | <b>0</b>            | <b>0</b>       | <b>-</b>    |
| 6400 Small equipment & tools                         | 3,665          | 500           | (3,165)        | -633%       | 132                  | (3,533)         | -2677%       | 8,333               | 4,000          | (4,333)        | -108%       | 2,386                      | (5,946)          | -249%       | 10,333              | 6,000          | -72%        |
| 6405 Safety/hazardous materials                      | 0              | 0             | 0              | -           | 417                  | 417             | 100%         | 0                   | 0              | 0              | -           | 639                        | 639              | 100%        | 0                   | 0              | -           |
| 6410 Signage   | 0              | 63            | 63             | 100%        | 0                    | 0               | -            | 0                   | 500            | 500            | 100%        | 132                        | 132              | 100%        | 250                 | 750            | 67%         |
| 6415 Clothing  | 541            | 283           | (258)          | -91%        | 235                  | (306)           | -130%        | 1,412               | 2,267          | 855            | 38%         | 872                        | (540)            | -62%        | 2,546               | 3,400          | 25%         |
| 6420 Janitorial supplies                             | 517            | 1,417         | 900            | 64%         | 1,297                | 781             | 60%          | 7,338               | 11,333         | 3,996          | 35%         | 11,081                     | 3,743            | 34%         | 13,004              | 17,000         | 24%         |
| 6425 Operational supplies                            | 1,427          | 2,542         | 1,115          | 44%         | 63,810               | 62,383          | 98%          | 17,466              | 20,333         | 2,867          | 14%         | 132,293                    | 114,827          | 87%         | 27,633              | 30,500         | 9%          |
| 6430 Equipment Rental                                | 256            | 625           | 369            | 59%         | 0                    | (256)           | -            | 3,117               | 5,000          | 1,883          | 38%         | 101                        | (3,016)          | -2996%      | 5,617               | 7,500          | 25%         |

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

amounts in \$US dollars

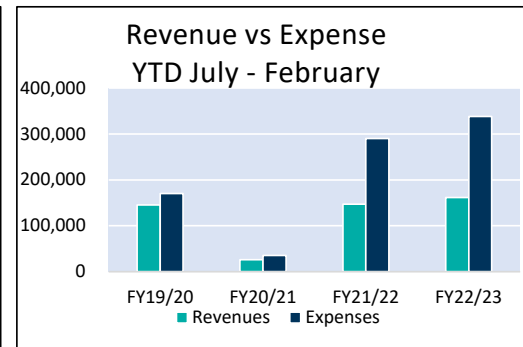
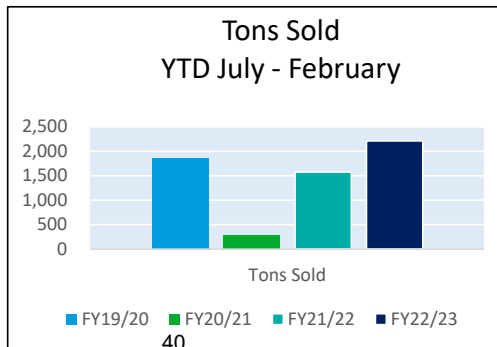
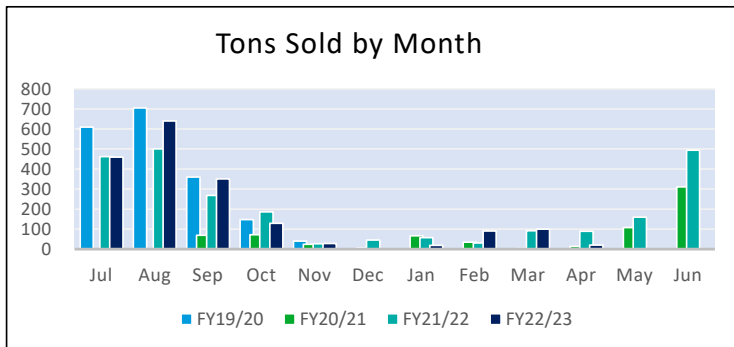
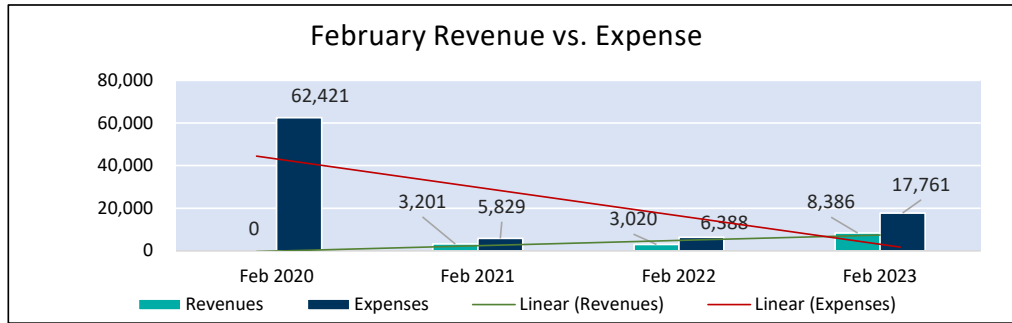
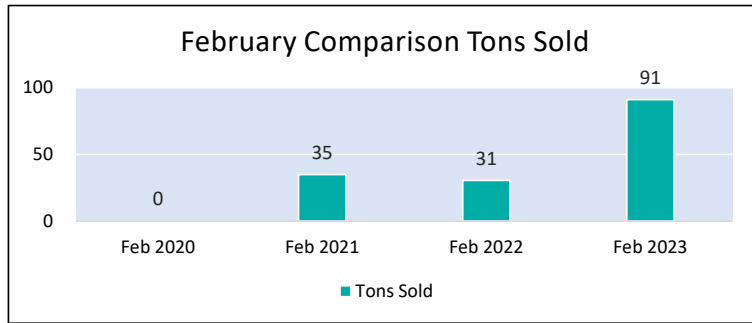
Fund: General Fund Department: Charleston Ops Location: All Budget: Adopted



| Charleston Ops                               | Current Period   |                 |                    |              | Same Month Last Year |                 |              | Year to Date        |                  |                 |              | Year End                   |                  |              |                     |                  |              |
|--|------------------|-----------------|--------------------|--------------|----------------------|-----------------|--------------|---------------------|------------------|-----------------|--------------|----------------------------|------------------|--------------|---------------------|------------------|--------------|
|  | Feb 2023         |                 |                    |              | Feb 2022             |                 |              | Jul 2022 - Feb 2023 |                  |                 |              | Prior FYTD vs Current FYTD |                  |              | Jul 2022 - Jun 2023 |                  |              |
|  | Actual           | Budget          | \$ Diff            | % Diff       | Actual               | \$ Diff         | % Diff       | Actual              | Budget           | \$ Diff         | % Diff       | Last FY                    | \$ Diff          | % Diff       | Projected           | Budget           | % Diff       |
| 6450 Fuel - Gas                              | 1,427            | 833             | (594)              | -71%         | 65                   | (1,362)         | -2080%       | 8,181               | 6,667            | (1,514)         | -23%         | 5,402                      | (2,779)          | -51%         | 11,514              | 10,000           | -15%         |
| 6455 Fuel - Diesel                           | 187              | 333             | 146                | 44%          | 0                    | (187)           | -            | 5,532               | 2,667            | (2,865)         | -107%        | 1,598                      | (3,934)          | -246%        | 6,865               | 4,000            | -72%         |
| 6481 Propane - Retail                        | 96               | 625             | 529                | 85%          | 646                  | 550             | 85%          | 7,420               | 5,000            | (2,420)         | -48%         | 7,487                      | 67               | 1%           | 9,920               | 7,500            | -32%         |
| <b>Total Operational Expense</b>             | <b>8,115</b>     | <b>7,221</b>    | <b>(894)</b>       | <b>-12%</b>  | <b>66,602</b>        | <b>58,487</b>   | <b>88%</b>   | <b>58,798</b>       | <b>57,767</b>    | <b>(1,031)</b>  | <b>-2%</b>   | <b>161,991</b>             | <b>103,193</b>   | <b>64%</b>   | <b>87,681</b>       | <b>86,650</b>    | <b>-1%</b>   |
| 6500 Repairs & maintenance equipment         | 13,474           | 5,000           | (8,474)            | -169%        | 4,840                | (8,634)         | -178%        | 52,205              | 40,000           | (12,205)        | -31%         | 27,847                     | (24,358)         | -87%         | 72,205              | 60,000           | -20%         |
| 6505 Repairs & maintenance vehicles          | 415              | 1,542           | 1,126              | 73%          | 196                  | (219)           | -112%        | 31,997              | 12,333           | (19,664)        | -159%        | 3,851                      | (28,146)         | -731%        | 38,164              | 18,500           | -106%        |
| 6510 Repairs & maintenance buildings         | 339              | 3,125           | 2,786              | 89%          | 605                  | 265             | 44%          | 10,329              | 25,000           | 14,671          | 59%          | 17,768                     | 7,439            | 42%          | 22,829              | 37,500           | 39%          |
| 6515 Repairs & maintenance land improvements | 110              | 250             | 140                | 56%          | 0                    | (110)           | -            | 1,227               | 2,000            | 773             | 39%          | 1,038                      | (190)            | -18%         | 2,227               | 3,000            | 26%          |
| 6520 Repairs & maintenance docks             | 4,531            | 5,000           | 469                | 9%           | 460                  | (4,071)         | -886%        | 16,923              | 40,000           | 23,077          | 58%          | 8,458                      | (8,465)          | -100%        | 36,923              | 60,000           | 38%          |
| 6540 Marina dredging                         | 6,000            | 17,000          | 11,000             | 65%          | 0                    | (6,000)         | -            | 124,730             | 200,000          | 75,270          | 38%          | 0                          | (124,730)        | -            | 184,730             | 260,000          | 29%          |
| 6575 Waterway Leases                         | 24,524           | 32,000          | 7,476              | 23%          | 29,455               | 4,931           | 17%          | 28,632              | 38,000           | 9,368           | 25%          | 34,492                     | 5,861            | 17%          | 28,632              | 38,000           | 25%          |
| 6580 Permits                                 | 0                | 0               | 0                  | -            | 0                    | 0               | -            | 2,743               | 4,500            | 1,757           | 39%          | 4,285                      | 1,542            | 36%          | 3,943               | 5,700            | 31%          |
| <b>Total Repair and Maintenance</b>          | <b>49,393</b>    | <b>63,917</b>   | <b>14,524</b>      | <b>23%</b>   | <b>35,556</b>        | <b>(13,838)</b> | <b>-39%</b>  | <b>268,787</b>      | <b>361,833</b>   | <b>93,047</b>   | <b>26%</b>   | <b>97,739</b>              | <b>(171,048)</b> | <b>-175%</b> | <b>389,653</b>      | <b>482,700</b>   | <b>19%</b>   |
| <b>Total Goods &amp; Services</b>            | <b>126,055</b>   | <b>132,070</b>  | <b>6,015</b>       | <b>5%</b>    | <b>148,111</b>       | <b>22,056</b>   | <b>15%</b>   | <b>906,503</b>      | <b>1,012,937</b> | <b>106,434</b>  | <b>11%</b>   | <b>654,445</b>             | <b>(252,059)</b> | <b>-39%</b>  | <b>1,298,380</b>    | <b>1,404,814</b> | <b>8%</b>    |
| <b>Total Expenses</b>                        | <b>182,334</b>   | <b>196,440</b>  | <b>14,106</b>      | <b>7%</b>    | <b>210,311</b>       | <b>27,978</b>   | <b>13%</b>   | <b>1,343,318</b>    | <b>1,592,519</b> | <b>249,202</b>  | <b>16%</b>   | <b>1,151,746</b>           | <b>(191,571)</b> | <b>-17%</b>  | <b>1,992,675</b>    | <b>2,241,877</b> | <b>11%</b>   |
| <b>Operating Results</b>                     | <b>(52,805)</b>  | <b>(33,678)</b> | <b>(19,126)</b>    | <b>57%</b>   | <b>(59,432)</b>      | <b>6,627</b>    | <b>-11%</b>  | <b>221,711</b>      | <b>96,186</b>    | <b>125,525</b>  | <b>131%</b>  | <b>445,950</b>             | <b>(224,239)</b> | <b>-50%</b>  | <b>476,800</b>      | <b>351,275</b>   | <b>36%</b>   |
| <b>Other Income &amp; Expenses</b>           |                  |                 |                    |              |                      |                 |              |                     |                  |                 |              |                            |                  |              |                     |                  |              |
| <b>Other Income</b>                          |                  |                 |                    |              |                      |                 |              |                     |                  |                 |              |                            |                  |              |                     |                  |              |
| 4450 Lodging Tax                             | 0                | 0               | 0                  | -            | 0                    | 0               | -            | 118                 | 0                | 118             | -            | 99                         | 19               | 19%          | 118                 | 0                | -            |
| 4650 Grants Received - MAP                   | 0                | 0               | 0                  | -            | 0                    | 0               | -            | 0                   | 5,000            | (5,000)         | -100%        | 0                          | 0                | -            | 0                   | 5,000            | -100%        |
| 4695 Grants Received - Other                 | 0                | 0               | 0                  | -            | 0                    | 0               | -            | 9,726               | 75,000           | (65,274)        | -87%         | 0                          | 9,726            | -            | 9,726               | 75,000           | -87%         |
| 4905 Other                                   | 225              | 0               | 225                | -            | 0                    | 225             | -            | 12,462              | 0                | 12,462          | -            | 59,186                     | (46,725)         | -79%         | 12,462              | 0                | -            |
| 4915 Insurance Reimbursement                 | 0                | 0               | 0                  | -            | (7,000)              | 7,000           | -100%        | 41,694              | 0                | 41,694          | -            | 0                          | 41,694           | -            | 41,694              | 0                | -            |
| <b>Total Other Income</b>                    | <b>225</b>       | <b>0</b>        | <b>225</b>         | <b>-</b>     | <b>(7,000)</b>       | <b>7,225</b>    | <b>-103%</b> | <b>63,999</b>       | <b>80,000</b>    | <b>(16,001)</b> | <b>-20%</b>  | <b>59,285</b>              | <b>4,714</b>     | <b>8%</b>    | <b>63,999</b>       | <b>80,000</b>    | <b>-20%</b>  |
| <b>Other Expenses</b>                        |                  |                 |                    |              |                      |                 |              |                     |                  |                 |              |                            |                  |              |                     |                  |              |
| <b>Taxes &amp; Misc Expenses</b>             |                  |                 |                    |              |                      |                 |              |                     |                  |                 |              |                            |                  |              |                     |                  |              |
| 6720 Property Tax - Sublet Facilities        | 0                | 0               | 0                  | -            | -                    | -               | -            | 10,754              | 10,500           | (254)           | -2%          | 10,112                     | (642)            | -6%          | 10,754              | 10,500.00        | -2%          |
| 6745 Banking fees                            | -                | -               | -                  | -            | 0                    | 0               | -            | 5                   | -                | (5)             | -            | 0                          | (5)              | -            | 5                   | -                | -            |
| 6755 Insurance Claims                        | 19,612           | 0               | (19,612)           | -            | 0                    | (19,612)        | -            | 29,024              | 0                | (29,024)        | -            | 65,150                     | 36,126           | 55%          | 29,024              | 0                | -            |
| <b>Total Taxes &amp; Misc Expenses</b>       | <b>19,612.03</b> | <b>-</b>        | <b>(19,612.03)</b> | <b>-</b>     | <b>0</b>             | <b>(19,612)</b> | <b>-</b>     | <b>39,783</b>       | <b>10,500.00</b> | <b>(29,283)</b> | <b>-279%</b> | <b>75,262</b>              | <b>35,480</b>    | <b>47%</b>   | <b>39,783</b>       | <b>10,500.00</b> | <b>-279%</b> |
| <b>Debt Services</b>                         |                  |                 |                    |              |                      |                 |              |                     |                  |                 |              |                            |                  |              |                     |                  |              |
| 7005 Principal repayment                     | 0                | 0               | 0                  | -            | 0                    | 0               | -            | 223,162             | 223,162          | 0               | 0%           | 218,878                    | (4,283)          | -2%          | 223,162             | 223,162          | 0%           |
| 7010 Interest payment                        | 0                | 0               | 0                  | -            | 0                    | 0               | -            | 131,238             | 149,490          | 18,252          | 12%          | 129,488                    | (1,749)          | -1%          | 131,238             | 149,490          | 12%          |
| 7020 Vehicle Principal repayment             | 773              | 1,305           | 532                | 41%          | 757                  | (16)            | -2%          | 8,530               | 10,444           | 1,913           | 18%          | 7,300                      | (1,230)          | -17%         | 13,752              | 15,665           | 12%          |
| 7025 Vehicle Interest payment                | 31               | 164             | 133                | 81%          | 47                   | 16              | 33%          | 864                 | 1,314            | 450             | 34%          | 652                        | (212)            | -33%         | 1,521               | 1,971            | 23%          |
| 8010 CIP Buildings                           | 0                | 2,500           | 2,500              | 100%         | 0                    | 0               | -            | 0                   | 20,000           | 20,000          | 100%         | 0                          | 0                | -            | 10,000              | 30,000           | 67%          |
| 8011 CIP Docks                               | 0                | 4,167           | 4,167              | 100%         | 99,500               | 99,500          | 100%         | 50,000              | 33,333           | (16,667)        | -50%         | 99,500                     | 49,500           | 50%          | 66,667              | 50,000           | -33%         |
| 8020 CIP Machinery & Equipment               | 0                | 0               | 0                  | -            | 0                    | 0               | -            | 9,100               | 0                | (9,100)         | -            | 0                          | (9,100)          | -            | 9,100               | 0                | -            |
| <b>Total Debt Services</b>                   | <b>804</b>       | <b>8,136</b>    | <b>7,332</b>       | <b>90%</b>   | <b>100,304</b>       | <b>99,500</b>   | <b>99%</b>   | <b>422,894</b>      | <b>437,743</b>   | <b>14,849</b>   | <b>3%</b>    | <b>455,819</b>             | <b>32,925</b>    | <b>7%</b>    | <b>455,439</b>      | <b>470,288</b>   | <b>3%</b>    |
| <b>Total Other Expenses</b>                  | <b>20,416</b>    | <b>8,136</b>    | <b>(12,280)</b>    | <b>-151%</b> | <b>100,304</b>       | <b>79,888</b>   | <b>80%</b>   | <b>462,677</b>      | <b>448,243</b>   | <b>(14,434)</b> | <b>-3%</b>   | <b>531,081</b>             | <b>68,404</b>    | <b>13%</b>   | <b>495,222</b>      | <b>480,788</b>   | <b>-3%</b>   |
| <b>Net Other Income</b>                      | <b>(20,191)</b>  | <b>(8,136)</b>  | <b>(12,055)</b>    | <b>148%</b>  | <b>(107,304)</b>     | <b>87,113</b>   | <b>-81%</b>  | <b>(398,678)</b>    | <b>(368,243)</b> | <b>(30,435)</b> | <b>8%</b>    | <b>(471,796)</b>           | <b>73,118</b>    | <b>-15%</b>  | <b>(431,223)</b>    | <b>(400,788)</b> | <b>8%</b>    |
| <b>Net Result</b>                            | <b>(72,996)</b>  | <b>(41,815)</b> | <b>(31,181)</b>    | <b>75%</b>   | <b>(166,736)</b>     | <b>93,740</b>   | <b>-56%</b>  | <b>(176,967)</b>    | <b>(272,057)</b> | <b>95,090</b>   | <b>-35%</b>  | <b>(25,846)</b>            | <b>(151,121)</b> | <b>585%</b>  | <b>45,577</b>       | <b>(49,513)</b>  | <b>-192%</b> |

| Ice Plant                      | Current Period |                | Same Month Prior Years |                |                 | Year to Date        |                  |                            |                 |               | Year End            |                 |               |
|--------------------------------|----------------|----------------|------------------------|----------------|-----------------|---------------------|------------------|----------------------------|-----------------|---------------|---------------------|-----------------|---------------|
|                                | Feb 2023       |                | Feb 2022               | Feb 2021       | Feb 2020        | Jul 2022 - Feb 2023 |                  | Prior FYTD vs Current FYTD |                 |               | Jul 2022 - Jul 2021 |                 |               |
|                                | Actual         | Budget         | Actual                 | Actual         | Actual          | Actual              | Budget           | Last FY                    | \$ Diff         | % Diff        | Projected           | Budget          | % Diff        |
| Tons Sold                      | 91             | 45             | 31                     | 35             | 0               | 1,719               | 2,181            | 1,576                      | 144             | 9.11%         | 2,834               | 3,296           | -14.02%       |
| <b>Revenues</b>                |                |                |                        |                |                 |                     |                  |                            |                 |               |                     |                 |               |
| Ice Sales                      | 8,386          | 4,074          | 3,020                  | 3,201          | 0               | 161,331             | 198,479          | 147,098                    | 14,233          | 9.68%         | 262,851             | 300,000         | -12.38%       |
| Insurance Reimbursement        | 0              | 0              | 0                      | 0              | 46,473          | 18,500              | 0                | 0                          | 18,500          | -             | 18,500              | 0               | -             |
| <b>Total Revenues</b>          | <b>8,386</b>   | <b>4,074</b>   | <b>3,020</b>           | <b>3,201</b>   | <b>46,473</b>   | <b>179,831</b>      | <b>198,479</b>   | <b>147,098</b>             | <b>32,733</b>   | <b>22.25%</b> | <b>281,351</b>      | <b>300,000</b>  | <b>-6.22%</b> |
| <b>Expenses</b>                |                |                |                        |                |                 |                     |                  |                            |                 |               |                     |                 |               |
| Personnel Services             | 223            | 2,620          | 11                     | 0              | 541             | 13,339              | 23,588           | 18,365                     | (5,026)         | -27.37%       | 23,818              | 34,068          | -30.09%       |
| Utilities                      | 4,600          | 5,915          | 4,141                  | 4,229          | 1,454           | 44,241              | 63,069           | 44,953                     | (712)           | -1.58%        | 66,172              | 85,000          | -22.15%       |
| Repairs & Maintenance          | 10,559         | 1,667          | 0                      | 67             | 0               | 39,733              | 13,333           | 7,436                      | 32,297          | 434.31%       | 46,399              | 20,000          | 132.00%       |
| Operational Supplies & Service | 2,378          | 1,301          | 2,236                  | 1,533          | 0               | 20,513              | 10,409           | 18,280                     | 2,233           | 12.22%        | 25,918              | 15,814          | 63.89%        |
| Debt Services                  | 0              | 0              | 0                      | 0              | 0               | 220,000             | 220,000          | 200,000                    | 20,000          | 10.00%        | 220,000             | 220,000         | 0.00%         |
| <b>Total Expenses</b>          | <b>17,761</b>  | <b>11,502</b>  | <b>6,388</b>           | <b>5,829</b>   | <b>62,421</b>   | <b>337,826</b>      | <b>330,400</b>   | <b>289,721</b>             | <b>48,104</b>   | <b>16.60%</b> | <b>382,307</b>      | <b>374,881</b>  | <b>1.98%</b>  |
| <b>Net Result</b>              | <b>(9,375)</b> | <b>(7,428)</b> | <b>(3,369)</b>         | <b>(2,628)</b> | <b>(62,421)</b> | <b>(157,995)</b>    | <b>(131,921)</b> | <b>(142,623)</b>           | <b>(15,372)</b> | <b>10.78%</b> | <b>(100,956)</b>    | <b>(74,881)</b> | <b>34.82%</b> |

| Fisheries                    | Current Period |       | Same Month Prior Years |          |          | Year to Date |  |          | Prior FYTD vs Current FYTD |          |         |
|------------------------------|----------------|-------|------------------------|----------|----------|--------------|--|----------|----------------------------|----------|---------|
|                              | Feb 2023       |       | Feb 2022               | Feb 2021 | Feb 2020 | FY22/23      |  |          | Last FY                    | Ton Diff | % Diff  |
| Albacore Tuna (Oregon) MT    |                | 0.0   | 0.0                    | 0.0      | 0.0      |              |  | 2,821.5  | 1,460.5                    | 1,361    | 93.19%  |
| Pink Shrimp (Oregon) MT      |                | 0.0   | 0.0                    | 0.0      | 0.0      |              |  | 12,977.3 | 14,433.1                   | (1,456)  | -10.09% |
| Dungeness Crab (Coos Bay) MT |                | 994.8 | 84.0                   | 356.9    | 331.1    |              |  | 2,211.3  | 1,641.8                    | 570      | 34.69%  |





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

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



| External Affairs                               | Current Period |               |               |               | Same Month Last Year |              |             | Year to Date        |                |                |             |                            |                 | Year End      |                     |                |             |
|--|----------------|---------------|---------------|---------------|----------------------|--------------|-------------|---------------------|----------------|----------------|-------------|----------------------------|-----------------|---------------|---------------------|----------------|-------------|
|  | Feb 2023       |               |               |               | Feb 2022             |              |             | Jul 2022 - Feb 2023 |                |                |             | Prior FYTD vs Current FYTD |                 |               | Jul 2022 - Jun 2023 |                |             |
|  | Actual         | Budget        | \$ Diff       | % Diff        | Actual               | \$ Diff      | % Diff      | Actual              | Budget         | \$ Diff        | % Diff      | Last FY                    | \$ Diff         | % Diff        | Projected           | Budget         | % Diff      |
| <b>Operating Income</b>                        |                |               |               |               |                      |              |             |                     |                |                |             |                            |                 |               |                     |                |             |
| 4180 Merchandise                               | 0              | 0             | 0             | -             | 0                    | 0            | -           | 4                   | 0              | 4              | -           | 74                         | (70)            | -95%          | 4                   | 0              | -           |
| 4290 Other                                     | 15,000         | 25            | 14,975        | 59900%        | 15,000               | 0            | 0%          | 120,145             | 90,200         | 29,945         | 33%         | 30,025                     | 90,120          | 300%          | 120,245             | 90,300         | 33%         |
| <b>Total Operating Income</b>                  | <b>15,000</b>  | <b>25</b>     | <b>14,975</b> | <b>59900%</b> | <b>15,000</b>        | <b>0</b>     | <b>0%</b>   | <b>120,149</b>      | <b>90,200</b>  | <b>29,949</b>  | <b>33%</b>  | <b>30,099</b>              | <b>90,050</b>   | <b>299%</b>   | <b>120,249</b>      | <b>90,300</b>  | <b>33%</b>  |
| <b>Expenses</b>                                |                |               |               |               |                      |              |             |                     |                |                |             |                            |                 |               |                     |                |             |
| <b>Personnel Services</b>                      |                |               |               |               |                      |              |             |                     |                |                |             |                            |                 |               |                     |                |             |
| 5005 Salaries                                  | 7,658          | 12,501        | 4,842         | 39%           | 7,084                | (574)        | -8%         | 65,655              | 112,554        | 46,899         | 42%         | 57,422                     | (8,233)         | -14%          | 115,657             | 162,556        | 29%         |
| 5010 Other compensation                        | 0              | 337           | 337           | 100%          | 0                    | 0            | -           | 0                   | 3,030          | 3,030          | 100%        | 0                          | 0               | -             | 1,346               | 4,377          | 69%         |
| <b>Total Compensation</b>                      | <b>7,658</b>   | <b>12,837</b> | <b>5,179</b>  | <b>40%</b>    | <b>7,084</b>         | <b>(574)</b> | <b>-8%</b>  | <b>65,655</b>       | <b>115,584</b> | <b>49,930</b>  | <b>43%</b>  | <b>57,422</b>              | <b>(8,233)</b>  | <b>-14%</b>   | <b>117,003</b>      | <b>166,933</b> | <b>30%</b>  |
| 5100 Federal Payroll taxes                     | 582            | 982           | 400           | 41%           | 538                  | (44)         | -8%         | 4,992               | 8,842          | 3,850          | 44%         | 4,364                      | (628)           | -14%          | 8,920               | 12,770         | 30%         |
| 5105 State Payroll taxes                       | 30             | 0             | (30)          | -             | 1                    | (29)         | -1984%      | 86                  | 0              | (86)           | -           | 11                         | (75)            | -656%         | 86                  | 0              | -           |
| 5110 Unemployment Insurance                    | 205            | 264           | 59            | 22%           | 204                  | (1)          | -1%         | 522                 | 2,378          | 1,856          | 78%         | 408                        | (114)           | -28%          | 1,578               | 3,434          | 54%         |
| 5115 Workers compensation                      | 80             | 65            | (15)          | -23%          | 37                   | (43)         | -118%       | 558                 | 585            | 27             | 5%          | 292                        | (266)           | -91%          | 818                 | 845            | 3%          |
| <b>Total Payroll Taxes</b>                     | <b>898</b>     | <b>1,311</b>  | <b>413</b>    | <b>32%</b>    | <b>780</b>           | <b>(118)</b> | <b>-15%</b> | <b>6,158</b>        | <b>11,805</b>  | <b>5,648</b>   | <b>48%</b>  | <b>5,075</b>               | <b>(1,082)</b>  | <b>-21%</b>   | <b>11,402</b>       | <b>17,050</b>  | <b>33%</b>  |
| 5200 Medical insurance                         | 1,163          | 3,120         | 1,957         | 63%           | 1,090                | (73)         | -7%         | 9,304               | 28,095         | 18,791         | 67%         | 8,718                      | (586)           | -7%           | 21,785              | 40,576         | 46%         |
| 5205 Dental insurance                          | 108            | 263           | 155           | 59%           | 108                  | 0            | 0%          | 861                 | 2,366          | 1,505          | 64%         | 861                        | 0               | 0%            | 1,912               | 3,417          | 44%         |
| 5215 Term life insurance                       | 13             | 23            | 11            | 46%           | 13                   | 0            | 0%          | 100                 | 208            | 108            | 52%         | 99                         | (1)             | -1%           | 192                 | 300            | 36%         |
| 5220 Long Term Disability insurance            | 51             | 76            | 26            | 34%           | 47                   | (4)          | -8%         | 405                 | 687            | 282            | 41%         | 369                        | (36)            | -10%          | 710                 | 992            | 28%         |
| 5225 PERS Employer Contributions               | 1,611          | 2,630         | 1,019         | 39%           | 1,491                | (121)        | -8%         | 13,008              | 23,681         | 10,673         | 45%         | 12,135                     | (873)           | -7%           | 23,529              | 34,202         | 31%         |
| 5230 PERS Employee Contributions               | 460            | 750           | 291           | 39%           | 425                  | (34)         | -8%         | 3,710               | 6,753          | 3,044          | 45%         | 3,445                      | (264)           | -8%           | 6,710               | 9,753          | 31%         |
| <b>Total Insured Benefits</b>                  | <b>3,404</b>   | <b>6,863</b>  | <b>3,458</b>  | <b>50%</b>    | <b>3,172</b>         | <b>(232)</b> | <b>-7%</b>  | <b>27,387</b>       | <b>61,789</b>  | <b>34,402</b>  | <b>56%</b>  | <b>25,628</b>              | <b>(1,760)</b>  | <b>-7%</b>    | <b>54,837</b>       | <b>89,239</b>  | <b>39%</b>  |
| <b>Total Personnel Services</b>                | <b>11,960</b>  | <b>21,011</b> | <b>9,051</b>  | <b>43%</b>    | <b>11,037</b>        | <b>(924)</b> | <b>-8%</b>  | <b>99,199</b>       | <b>189,179</b> | <b>89,980</b>  | <b>48%</b>  | <b>88,125</b>              | <b>(11,075)</b> | <b>-13%</b>   | <b>183,242</b>      | <b>273,222</b> | <b>33%</b>  |
| <b>Goods &amp; Services</b>                    |                |               |               |               |                      |              |             |                     |                |                |             |                            |                 |               |                     |                |             |
| 6020 Travel - airfare                          | 0              | 83            | 83            | 100%          | 0                    | 0            | -           | 0                   | 667            | 667            | 100%        | 0                          | 0               | -             | 333                 | 1,000          | 67%         |
| 6025 Travel - lodging & transportation         | 0              | 83            | 83            | 100%          | 0                    | 0            | -           | 467                 | 667            | 199            | 30%         | 0                          | (467)           | -             | 801                 | 1,000          | 20%         |
| 6030 Travel - Per Diem & mileage reimbursement | 0              | 83            | 83            | 100%          | 0                    | 0            | -           | 0                   | 667            | 667            | 100%        | 0                          | 0               | -             | 333                 | 1,000          | 67%         |
| 6035 Meals & Entertainment                     | 0              | 92            | 92            | 100%          | 42                   | 42           | 100%        | 4,029               | 733            | (3,296)        | -449%       | 145                        | (3,885)         | -2687%        | 4,396               | 1,100          | -300%       |
| <b>Total Travel &amp; Entertainment</b>        | <b>0</b>       | <b>342</b>    | <b>342</b>    | <b>100%</b>   | <b>42</b>            | <b>42</b>    | <b>100%</b> | <b>4,497</b>        | <b>2,733</b>   | <b>(1,764)</b> | <b>-65%</b> | <b>145</b>                 | <b>(4,352)</b>  | <b>-3011%</b> | <b>5,864</b>        | <b>4,100</b>   | <b>-43%</b> |
| 6050 Office supplies                           | 0              | 0             | 0             | -             | 0                    | 0            | -           | 0                   | 0              | 0              | -           | 101                        | 101             | 100%          | 0                   | 0              | -           |
| 6075 Memberships & dues                        | 3,452          | 3,194         | (258)         | -8%           | 2,491                | (961)        | -39%        | 26,077              | 25,555         | (523)          | -2%         | 19,409                     | (6,668)         | -34%          | 38,855              | 38,332         | -1%         |
| <b>Total Office Expense</b>                    | <b>3,452</b>   | <b>3,194</b>  | <b>(258)</b>  | <b>-8%</b>    | <b>2,491</b>         | <b>(961)</b> | <b>-39%</b> | <b>26,077</b>       | <b>25,555</b>  | <b>(523)</b>   | <b>-2%</b>  | <b>19,510</b>              | <b>(6,568)</b>  | <b>-34%</b>   | <b>38,855</b>       | <b>38,332</b>  | <b>-1%</b>  |
| 6260 Consulting services                       | 0              | 1,120         | 1,120         | 100%          | 0                    | 0            | -           | 113                 | 8,960          | 8,847          | 99%         | 481                        | 368             | 77%           | 4,593               | 13,440         | 66%         |
| <b>Total Professional Services</b>             | <b>0</b>       | <b>1,120</b>  | <b>1,120</b>  | <b>100%</b>   | <b>0</b>             | <b>0</b>     | <b>-</b>    | <b>113</b>          | <b>8,960</b>   | <b>8,847</b>   | <b>99%</b>  | <b>481</b>                 | <b>368</b>      | <b>77%</b>    | <b>4,593</b>        | <b>13,440</b>  | <b>66%</b>  |
| 6310 Marketing supplies                        | 0              | 425           | 425           | 100%          | 0                    | 0            | -           | 20                  | 3,400          | 3,380          | 99%         | 215                        | 195             | 91%           | 1,720               | 5,100          | 66%         |

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

amounts in \$US dollars

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



| External Affairs                     | Current Period  |                 |                |             | Same Month Last Year |                |             | Year to Date        |                  |                 |             | Year End                   |                 |             |                  |                  |             |
|--------------------------------------|-----------------|-----------------|----------------|-------------|----------------------|----------------|-------------|---------------------|------------------|-----------------|-------------|----------------------------|-----------------|-------------|------------------|------------------|-------------|
|                                      | Feb 2023        |                 |                |             | Feb 2022             |                |             | Jul 2022 - Feb 2023 |                  |                 |             | Prior FYTD vs Current FYTD |                 |             |                  |                  |             |
|                                      | Actual          | Budget          | \$ Diff        | % Diff      | Actual               | \$ Diff        | % Diff      | Actual              | Budget           | \$ Diff         | % Diff      | Last FY                    | \$ Diff         | % Diff      | Projected        | Budget           | % Diff      |
| 6315 Advertising                     | 1,142           | 1,383           | 241            | 17%         | 670                  | (472)          | -70%        | 1,361               | 11,067           | 9,706           | 88%         | 3,829                      | 2,468           | 64%         | 6,894            | 16,600           | 58%         |
| 6320 Cargo recruitment & development | 0               | 0               | 0              | -           | 0                    | 0              | -           | 0                   | 0                | 0               | -           | 185                        | 185             | 100%        | 0                | 0                | -           |
| 6340 Legislative support             | 21,128          | 15,500          | (5,628)        | -36%        | 20,500               | (628)          | -3%         | 150,235             | 124,000          | (26,235)        | -21%        | 87,736                     | (62,499)        | -71%        | 212,235          | 186,000          | -14%        |
| 6345 Community affairs               | 300             | 0               | (300)          | -           | 0                    | (300)          | -           | 858                 | 2,600            | 1,742           | 67%         | 1,500                      | 642             | 43%         | 4,858            | 6,600            | 26%         |
| <b>Total Marketing Expense</b>       | <b>22,570</b>   | <b>17,308</b>   | <b>(5,261)</b> | <b>-30%</b> | <b>21,170</b>        | <b>(1,400)</b> | <b>-7%</b>  | <b>152,475</b>      | <b>141,067</b>   | <b>(11,408)</b> | <b>-8%</b>  | <b>93,465</b>              | <b>(59,009)</b> | <b>-63%</b> | <b>225,708</b>   | <b>214,300</b>   | <b>-5%</b>  |
| 6580 Permits                         | 0               | 0               | 0              | -           | 0                    | 0              | -           | 25                  | 0                | (25)            | -           | 0                          | (25)            | -           | 25               | 0                | -           |
| <b>Total Repair and Maintenance</b>  | <b>0</b>        | <b>0</b>        | <b>0</b>       | <b>-</b>    | <b>0</b>             | <b>0</b>       | <b>-</b>    | <b>25</b>           | <b>0</b>         | <b>(25)</b>     | <b>-</b>    | <b>0</b>                   | <b>(25)</b>     | <b>-</b>    | <b>25</b>        | <b>0</b>         | <b>-</b>    |
| <b>Total Goods &amp; Services</b>    | <b>26,022</b>   | <b>21,964</b>   | <b>(4,057)</b> | <b>-18%</b> | <b>23,703</b>        | <b>(2,318)</b> | <b>-10%</b> | <b>183,187</b>      | <b>178,315</b>   | <b>(4,872)</b>  | <b>-3%</b>  | <b>113,601</b>             | <b>(69,586)</b> | <b>-61%</b> | <b>275,044</b>   | <b>270,172</b>   | <b>-2%</b>  |
| <b>Total Expenses</b>                | <b>37,982</b>   | <b>42,975</b>   | <b>4,993</b>   | <b>12%</b>  | <b>34,740</b>        | <b>(3,242)</b> | <b>-9%</b>  | <b>282,386</b>      | <b>367,493</b>   | <b>85,107</b>   | <b>23%</b>  | <b>201,726</b>             | <b>(80,661)</b> | <b>-40%</b> | <b>458,287</b>   | <b>543,394</b>   | <b>16%</b>  |
| <b>Operating Results</b>             | <b>(22,982)</b> | <b>(42,950)</b> | <b>19,968</b>  | <b>-46%</b> | <b>(19,740)</b>      | <b>(3,242)</b> | <b>16%</b>  | <b>(162,237)</b>    | <b>(277,293)</b> | <b>115,056</b>  | <b>-41%</b> | <b>(171,627)</b>           | <b>9,389</b>    | <b>-5%</b>  | <b>(338,038)</b> | <b>(453,094)</b> | <b>-25%</b> |
| <b>Net Result</b>                    | <b>(22,982)</b> | <b>(42,950)</b> | <b>19,968</b>  | <b>-46%</b> | <b>(19,740)</b>      | <b>(3,242)</b> | <b>16%</b>  | <b>(162,237)</b>    | <b>(277,293)</b> | <b>115,056</b>  | <b>-41%</b> | <b>(171,627)</b>           | <b>9,389</b>    | <b>-5%</b>  | <b>(338,038)</b> | <b>(453,094)</b> | <b>-25%</b> |

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

amounts in \$US dollars

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



| Port Ops                                       | Current Period |               |                |             | Same Month Last Year |                |             | Year to Date        |                |                 |             | Year End                   |                 |              |                |                  |             |
|--|----------------|---------------|----------------|-------------|----------------------|----------------|-------------|---------------------|----------------|-----------------|-------------|----------------------------|-----------------|--------------|----------------|------------------|-------------|
|  | Feb 2023       |               |                |             | Feb 2022             |                |             | Jul 2022 - Feb 2023 |                |                 |             | Prior FYTD vs Current FYTD |                 |              |                |                  |             |
|  | Actual         | Budget        | \$ Diff        | % Diff      | Actual               | \$ Diff        | % Diff      | Actual              | Budget         | \$ Diff         | % Diff      | Last FY                    | \$ Diff         | % Diff       | Projected      | Budget           | % Diff      |
| <b>Operating Income</b>                        |                |               |                |             |                      |                |             |                     |                |                 |             |                            |                 |              |                |                  |             |
| 4005 Building & Dock Leases                    | 10,579         | 17,350        | (6,771)        | -39%        | 15,158               | (4,579)        | -30%        | 113,069             | 138,802        | (25,733)        | -19%        | 90,963                     | 22,106          | 24%          | 182,470        | 208,203          | -12%        |
| 4010 Property Agreements                       | 6,745          | 8,439         | (1,694)        | -20%        | 6,059                | 686            | 11%         | 68,069              | 67,515         | 553             | 1%          | 61,914                     | 6,155           | 10%          | 101,826        | 101,273          | 1%          |
| 4290 Other                                     | 0              | 1,500         | (1,500)        | -100%       | 0                    | 0              | -           | 0                   | 12,000         | (12,000)        | -100%       | 5,000                      | (5,000)         | -100%        | 6,000          | 18,000           | -67%        |
| <b>Total Operating Income</b>                  | <b>17,324</b>  | <b>27,290</b> | <b>(9,965)</b> | <b>-37%</b> | <b>21,216</b>        | <b>(3,892)</b> | <b>-18%</b> | <b>181,138</b>      | <b>218,317</b> | <b>(37,179)</b> | <b>-17%</b> | <b>157,877</b>             | <b>23,261</b>   | <b>15%</b>   | <b>290,296</b> | <b>327,475</b>   | <b>-11%</b> |
| <b>Expenses</b>                                |                |               |                |             |                      |                |             |                     |                |                 |             |                            |                 |              |                |                  |             |
| <b>Personnel Services</b>                      |                |               |                |             |                      |                |             |                     |                |                 |             |                            |                 |              |                |                  |             |
| 5005 Salaries                                  | 37,921         | 48,662        | 10,741         | 22%         | 31,899               | (6,022)        | -19%        | 322,011             | 438,148        | 116,138         | 27%         | 263,681                    | (58,329)        | -22%         | 516,659        | 632,796          | 18%         |
| 5010 Other compensation                        | 0              | 1,180         | 1,180          | 100%        | 0                    | 0              | -           | 0                   | 10,624         | 10,624          | 100%        | 0                          | 0               | -            | 4,720          | 15,344           | 69%         |
| 5015 Overtime                                  | 0              | 169           | 169            | 100%        | 0                    | 0              | -           | 0                   | 1,522          | 1,522           | 100%        | 108                        | 108             | 100%         | 676            | 2,198            | 69%         |
| 5050 Merit Pool                                | 0              | 623           | 623            | 100%        | 0                    | 0              | -           | 0                   | 5,608          | 5,608           | 100%        | 0                          | 0               | -            | 2,492          | 8,100            | 69%         |
| <b>Total Compensation</b>                      | <b>37,921</b>  | <b>50,634</b> | <b>12,713</b>  | <b>25%</b>  | <b>31,899</b>        | <b>(6,022)</b> | <b>-19%</b> | <b>322,011</b>      | <b>455,903</b> | <b>133,892</b>  | <b>29%</b>  | <b>263,789</b>             | <b>(58,221)</b> | <b>-22%</b>  | <b>524,546</b> | <b>658,438</b>   | <b>20%</b>  |
| 5100 Federal Payroll taxes                     | 2,816          | 3,873         | 1,058          | 27%         | 2,385                | (430)          | -18%        | 23,944              | 34,877         | 10,932          | 31%         | 19,744                     | (4,200)         | -21%         | 39,438         | 50,371           | 22%         |
| 5105 State Payroll taxes                       | 146            | 0             | (146)          | -           | 11                   | (135)          | -1236%      | 478                 | 0              | (478)           | -           | 88                         | (390)           | -443%        | 478            | 0                | -           |
| 5110 Unemployment Insurance                    | 994            | 1,270         | 276            | 22%         | 904                  | (90)           | -10%        | 5,512               | 11,433         | 5,921           | 52%         | 4,385                      | (1,127)         | -26%         | 10,591         | 16,513           | 36%         |
| 5115 Workers compensation                      | 170            | 2,211         | 2,042          | 92%         | 37                   | (133)          | -364%       | 1,201               | 19,910         | 18,708          | 94%         | 292                        | (909)           | -311%        | 10,047         | 28,755           | 65%         |
| <b>Total Payroll Taxes</b>                     | <b>4,125</b>   | <b>7,355</b>  | <b>3,230</b>   | <b>44%</b>  | <b>3,337</b>         | <b>(788)</b>   | <b>-24%</b> | <b>31,136</b>       | <b>66,220</b>  | <b>35,084</b>   | <b>53%</b>  | <b>24,509</b>              | <b>(6,626)</b>  | <b>-27%</b>  | <b>60,554</b>  | <b>95,638</b>    | <b>37%</b>  |
| 5200 Medical insurance                         | 7,560          | 14,292        | 6,732          | 47%         | 5,511                | (2,049)        | -37%        | 57,036              | 128,684        | 71,648          | 56%         | 46,457                     | (10,580)        | -23%         | 114,204        | 185,852          | 39%         |
| 5205 Dental insurance                          | 683            | 1,150         | 466            | 41%         | 468                  | (215)          | -46%        | 4,820               | 10,353         | 5,533           | 53%         | 3,931                      | (889)           | -23%         | 9,420          | 14,953           | 37%         |
| 5215 Term life insurance                       | 100            | 127           | 27             | 21%         | 88                   | (13)           | -14%        | 763                 | 1,143          | 380             | 33%         | 744                        | (18)            | -2%          | 1,270          | 1,650            | 23%         |
| 5220 Long Term Disability insurance            | 257            | 302           | 45             | 15%         | 203                  | (54)           | -27%        | 1,922               | 2,716          | 795             | 29%         | 1,665                      | (257)           | -15%         | 3,128          | 3,923            | 20%         |
| 5225 PERS Employer Contributions               | 6,341          | 10,405        | 4,065          | 39%         | 6,685                | 345            | 5%          | 53,432              | 93,687         | 40,254          | 43%         | 53,142                     | (290)           | -1%          | 95,053         | 135,307          | 30%         |
| 5230 PERS Employee Contributions               | 1,808          | 2,967         | 1,159          | 39%         | 1,906                | 98             | 5%          | 15,237              | 26,717         | 11,479          | 43%         | 15,089                     | (148)           | -1%          | 27,106         | 38,586           | 30%         |
| <b>Total Insured Benefits</b>                  | <b>16,749</b>  | <b>29,243</b> | <b>12,494</b>  | <b>43%</b>  | <b>14,861</b>        | <b>(1,888)</b> | <b>-13%</b> | <b>133,210</b>      | <b>263,299</b> | <b>130,090</b>  | <b>49%</b>  | <b>121,028</b>             | <b>(12,182)</b> | <b>-10%</b>  | <b>250,181</b> | <b>380,271</b>   | <b>34%</b>  |
| <b>Total Personnel Services</b>                | <b>58,795</b>  | <b>87,231</b> | <b>28,436</b>  | <b>33%</b>  | <b>50,097</b>        | <b>(8,698)</b> | <b>-17%</b> | <b>486,356</b>      | <b>785,422</b> | <b>299,066</b>  | <b>38%</b>  | <b>409,326</b>             | <b>(77,030)</b> | <b>-19%</b>  | <b>835,281</b> | <b>1,134,347</b> | <b>26%</b>  |
| <b>Goods &amp; Services</b>                    |                |               |                |             |                      |                |             |                     |                |                 |             |                            |                 |              |                |                  |             |
| 6020 Travel - airfare                          | 0              | 83            | 83             | 100%        | 0                    | 0              | -           | 0                   | 667            | 667             | 100%        | 0                          | 0               | -            | 333            | 1,000            | 67%         |
| 6025 Travel - lodging & transportation         | 0              | 125           | 125            | 100%        | 0                    | 0              | -           | 0                   | 1,000          | 1,000           | 100%        | 0                          | 0               | -            | 500            | 1,500            | 67%         |
| 6030 Travel - Per Diem & mileage reimbursement | 0              | 125           | 125            | 100%        | 0                    | 0              | -           | 214                 | 1,000          | 787             | 79%         | 0                          | (214)           | -            | 714            | 1,500            | 52%         |
| 6035 Meals & Entertainment                     | 0              | 21            | 21             | 100%        | 0                    | 0              | -           | 0                   | 167            | 167             | 100%        | 59                         | 59              | 100%         | 83             | 250              | 67%         |
| <b>Total Travel &amp; Entertainment</b>        | <b>0</b>       | <b>354</b>    | <b>354</b>     | <b>100%</b> | <b>0</b>             | <b>0</b>       | <b>-</b>    | <b>214</b>          | <b>2,833</b>   | <b>2,620</b>    | <b>92%</b>  | <b>59</b>                  | <b>(155)</b>    | <b>-263%</b> | <b>1,630</b>   | <b>4,250</b>     | <b>62%</b>  |
| 6105 Telephone - mobile                        | 0              | 0             | 0              | -           | 0                    | 0              | -           | 30                  | 0              | (30)            | -           | 0                          | (30)            | -            | 30             | 0                | -           |
| 6130 Electricity                               | 1,213          | 1,508         | 295            | 20%         | 619                  | (594)          | -96%        | 7,704               | 12,067         | 4,363           | 36%         | 1,547                      | (6,157)         | -398%        | 13,737         | 18,100           | 24%         |
| 6131 Propane - Operations                      | 0              | 0             | 0              | -           | 88                   | 88             | 100%        | 162                 | 0              | (162)           | -           | 88                         | (74)            | -85%         | 162            | 0                | -           |
| 6135 Water/Sewer                               | 2,078          | 350           | (1,728)        | -494%       | 126                  | (1,952)        | -1543%      | 5,264               | 2,800          | (2,464)         | -88%        | 126                        | (5,138)         | -4062%       | 6,664          | 4,200            | -59%        |
| 6140 Garbage/Sanitation Collection             | 0              | 0             | 0              | -           | 0                    | 0              | -           | 665                 | 0              | (665)           | -           | 0                          | (665)           | -            | 665            | 0                | -           |

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

amounts in \$US dollars

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



| Port Ops   | Current Period  |                 |                |             | Same Month Last Year |                |              | Year to Date        |                  |                |             | Year End                   |                  |              |                  |                  |             |
|--|-----------------|-----------------|----------------|-------------|----------------------|----------------|--------------|---------------------|------------------|----------------|-------------|----------------------------|------------------|--------------|------------------|------------------|-------------|
|  | Feb 2023        |                 |                |             | Feb 2022             |                |              | Jul 2022 - Feb 2023 |                  |                |             | Prior FYTD vs Current FYTD |                  |              |                  |                  |             |
|  | Actual          | Budget          | \$ Diff        | % Diff      | Actual               | \$ Diff        | % Diff       | Actual              | Budget           | \$ Diff        | % Diff      | Last FY                    | \$ Diff          | % Diff       | Projected        | Budget           | % Diff      |
| 6155 Environmental Remediation/Mitigation/Monitoring | 560             | 708             | 148            | 21%         | 158                  | (402)          | -254%        | 1,724               | 5,667            | 3,943          | 70%         | 538                        | (1,186)          | -220%        | 4,557            | 8,500            | 46%         |
| <b>Total Utilities</b>                               | <b>3,851</b>    | <b>2,567</b>    | <b>(1,285)</b> | <b>-50%</b> | <b>992</b>           | <b>(2,860)</b> | <b>-288%</b> | <b>15,549</b>       | <b>20,533</b>    | <b>4,985</b>   | <b>24%</b>  | <b>2,299</b>               | <b>(13,249)</b>  | <b>-576%</b> | <b>25,815</b>    | <b>30,800</b>    | <b>16%</b>  |
| 6200 Temporary/Contract help                         | 0               | 3,750           | 3,750          | 100%        | 3,240                | 3,240          | 100%         | 9,372               | 30,000           | 20,628         | 69%         | 14,208                     | 4,836            | 34%          | 24,372           | 45,000           | 46%         |
| 6245 Legal advertising                               | 0               | 125             | 125            | 100%        | 214                  | 214            | 100%         | 468                 | 1,000            | 532            | 53%         | 522                        | 54               | 10%          | 968              | 1,500            | 35%         |
| 6250 Legal services                                  | 0               | 0               | 0              | -           | (288)                | (288)          | 100%         | 0                   | 0                | 0              | -           | 0                          | 0                | -            | 0                | 0                | -           |
| 6260 Consulting services                             | 116             | 1,025           | 909            | 89%         | 5,600                | 5,484          | 98%          | 34,095              | 8,200            | (25,895)       | -316%       | 10,283                     | (23,812)         | -232%        | 38,195           | 12,300           | -211%       |
| 6290 Commercial insurance                            | 4,266           | 2,477           | (1,789)        | -72%        | 2,240                | (2,027)        | -90%         | 21,970              | 19,815           | (2,155)        | -11%        | 9,887                      | (12,083)         | -122%        | 31,877           | 29,723           | -7%         |
| <b>Total Professional Services</b>                   | <b>4,382</b>    | <b>7,377</b>    | <b>2,995</b>   | <b>41%</b>  | <b>11,006</b>        | <b>6,624</b>   | <b>60%</b>   | <b>65,905</b>       | <b>59,015</b>    | <b>(6,890)</b> | <b>-12%</b> | <b>34,901</b>              | <b>(31,004)</b>  | <b>-89%</b>  | <b>95,413</b>    | <b>88,523</b>    | <b>-8%</b>  |
| 6400 Small equipment & tools                         | 18              | 83              | 65             | 78%         | 0                    | (18)           | -            | 593                 | 667              | 74             | 11%         | 135                        | (458)            | -339%        | 926              | 1,000            | 7%          |
| 6405 Safety/hazardous materials                      | 140             | 1,417           | 1,277          | 90%         | 348                  | 208            | 60%          | 5,032               | 11,333           | 6,302          | 56%         | 4,826                      | (205)            | -4%          | 10,698           | 17,000           | 37%         |
| 6410 Signage   | 0               | 125             | 125            | 100%        | 0                    | 0              | -            | 95                  | 1,000            | 905            | 91%         | 0                          | (95)             | -            | 595              | 1,500            | 60%         |
| 6415 Clothing  | 0               | 411             | 411            | 100%        | 0                    | 0              | -            | 585                 | 3,290            | 2,705          | 82%         | 0                          | (585)            | -            | 2,230            | 4,935            | 55%         |
| 6420 Janitorial supplies                             | 0               | 42              | 42             | 100%        | 0                    | 0              | -            | 0                   | 333              | 333            | 100%        | 0                          | 0                | -            | 167              | 500              | 67%         |
| 6425 Operational supplies                            | 21              | 42              | 21             | 50%         | 290                  | 269            | 93%          | 158                 | 333              | 175            | 53%         | 290                        | 132              | 45%          | 325              | 500              | 35%         |
| 6450 Fuel - Gas                                      | 0               | 0               | 0              | -           | 0                    | 0              | -            | 129                 | 0                | (129)          | -           | 0                          | (129)            | -            | 129              | 0                | -           |
| <b>Total Operational Expense</b>                     | <b>179</b>      | <b>2,120</b>    | <b>1,941</b>   | <b>92%</b>  | <b>638</b>           | <b>459</b>     | <b>72%</b>   | <b>6,592</b>        | <b>16,957</b>    | <b>10,365</b>  | <b>61%</b>  | <b>5,251</b>               | <b>(1,341)</b>   | <b>-26%</b>  | <b>15,070</b>    | <b>25,435</b>    | <b>41%</b>  |
| 6500 Repairs & maintenance equipment                 | 0               | 0               | 0              | -           | 0                    | 0              | -            | 8                   | 0                | (8)            | -           | 0                          | (8)              | -            | 8                | 0                | -           |
| 6510 Repairs & maintenance buildings                 | 0               | 417             | 417            | 100%        | 142                  | 142            | 100%         | 9,155               | 3,333            | (5,822)        | -175%       | 263                        | (8,892)          | -3383%       | 10,822           | 5,000            | -116%       |
| 6515 Repairs & maintenance land improvements         | 0               | 208             | 208            | 100%        | 0                    | 0              | -            | (500)               | 1,667            | 2,167          | 130%        | 0                          | 500              | -            | 333              | 2,500            | 87%         |
| 6520 Repairs & maintenance docks                     | 0               | 417             | 417            | 100%        | 32                   | 32             | 100%         | 51                  | 3,333            | 3,282          | 98%         | 32                         | (19)             | -60%         | 1,718            | 5,000            | 66%         |
| 6575 Waterway Leases                                 | 0               | 0               | 0              | -           | 2,250                | 2,250          | 100%         | 2,256               | 0                | (2,256)        | -           | 2,250                      | (6)              | 0%           | 2,256            | 0                | -           |
| 6580 Permits   | 0               | 0               | 0              | -           | 0                    | 0              | -            | 1,827               | 7,000            | 5,173          | 74%         | 482                        | (1,345)          | -279%        | 1,827            | 7,000            | 74%         |
| <b>Total Repair and Maintenance</b>                  | <b>0</b>        | <b>1,042</b>    | <b>1,042</b>   | <b>100%</b> | <b>2,424</b>         | <b>2,424</b>   | <b>100%</b>  | <b>12,798</b>       | <b>15,333</b>    | <b>2,535</b>   | <b>17%</b>  | <b>3,027</b>               | <b>(9,771)</b>   | <b>-323%</b> | <b>16,965</b>    | <b>19,500</b>    | <b>13%</b>  |
| <b>Total Goods &amp; Services</b>                    | <b>8,412</b>    | <b>13,459</b>   | <b>5,047</b>   | <b>37%</b>  | <b>15,059</b>        | <b>6,647</b>   | <b>44%</b>   | <b>101,058</b>      | <b>114,672</b>   | <b>13,614</b>  | <b>12%</b>  | <b>45,538</b>              | <b>(55,520)</b>  | <b>-122%</b> | <b>154,894</b>   | <b>168,508</b>   | <b>8%</b>   |
| <b>Total Expenses</b>                                | <b>67,208</b>   | <b>100,690</b>  | <b>33,483</b>  | <b>33%</b>  | <b>65,157</b>        | <b>(2,051)</b> | <b>-3%</b>   | <b>587,414</b>      | <b>900,093</b>   | <b>312,680</b> | <b>35%</b>  | <b>454,864</b>             | <b>(132,550)</b> | <b>-29%</b>  | <b>990,175</b>   | <b>1,302,854</b> | <b>24%</b>  |
| <b>Operating Results</b>                             | <b>(49,884)</b> | <b>(73,401)</b> | <b>23,517</b>  | <b>-32%</b> | <b>(43,940)</b>      | <b>(5,943)</b> | <b>14%</b>   | <b>(406,276)</b>    | <b>(681,776)</b> | <b>275,501</b> | <b>-40%</b> | <b>(296,987)</b>           | <b>(109,288)</b> | <b>37%</b>   | <b>(699,878)</b> | <b>(975,379)</b> | <b>-28%</b> |
| 4695 Grants Received - Other                         | 0               | 0               | 0              | -           | 0                    | 0              | -            | 0                   | 5,000            | (5,000)        | -100%       | 3,000                      | (3,000)          | -100%        | 0                | 5,000            | -100%       |
| 4905 Other   | 0               | 0               | 0              | -           | 0                    | 0              | -            | 15,000              | 0                | 15,000         | -           | 0                          | 15,000           | -            | 15,000           | 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>15,000</b>       | <b>5,000</b>     | <b>10,000</b>  | <b>200%</b> | <b>3,000</b>               | <b>12,000</b>    | <b>400%</b>  | <b>15,000</b>    | <b>5,000</b>     | <b>200%</b> |
| <b>Taxes &amp; Misc Expenses</b>                     |                 |                 |                |             |                      |                |              |                     |                  |                |             |                            |                  |              |                  |                  |             |
| 6720 Property Tax - Sublet Facilities                | 0               | 0               | 0              | -           | 0                    | 0              | -            | 73                  | 0                | (73)           | -           | 0                          | (73)             | -            | 73               | 0                | -           |
| 6745 Banking fees                                    | 0               | 0               | 0              | -           | 0                    | 0              | -            | 3,827               | 5,000            | 1,173          | 23%         | 18,430                     | 14,603           | 79%          | 8,827            | 10,000           | 12%         |
| <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>3,900</b>        | <b>5,000</b>     | <b>1,100</b>   | <b>22%</b>  | <b>18,430</b>              | <b>14,530</b>    | <b>79%</b>   | <b>8,900</b>     | <b>10,000</b>    | <b>11%</b>  |
| 7010 Interest payment                                | 0               | 9,583           | 9,583          | 100%        | 0                    | 0              | -            | 28,385              | 76,667           | 48,282         | 63%         | 7,962                      | (20,422)         | -256%        | 66,718           | 115,000          | 42%         |
| <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>28,385</b>       | <b>76,667</b>    | <b>48,282</b>  | <b>63%</b>  | <b>7,962</b>               | <b>(20,422)</b>  | <b>-256%</b> | <b>66,718</b>    | <b>115,000</b>   | <b>42%</b>  |
| <b>Total Other Expenses</b>                          | <b>0</b>        | <b>9,583</b>    | <b>9,583</b>   | <b>100%</b> | <b>0</b>             | <b>0</b>       | <b>-</b>     | <b>32,284</b>       | <b>81,667</b>    | <b>49,382</b>  | <b>60%</b>  | <b>26,393</b>              | <b>(5,892)</b>   | <b>-22%</b>  | <b>75,618</b>    | <b>125,000</b>   | <b>40%</b>  |

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

amounts in \$US dollars

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



| Port Ops         | Current Period |          |         |        | Same Month Last Year |         |        | Year to Date        |           |         |        | Year End                   |           |        |           |             |        |
|------------------|----------------|----------|---------|--------|----------------------|---------|--------|---------------------|-----------|---------|--------|----------------------------|-----------|--------|-----------|-------------|--------|
|                  | Feb 2023       |          |         |        | Feb 2022             |         |        | Jul 2022 - Feb 2023 |           |         |        | Prior FYTD vs Current FYTD |           |        |           |             |        |
|                  | Actual         | Budget   | \$ Diff | % Diff | Actual               | \$ Diff | % Diff | Actual              | Budget    | \$ Diff | % Diff | Last FY                    | \$ Diff   | % Diff | Projected | Budget      | % Diff |
| Net Other Income | 0              | (9,583)  | 9,583   | -100%  | 0                    | 0       | -      | (17,284)            | (76,667)  | 59,382  | -77%   | (23,393)                   | 6,108     | -26%   | (60,618)  | (120,000)   | -49%   |
| Net Result       | (49,884)       | (82,984) | 33,100  | -40%   | (43,940)             | (5,943) | 14%    | (423,560)           | (758,443) | 334,883 | -44%   | (320,380)                  | (103,180) | 32%    | (760,496) | (1,095,379) | -31%   |

Financial Report - Actual vs. Budget  
For Period Ending Feb 2023  
amounts in \$US dollars

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



| Rail Ops                                | Current Period |                 |                 |              | Same Month Last Year |                 |                | Year to Date     |                     |                    |                            | Year End         |                     |                |                  |                  |              |
|---|----------------|-----------------|-----------------|--------------|----------------------|-----------------|----------------|------------------|---------------------|--------------------|----------------------------|------------------|---------------------|----------------|------------------|------------------|--------------|
|   | Feb 2023       |                 |                 |              | Feb 2022             |                 |                |                  | Jul 2022 - Feb 2023 |                    | Prior FYTD vs Current FYTD |                  | Jul 2022 - Jun 2023 |                |                  |                  |              |
|   | Actual         | Budget          | \$ Diff         | % Diff       | Actual               | \$ Diff         | % Diff         | Actual           | Budget              | \$ Diff            | % Diff                     | Last FY          | \$ Diff             | % Diff         | Projected        | Budget           | % Diff       |
| <b>Operating Income</b>                 |                |                 |                 |              |                      |                 |                |                  |                     |                    |                            |                  |                     |                |                  |                  |              |
| 4010 Property Agreements                | 23,148         | 20,351          | 2,797           | 14%          | 13,604               | 9,544           | 70%            | 208,376          | 191,134             | 17,242             | 9%                         | 183,742          | 24,635              | 13%            | 317,242          | 300,000          | 6%           |
| 4260 Rail Operations Revenue            | 52,640         | 75,309          | (22,670)        | -30%         | 27,760               | 24,879          | 90%            | 240,905          | 602,474             | (361,569)          | -60%                       | 222,884          | 18,021              | 8%             | 542,142          | 903,710          | -40%         |
| 4265 Rail Surcharges                    | 25,320         | 49,276          | (23,956)        | -49%         | 32,827               | (7,508)         | -23%           | 257,145          | 394,205             | (137,060)          | -35%                       | 262,320          | (5,175)             | -2%            | 454,247          | 591,308          | -23%         |
| 4290 Other                              | 0              | 0               | 0               | -            | 0                    | 0               | -              | 0                | 0                   | 0                  | -                          | 0                | 0                   | -              | 2,446,302        | 2,446,302        | 0%           |
| <b>Total Operating Income</b>           | <b>101,108</b> | <b>144,936</b>  | <b>(43,829)</b> | <b>-30%</b>  | <b>74,191</b>        | <b>26,916</b>   | <b>36%</b>     | <b>706,426</b>   | <b>1,187,813</b>    | <b>(481,387)</b>   | <b>-41%</b>                | <b>668,946</b>   | <b>37,480</b>       | <b>6%</b>      | <b>3,759,933</b> | <b>4,241,320</b> | <b>-11%</b>  |
| <b>Expenses</b>                         |                |                 |                 |              |                      |                 |                |                  |                     |                    |                            |                  |                     |                |                  |                  |              |
| <b>Goods &amp; Services</b>             |                |                 |                 |              |                      |                 |                |                  |                     |                    |                            |                  |                     |                |                  |                  |              |
| 6260 Consulting services                | 0              | 11,250          | 11,250          | 100%         | 20,877               | 20,877          | 100%           | 149,776          | 90,000              | (59,776)           | -66%                       | 85,573           | (64,202)            | -75%           | 194,776          | 135,000          | -44%         |
| 6290 Commercial insurance               | 4,834          | 4,114           | (720)           | -18%         | 3,528                | (1,306)         | -37%           | 25,497           | 32,909              | 7,412              | 23%                        | 26,722           | 1,225               | 5%             | 41,952           | 49,363           | 15%          |
| <b>Total Professional Services</b>      | <b>4,834</b>   | <b>15,364</b>   | <b>10,530</b>   | <b>69%</b>   | <b>24,405</b>        | <b>19,571</b>   | <b>80%</b>     | <b>175,273</b>   | <b>122,909</b>      | <b>(52,364)</b>    | <b>-43%</b>                | <b>112,295</b>   | <b>(62,977)</b>     | <b>-56%</b>    | <b>236,727</b>   | <b>184,363</b>   | <b>-28%</b>  |
| 6410 Signage                            | 0              | 667             | 667             | 100%         | 0                    | 0               | -              | 0                | 5,333               | 5,333              | 100%                       | 0                | 0                   | -              | 2,667            | 8,000            | 67%          |
| <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>5,333</b>        | <b>5,333</b>       | <b>100%</b>                | <b>0</b>         | <b>0</b>            | <b>-</b>       | <b>2,667</b>     | <b>8,000</b>     | <b>67%</b>   |
| 6505 Repairs & maintenance vehicles     | 0              | 0               | 0               | -            | (64)                 | (64)            | 100%           | 0                | 0                   | 0                  | -                          | 830              | 830                 | 100%           | 0                | 0                | -            |
| 6510 Repairs & maintenance buildings    | 84,454         | 37,500          | (46,954)        | -125%        | 0                    | (84,454)        | -              | 896,679          | 300,000             | (596,679)          | -199%                      | 3,684            | (892,995)           | -24239%        | 1,046,679        | 450,000          | -133%        |
| 6515 Repairs & maintenance land improve | 0              | 0               | 0               | -            | 0                    | 0               | -              | 70               | 0                   | (70)               | -                          | 0                | (70)                | -              | 70               | 0                | -            |
| <b>Total Repair and Maintenance</b>     | <b>84,454</b>  | <b>37,842</b>   | <b>(46,612)</b> | <b>-123%</b> | <b>(64)</b>          | <b>(84,518)</b> | <b>132059%</b> | <b>896,749</b>   | <b>302,733</b>      | <b>(594,016)</b>   | <b>-196%</b>               | <b>4,514</b>     | <b>(892,235)</b>    | <b>-19765%</b> | <b>1,048,116</b> | <b>454,100</b>   | <b>-131%</b> |
| <b>Total Goods &amp; Services</b>       | <b>89,288</b>  | <b>53,872</b>   | <b>(35,416)</b> | <b>-66%</b>  | <b>24,341</b>        | <b>(64,947)</b> | <b>-267%</b>   | <b>1,072,022</b> | <b>430,976</b>      | <b>(641,046)</b>   | <b>-149%</b>               | <b>116,810</b>   | <b>(955,212)</b>    | <b>-818%</b>   | <b>1,287,510</b> | <b>646,463</b>   | <b>-99%</b>  |
| <b>Total Expenses</b>                   | <b>89,288</b>  | <b>53,872</b>   | <b>(35,416)</b> | <b>-66%</b>  | <b>24,341</b>        | <b>(64,947)</b> | <b>-267%</b>   | <b>1,072,022</b> | <b>430,976</b>      | <b>(641,046)</b>   | <b>-149%</b>               | <b>116,810</b>   | <b>(955,212)</b>    | <b>-818%</b>   | <b>1,287,510</b> | <b>646,463</b>   | <b>-99%</b>  |
| <b>Operating Results</b>                | <b>11,820</b>  | <b>91,064</b>   | <b>(79,244)</b> | <b>-87%</b>  | <b>49,851</b>        | <b>(38,031)</b> | <b>-76%</b>    | <b>(365,596)</b> | <b>756,837</b>      | <b>(1,122,433)</b> | <b>-148%</b>               | <b>552,137</b>   | <b>(917,732)</b>    | <b>-166%</b>   | <b>2,472,423</b> | <b>3,594,857</b> | <b>-31%</b>  |
| <b>Other Income &amp; Expenses</b>      |                |                 |                 |              |                      |                 |                |                  |                     |                    |                            |                  |                     |                |                  |                  |              |
| <b>Other Income</b>                     |                |                 |                 |              |                      |                 |                |                  |                     |                    |                            |                  |                     |                |                  |                  |              |
| 4480 Tax Credits                        | 0              | 0               | 0               | -            | 0                    | 0               | -              | 681,255          | 781,865             | (100,610)          | -13%                       | 439,582          | 241,673             | 55%            | 681,255          | 781,865          | -13%         |
| 4905 Other                              | 0              | 0               | 0               | -            | 0                    | 0               | -              | 21,826           | 0                   | 21,826             | -                          | 0                | 21,826              | -              | 21,826           | 0                | -            |
| 4915 Insurance Reimbursement            | 0              | 0               | 0               | -            | 0                    | 0               | -              | 0                | 0                   | 0                  | -                          | 767              | (767)               | -100%          | 0                | 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>703,081</b>   | <b>781,865</b>      | <b>(78,784)</b>    | <b>-10%</b>                | <b>440,349</b>   | <b>262,732</b>      | <b>60%</b>     | <b>703,081</b>   | <b>781,865</b>   | <b>-10%</b>  |
| <b>Other Expenses</b>                   |                |                 |                 |              |                      |                 |                |                  |                     |                    |                            |                  |                     |                |                  |                  |              |
| 6755 Insurance Claims                   | 0              | 0               | 0               | -            | 64                   | 64              | 100%           | 0                | 0                   | 0                  | -                          | 17,560           | 17,560              | 100%           | 0                | 0                | -            |
| <b>Total Taxes &amp; Misc Expenses</b>  | <b>0</b>       | <b>0</b>        | <b>0</b>        | <b>-</b>     | <b>64</b>            | <b>64</b>       | <b>100%</b>    | <b>0</b>         | <b>0</b>            | <b>0</b>           | <b>-</b>                   | <b>17,560</b>    | <b>17,560</b>       | <b>100%</b>    | <b>0</b>         | <b>0</b>         | <b>-</b>     |
| <b>Debt Services</b>                    |                |                 |                 |              |                      |                 |                |                  |                     |                    |                            |                  |                     |                |                  |                  |              |
| 7005 Principal repayment                | 0              | 0               | 0               | -            | 0                    | 0               | -              | 421,916          | 421,916             | 0                  | 0%                         | 479,402          | 57,486              | 12%            | 421,916          | 421,916          | 0%           |
| 7010 Interest payment                   | 0              | 0               | 0               | -            | 0                    | 0               | -              | 76,913           | 142,812             | 65,899             | 46%                        | 26,362           | (50,551)            | -192%          | 76,913           | 142,812          | 46%          |
| 7020 Principal repayment - Vehicles     | 437            | 1,699           | 1,262           | 74%          | 1,047                | 611             | 58%            | 3,484            | 13,589              | 10,105             | 74%                        | 8,371            | 4,886               | 58%            | 10,279           | 20,384           | 50%          |
| 7025 Interest payment - Vehicles        | 8              | 327             | 319             | 98%          | 12                   | 4               | 34%            | 71               | 2,617               | 2,546              | 97%                        | 103              | 32                  | 31%            | 1,380            | 3,926            | 65%          |
| 8013 CIP Construction Bridges           | 0              | 53,750          | 53,750          | 100%         | 0                    | 0               | -              | 5,062            | 430,000             | 424,939            | 99%                        | 853,192          | 848,130             | 99%            | 220,062          | 645,000          | 66%          |
| 8016 CIP Construction Track             | 0              | 37,394          | 37,394          | 100%         | 0                    | 0               | -              | 0                | 299,153             | 299,153            | 100%                       | 0                | 0                   | -              | 149,577          | 448,730          | 67%          |
| 8020 CIP Machinery & Equipment          | 0              | 0               | 0               | -            | 0                    | 0               | -              | 0                | 0                   | 0                  | -                          | 21,864           | 21,864              | 100%           | 0                | 0                | -            |
| 8025 CIP Mobile Equipment               | 0              | 0               | 0               | -            | 1,000                | 1,000           | 100%           | 0                | 0                   | 0                  | -                          | 1,000            | 1,000               | 100%           | 0                | 0                | -            |
| <b>Total Debt Services</b>              | <b>444</b>     | <b>93,170</b>   | <b>92,726</b>   | <b>100%</b>  | <b>2,059</b>         | <b>1,615</b>    | <b>78%</b>     | <b>507,446</b>   | <b>1,310,088</b>    | <b>802,642</b>     | <b>61%</b>                 | <b>1,390,292</b> | <b>882,847</b>      | <b>64%</b>     | <b>880,126</b>   | <b>1,682,768</b> | <b>48%</b>   |
| <b>Total Other Expenses</b>             | <b>444</b>     | <b>93,170</b>   | <b>92,726</b>   | <b>100%</b>  | <b>2,123</b>         | <b>1,679</b>    | <b>79%</b>     | <b>507,446</b>   | <b>1,310,088</b>    | <b>802,642</b>     | <b>61%</b>                 | <b>1,407,853</b> | <b>900,407</b>      | <b>64%</b>     | <b>880,126</b>   | <b>1,682,768</b> | <b>48%</b>   |
| <b>Net Other Income</b>                 | <b>(444)</b>   | <b>(93,170)</b> | <b>92,726</b>   | <b>-100%</b> | <b>(2,123)</b>       | <b>1,679</b>    | <b>-79%</b>    | <b>195,636</b>   | <b>(528,223)</b>    | <b>723,859</b>     | <b>-137%</b>               | <b>(967,503)</b> | <b>1,163,139</b>    | <b>-120%</b>   | <b>(177,044)</b> | <b>(900,903)</b> | <b>-80%</b>  |
| <b>Net Result</b>                       | <b>11,376</b>  | <b>(2,106)</b>  | <b>13,481</b>   | <b>-640%</b> | <b>47,728</b>        | <b>(36,352)</b> | <b>-76%</b>    | <b>(169,960)</b> | <b>228,615</b>      | <b>(398,575)</b>   | <b>-174%</b>               | <b>(415,367)</b> | <b>245,406</b>      | <b>-59%</b>    | <b>2,295,379</b> | <b>2,693,954</b> | <b>-15%</b>  |

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



| Dredge Ops                          | Current Period |               |                 |              | Same Month Last Year |                |             | Year to Date        |                |                  |              | Year End                   |                  |                 |                |                |              |
|-------------------------------------|----------------|---------------|-----------------|--------------|----------------------|----------------|-------------|---------------------|----------------|------------------|--------------|----------------------------|------------------|-----------------|----------------|----------------|--------------|
|                                     | Feb 2023       |               |                 |              | Feb 2022             |                |             | Jul 2022 - Feb 2023 |                |                  |              | Prior FYTD vs Current FYTD |                  |                 |                |                |              |
|                                     | Actual         | Budget        | \$ Diff         | % Diff       | Actual               | \$ Diff        | % Diff      | Actual              | Budget         | \$ Diff          | % Diff       | Last FY                    | \$ Diff          | % Diff          | Projected      | Budget         | % Diff       |
| <b>Operating Income</b>             |                |               |                 |              |                      |                |             |                     |                |                  |              |                            |                  |                 |                |                |              |
| 4287 Dredging Services              | 0              | 0             | 0               | -            | 0                    | 0              | -           | 190,194             | 0              | 190,194          | -            | 0                          | 190,194          | -               | 190,194        | 0              | -            |
| 4290 Other                          | 0              | 22,759        | (22,759)        | -100%        | 0                    | 0              | -           | 76,073              | 182,068        | (105,995)        | -58%         | 82,015                     | (5,941)          | -7%             | 167,107        | 273,102        | -39%         |
| <b>Total Operating Income</b>       | <b>0</b>       | <b>22,759</b> | <b>(22,759)</b> | <b>-100%</b> | <b>0</b>             | <b>0</b>       | <b>-</b>    | <b>266,268</b>      | <b>182,068</b> | <b>84,200</b>    | <b>46%</b>   | <b>82,015</b>              | <b>184,253</b>   | <b>225%</b>     | <b>357,302</b> | <b>273,102</b> | <b>31%</b>   |
| <b>Expenses</b>                     |                |               |                 |              |                      |                |             |                     |                |                  |              |                            |                  |                 |                |                |              |
| <b>Personnel Services</b>           |                |               |                 |              |                      |                |             |                     |                |                  |              |                            |                  |                 |                |                |              |
| 5005 Salaries                       | 2,669          | 1,715         | (954)           | -56%         | 0                    | (2,669)        | -           | 59,415              | 15,442         | (43,972)         | -285%        | 55                         | (59,360)         | -108380%        | 66,275         | 22,303         | -197%        |
| 5015 Overtime                       | 66             | 0             | (66)            | -            | 0                    | (66)           | -           | 10,107              | 0              | (10,107)         | -            | 0                          | (10,107)         | -               | 10,107         | 0              | -            |
| <b>Total Compensation</b>           | <b>2,735</b>   | <b>1,715</b>  | <b>(1,020)</b>  | <b>-59%</b>  | <b>0</b>             | <b>(2,735)</b> | <b>-</b>    | <b>69,522</b>       | <b>15,442</b>  | <b>(54,079)</b>  | <b>-350%</b> | <b>55</b>                  | <b>(69,467)</b>  | <b>-126834%</b> | <b>76,382</b>  | <b>22,303</b>  | <b>-242%</b> |
| 5100 Federal Payroll taxes          | 207            | 229           | 22              | 9%           | 0                    | (207)          | -           | 5,232               | 2,060          | (3,172)          | -154%        | 4                          | (5,228)          | -135803%        | 6,148          | 2,976          | -107%        |
| 5105 State Payroll taxes            | 11             | 0             | (11)            | -            | 0                    | (11)           | -           | 63                  | 0              | (63)             | -            | 0                          | (63)             | -315950%        | 63             | 0              | -            |
| 5110 Unemployment Insurance         | 73             | 50            | (23)            | -47%         | 0                    | (73)           | -           | 1,818               | 448            | (1,370)          | -306%        | 1                          | (1,817)          | -128848%        | 2,017          | 647            | -212%        |
| 5115 Workers compensation           | 1              | 133           | 132             | 99%          | 0                    | (1)            | -           | 2                   | 1,200          | 1,197            | 100%         | 0                          | (2)              | -               | 535            | 1,732          | 69%          |
| <b>Total Payroll Taxes</b>          | <b>292</b>     | <b>412</b>    | <b>119</b>      | <b>29%</b>   | <b>0</b>             | <b>(292)</b>   | <b>-</b>    | <b>7,116</b>        | <b>3,708</b>   | <b>(3,408)</b>   | <b>-92%</b>  | <b>5</b>                   | <b>(7,111)</b>   | <b>-134669%</b> | <b>8,763</b>   | <b>5,355</b>   | <b>-64%</b>  |
| 5200 Medical insurance              | 0              | 706           | 706             | 100%         | 0                    | 0              | -           | 4,216               | 6,353          | 2,137            | 34%          | 14                         | (4,202)          | -30122%         | 7,039          | 9,176          | 23%          |
| 5205 Dental insurance               | 0              | 58            | 58              | 100%         | 0                    | 0              | -           | 299                 | 522            | 224              | 43%          | 0                          | (299)            | -               | 531            | 755            | 30%          |
| 5215 Term life insurance            | 0              | 4             | 4               | 100%         | 0                    | 0              | -           | 54                  | 37             | (17)             | -48%         | 0                          | (54)             | -38436%         | 70             | 53             | -33%         |
| 5220 Long Term Disability insurance | 0              | 10            | 10              | 100%         | 0                    | 0              | -           | 94                  | 94             | (0)              | 0%           | 0                          | (94)             | -29347%         | 136            | 136            | 0%           |
| 5225 PERS Employer Contributions    | 335            | 390           | 55              | 14%          | 0                    | (335)          | -           | 9,519               | 3,514          | (6,005)          | -171%        | 12                         | (9,508)          | -82461%         | 11,081         | 5,076          | -118%        |
| 5230 PERS Employee Contributions    | 92             | 103           | 11              | 10%          | 0                    | (92)           | -           | 2,705               | 927            | (1,779)          | -192%        | 3                          | (2,702)          | -82133%         | 3,117          | 1,338          | -133%        |
| <b>Total Insured Benefits</b>       | <b>427</b>     | <b>1,271</b>  | <b>844</b>      | <b>66%</b>   | <b>0</b>             | <b>(427)</b>   | <b>-</b>    | <b>16,888</b>       | <b>11,447</b>  | <b>(5,440)</b>   | <b>-48%</b>  | <b>29</b>                  | <b>(16,858)</b>  | <b>-57675%</b>  | <b>21,973</b>  | <b>16,533</b>  | <b>-33%</b>  |
| <b>Total Personnel Services</b>     | <b>3,455</b>   | <b>3,398</b>  | <b>(56)</b>     | <b>-2%</b>   | <b>0</b>             | <b>(3,455)</b> | <b>-</b>    | <b>93,525</b>       | <b>30,598</b>  | <b>(62,928)</b>  | <b>-206%</b> | <b>89</b>                  | <b>(93,436)</b>  | <b>-104655%</b> | <b>107,118</b> | <b>44,191</b>  | <b>-142%</b> |
| <b>Goods &amp; Services</b>         |                |               |                 |              |                      |                |             |                     |                |                  |              |                            |                  |                 |                |                |              |
| 6105 Telephone - mobile             | 52             | 60            | 8               | 14%          | 52                   | 0              | 0%          | 415                 | 480            | 65               | 14%          | 300                        | (115)            | -38%            | 655            | 720            | 9%           |
| <b>Total Utilities</b>              | <b>52</b>      | <b>60</b>     | <b>8</b>        | <b>14%</b>   | <b>52</b>            | <b>0</b>       | <b>0%</b>   | <b>415</b>          | <b>480</b>     | <b>65</b>        | <b>14%</b>   | <b>300</b>                 | <b>(115)</b>     | <b>-38%</b>     | <b>655</b>     | <b>720</b>     | <b>9%</b>    |
| 6260 Consulting services            | 400            | 0             | (400)           | -            | 0                    | (400)          | -           | 800                 | 0              | (800)            | -            | 0                          | (800)            | -               | 800            | 0              | -            |
| 6290 Commercial insurance           | 5,300          | 5,266         | (34)            | -1%          | 4,787                | (513)          | -11%        | 40,051              | 42,128         | 2,076            | 5%           | 36,526                     | (3,525)          | -10%            | 61,115         | 63,191         | 3%           |
| <b>Total Professional Services</b>  | <b>5,700</b>   | <b>5,266</b>  | <b>(434)</b>    | <b>-8%</b>   | <b>4,787</b>         | <b>(913)</b>   | <b>-19%</b> | <b>40,851</b>       | <b>42,128</b>  | <b>1,276</b>     | <b>3%</b>    | <b>36,526</b>              | <b>(4,325)</b>   | <b>-12%</b>     | <b>61,915</b>  | <b>63,191</b>  | <b>2%</b>    |
| 6400 Small equipment & tools        | 93             | 0             | (93)            | -            | 0                    | (93)           | -           | 19,410              | 0              | (19,410)         | -            | 214                        | (19,196)         | -8983%          | 19,410         | 0              | -            |
| 6425 Operational supplies           | 1,658          | 0             | (1,658)         | -            | 0                    | (1,658)        | -           | 103,373             | 0              | (103,373)        | -            | 0                          | (103,373)        | -               | 103,373        | 0              | -            |
| 6430 Equipment Rental               | 0              | 0             | 0               | -            | 0                    | 0              | -           | 1,054               | 0              | (1,054)          | -            | 0                          | (1,054)          | -               | 1,054          | 0              | -            |
| 6450 Fuel - Gas                     | 0              | 0             | 0               | -            | 0                    | 0              | -           | 2,065               | 0              | (2,065)          | -            | 0                          | (2,065)          | -               | 2,065          | 0              | -            |
| 6455 Fuel - Diesel                  | 0              | 0             | 0               | -            | 0                    | 0              | -           | 7,405               | 0              | (7,405)          | -            | 0                          | (7,405)          | -               | 7,405          | 0              | -            |
| <b>Total Operational Expense</b>    | <b>1,751</b>   | <b>0</b>      | <b>(1,751)</b>  | <b>-</b>     | <b>0</b>             | <b>(1,751)</b> | <b>-</b>    | <b>133,307</b>      | <b>0</b>       | <b>(133,307)</b> | <b>-</b>     | <b>214</b>                 | <b>(133,093)</b> | <b>-62280%</b>  | <b>133,307</b> | <b>0</b>       | <b>-</b>     |

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



| Dredge Ops                           | Current Period  |               |                 |              | Same Month Last Year |                |              | Year to Date        |                  |                  |              | Year End                   |                  |              |                |                  |              |
|--------------------------------------|-----------------|---------------|-----------------|--------------|----------------------|----------------|--------------|---------------------|------------------|------------------|--------------|----------------------------|------------------|--------------|----------------|------------------|--------------|
|                                      | Feb 2023        |               |                 |              | Feb 2022             |                |              | Jul 2022 - Feb 2023 |                  |                  |              | Prior FYTD vs Current FYTD |                  |              |                |                  |              |
|                                      | Actual          | Budget        | \$ Diff         | % Diff       | Actual               | \$ Diff        | % Diff       | Actual              | Budget           | \$ Diff          | % Diff       | Last FY                    | \$ Diff          | % Diff       | Projected      | Budget           | % Diff       |
| 6500 Repairs & maintenance equipment | 0               | 1,250         | 1,250           | 100%         | 0                    | 0              | -            | 9,793               | 10,000           | 207              | 2%           | 0                          | (9,793)          | -            | 14,793         | 15,000           | 1%           |
| 6505 Repairs & maintenance vehicles  | 120             | 4,167         | 4,047           | 97%          | 0                    | (120)          | -            | 16,380              | 33,333           | 16,953           | 51%          | 81,681                     | 65,301           | 80%          | 33,047         | 50,000           | 34%          |
| 6580 Permits                         | 0               | 0             | 0               | -            | 0                    | 0              | -            | 7                   | 0                | (7)              | -            | 0                          | (7)              | -            | 7              | 0                | -            |
| <b>Total Repair and Maintenance</b>  | <b>120</b>      | <b>5,417</b>  | <b>5,297</b>    | <b>98%</b>   | <b>0</b>             | <b>(120)</b>   | <b>-</b>     | <b>26,180</b>       | <b>43,333</b>    | <b>17,153</b>    | <b>40%</b>   | <b>81,681</b>              | <b>55,501</b>    | <b>68%</b>   | <b>47,847</b>  | <b>65,000</b>    | <b>26%</b>   |
| <b>Total Goods &amp; Services</b>    | <b>7,623</b>    | <b>10,743</b> | <b>3,120</b>    | <b>29%</b>   | <b>4,839</b>         | <b>(2,784)</b> | <b>-58%</b>  | <b>200,754</b>      | <b>85,941</b>    | <b>(114,813)</b> | <b>-134%</b> | <b>118,721</b>             | <b>(82,032)</b>  | <b>-69%</b>  | <b>243,724</b> | <b>128,911</b>   | <b>-89%</b>  |
| <b>Total Expenses</b>                | <b>11,078</b>   | <b>14,141</b> | <b>3,063</b>    | <b>22%</b>   | <b>4,839</b>         | <b>(6,238)</b> | <b>-129%</b> | <b>294,279</b>      | <b>116,539</b>   | <b>(177,740)</b> | <b>-153%</b> | <b>118,810</b>             | <b>(175,468)</b> | <b>-148%</b> | <b>350,842</b> | <b>173,102</b>   | <b>-103%</b> |
| <b>Operating Results</b>             | <b>(11,078)</b> | <b>8,618</b>  | <b>(19,695)</b> | <b>-229%</b> | <b>(4,839)</b>       | <b>(6,238)</b> | <b>129%</b>  | <b>(28,011)</b>     | <b>65,529</b>    | <b>(93,540)</b>  | <b>-143%</b> | <b>(36,796)</b>            | <b>8,785</b>     | <b>-24%</b>  | <b>6,460</b>   | <b>100,000</b>   | <b>-94%</b>  |
| <b>Other Income &amp; Expenses</b>   |                 |               |                 |              |                      |                |              |                     |                  |                  |              |                            |                  |              |                |                  |              |
| <b>Other Income</b>                  |                 |               |                 |              |                      |                |              |                     |                  |                  |              |                            |                  |              |                |                  |              |
| 4505 Interest - Bank                 | 2,188           | 0             | 2,188           | -            | 195                  | 1,993          | 1021%        | 10,361              | 0                | 10,361           | -            | 1,866                      | 8,496            | 455%         | 10,361         | 0                | -            |
| <b>Total Other Income</b>            | <b>2,188</b>    | <b>0</b>      | <b>2,188</b>    | <b>-</b>     | <b>195</b>           | <b>1,993</b>   | <b>1021%</b> | <b>10,361</b>       | <b>0</b>         | <b>10,361</b>    | <b>-</b>     | <b>1,866</b>               | <b>8,496</b>     | <b>455%</b>  | <b>10,361</b>  | <b>0</b>         | <b>-</b>     |
| 8020 CIP Machinery & Equipment       | 0               | 0             | 0               | -            | 0                    | 0              | -            | 0                   | 100,000          | 100,000          | 100%         | 0                          | 0                | -            | 0              | 100,000          | 100%         |
| <b>Total Debt Services</b>           | <b>0</b>        | <b>0</b>      | <b>0</b>        | <b>-</b>     | <b>0</b>             | <b>0</b>       | <b>-</b>     | <b>0</b>            | <b>100,000</b>   | <b>100,000</b>   | <b>100%</b>  | <b>0</b>                   | <b>0</b>         | <b>-</b>     | <b>0</b>       | <b>100,000</b>   | <b>100%</b>  |
| <b>Total Other Expenses</b>          | <b>0</b>        | <b>0</b>      | <b>0</b>        | <b>-</b>     | <b>0</b>             | <b>0</b>       | <b>-</b>     | <b>0</b>            | <b>100,000</b>   | <b>100,000</b>   | <b>100%</b>  | <b>0</b>                   | <b>0</b>         | <b>-</b>     | <b>0</b>       | <b>100,000</b>   | <b>100%</b>  |
| <b>Net Other Income</b>              | <b>2,188</b>    | <b>0</b>      | <b>2,188</b>    | <b>-</b>     | <b>195</b>           | <b>1,993</b>   | <b>1021%</b> | <b>10,361</b>       | <b>(100,000)</b> | <b>110,361</b>   | <b>-110%</b> | <b>1,866</b>               | <b>8,496</b>     | <b>455%</b>  | <b>10,361</b>  | <b>(100,000)</b> | <b>-110%</b> |
| <b>Net Result</b>                    | <b>(8,890)</b>  | <b>8,618</b>  | <b>(17,507)</b> | <b>-203%</b> | <b>(4,644)</b>       | <b>(4,246)</b> | <b>91%</b>   | <b>(17,650)</b>     | <b>(34,471)</b>  | <b>16,821</b>    | <b>-49%</b>  | <b>(34,930)</b>            | <b>17,280</b>    | <b>-49%</b>  | <b>16,821</b>  | <b>0</b>         | <b>-</b>     |





M E M O R A N D U M

TO: John Burns, Chief Executive Officer

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

DATE: April 12, 2023

SUBJECT: Commercial/External Affairs/Marketing Management Report

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**Commercial:**

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

Staff worked with CBRL staff to review projected operating expenses related to the Terminal One facility.

Staff continue to have discussions with an inquiry siting a receiving operation at Terminal One.

Staff participated in a team meeting and planning session related to the PCIP project.

Staff continue working on market research regarding imported products at West Coast ports.

**Port Property:**

Monthly Commercial lease revenue for the month of March 2023 was down 4% from March 2022 year over year. This is due to the loss of two lease tenants, Crow Clay Architecture and Stacie Tessman of the Cape Café. The Port has just executed a new lease agreement with Jon McUne, owner of Monkey Business for buildings six and seven, the former Cape Cafe, which will increase overall revenues beginning next month.

Vacant Port owned properties include the Fishermen's Wharf, the two small office spaces adjacent to the Charleston Post Office, an individual office in the shared space of the Hub Building, and the former finance and railroad offices in the Hub building with moving those departments into Suite 290 (former Coastal Center space). Suite 400 was shown once this month, as well as the vacant office in 145 Central.

Staff continue to work in partnership with the West Coast Seafood Processors Association to explore the potential in creating a multi-user wastewater treatment facility on Port owned property, attending three meetings this past month.

**Marketing, Media, and Outreach:**

Staff presented at the Bay Area Chamber of Commerce's Wednesday Business Connection on the

Pacific Coast Intermodal Port project in partnership with a NorthPoint Development representative. Staff also provided an update on the project to the Chamber's Legislative Action Team as well as the Natural Resources Committee.

Staff have been working with members of the NorthPoint Development team on communications and outreach planning for the Pacific Coast Intermodal Port project. Outreach efforts to generate letters of support for the next round of Mega Grant funding have begun, with over 30 letters received to date.

The consultant with AMPM Communications has concluded internal interviews with Port leadership and key community stakeholders and has provided a draft outline for the plan. It is anticipated that a full draft will be received for review this coming month. Staff continue to provide feedback to ensure that the document generated will have tangible action items and direction to guide both internal and external communications.

Staff provided a Port tour and overview of Port operations and projects for a new reporter at the World Newspaper.

Staff met with a representative from StartUp Blue.

Staff provided a tour of the Port for a former ODOT employee.

The Port was featured in the following news outlets:

- Global Trade Magazine: [More Funding now Flowing to U.S. Ports for Modernization Projects](#)
- Sasatimes News: [Oregon leaders, Port of Coos Bay continue push for major shipping container project](#)
- Oregon Public Broadcasting: [On the south Oregon Coast, the Port of Coos Bay aims to become a major shipping hub](#)

The Port's Instagram account grew to a total of 1,876 followers. Reach increased 26.1% over the previous month, and account engagement increased 56.8%. The top post of the past month was: "Once fully constructed the Pacific Coast Intermodal Port will move approximately 1.2 million in and outbound containers per year. Where all land side traffic is intended to move by the CBRL to the National Railway Network, we will see an average of six inbound and six outbound trains per day." This post received 71 likes and reached a total of 656 accounts and had 735 impressions.

The Port's LinkedIn page gained 36 new followers for a total of 1,093 followers, had 158 page views and 86 unique visitors 107% and 145% increases respectively. The top post for the month was: "Once fully constructed, the Pacific Coast Intermodal Port will move approximately 1.2 million in and outbound containers per year. Where all land side traffic is intended to move by the CBRL to the National Railway Network, we will see an average of six inbound and six outbound trains per day." This post received 47 reactions and received 1,010 impressions.

The Port's Facebook page had a reach of 19,802 accounts in the last 28 days, an increase of 108% over the previous month. Post engagement was up 484.9% and reach was up 469.3%. The post with the greatest reach was: "Once constructed, the Pacific Coast Intermodal Port will move approximately 1.2 million in and outbound containers per year. Where all land side traffic is intended to move by the CBRL to the National Railway Network, we will see an average of six inbound and six outbound trains per day." This post received 227 reactions, reached 5,014 accounts, and generated a total of 133 comments.

**Legislative/Advocacy Work:**

Staff participated in the monthly OPPA Legislative Committee meeting to discuss the status of previously identified bills as well as newly introduced bills relevant to Port operations, the Chamber Legislative Action Team, and the Oregon Public Ports Federal Coordination meeting.

Staff worked with FBB Federal Relations to submit all requested information for Community Directed Spending requests. Proposals were submitted to both Senators Wyden and Merkley, as well as Representative Hoyle to support rehabilitation projects in Charleston.

Staff continue to work with Markee and Associates to monitor bills relevant to Port operations and policy. Staff submitted written testimony on HB 2914, which establishes funding to address abandoned and derelict vessels. Staff provided oral testimony before committees regarding the following bills: HB 3382 related to dredging; SB 814 related to anti-trust immunity; and SB 5524 supporting Business Oregon.

All bills that did not move out of committee before April 4, 2023 have died.

**Industry Articles/Information Items:**

FreightWaves: [US annual parcel shipping volumes to grow 5% through 2028](#)

FreightWaves: [House panel eyes ending ocean carriers' antitrust exemption](#)

The World: Letter: [Not so sure about container port](#)

Bloomberg Law: [J.E. McAmis Barred from Challenging Rival Bidder's Competency](#)



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: April 12, 2023

SUBJECT: Port Operations/Asset Management Report

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**Channel Modification Project:**

The project team continues to work on the new economics study and ship simulations. We were scheduled for full mission simulations at MITAGS in Baltimore Maryland during the second week of April. DMA is working on the preliminary Benefit Cost Ratio (BCR), as part of the Section 204(f) process. This BCR will also be submitted as part of the next MEGA Grant application.

Contractors completed the resistivity study in March. This study will help the Port better define the varying layers of rock and locations throughout the project. This information is then correlated to the existing borings to better define the hardness of each type of rock. Understanding this information will reduce bidder risk and provide better quantities for estimated costs of dredging.

**Rail Bridge Rehabilitation Project:**

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

Vaughn Viaduct: Port staff and engineers are working with the contractor to complete final engineering and design of the new towers. We expect that materials will be ordered in the near future and construction will start this summer.

Wildcat Creek Bridges: Partney Construction has completed approximately 99% of the scheduled work for this project. All work should be completed by the end of April 2023.

Steel Swing Bridges: The contractor continues to replace lacing bars and is preparing to conduct post repairs on the North Bend Bridge. The contractor has also mobilized to the Siuslaw bridge and has started installing temporary work platforms. We expect the steel replacement to begin around the middle to end of April 2023.

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

Port staff worked with the sole bidder to value engineer the project and are working with MARAD to formalize the final scope of work. The adjusted scope will reduce the total tie replacement from 48,000 ties to 40,000 ties. This number of ties will still achieve the overall performance goals of the grant by addressing all critical and high areas along the line. The line will still be resurfaced for 85 miles under the revised scope of work.

**Dredging:**

The Port was notified by the USACE that RM 12-15 will not be dredged this year due to the timing of funds and the ability to contract the work. The funding will be set aside for next summer's dredging season.

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



## MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Stephen Bawn, Charleston Marina Complex Manager

DATE: April 12, 2023

SUBJECT: Charleston Operations Management Report

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Of the 550 moorage slips, there were 145 annuals (26.4%), 40 semi-annuals (7.3%), 38 monthlies (6.99%) and 74 transient nights, for a total occupancy of 41.14% for the month. All categories are down over the previous month.

The RV Park had an average capacity of 22.19% in March. Out of 104 RV Park spaces, we had five new check-ins with total sales of \$16,896.49. In comparison, March 2022 the RV Park had an average occupancy of 50%.

The Ice Plant had a volume of 99 tons of ice sold for total sales of \$9,025.50. Charleston saw 30 individual sales in March, in contrast, February had 24 sales for \$8,386.00.

### **Maintenance Projects:**

Charleston Maintenance Projects and Budget Plan: Charleston Staff continue to work on the Maintenance Plan and Budgeting for FY 2023/24 by prioritizing the most important maintenance issues. Staff are also working to complete any current high priority maintenance items.

Shipyard Stormwater System: The Stormwater System maintenance project has been completed. The filter media tank had the internal piping repaired, and the new filtering media was installed. The cost for these repairs was \$24,410.00. Staff will now need to dispose of the old filter media, and there will be some future expenses for this disposal.

Infrastructure Repairs: The Charleston Maintenance staff are focusing on the most pressing issues within the Marina. Great progress has been made with repairing Dock Fingers on F, D and B docks. These repairs most affect the commercial fleet and the visitor's docks.

### **Staffing:**

It is with great sadness that we are reporting on the passing of one of our team members. On Sunday, April 2, 2023 Calvin (JR) Hack Jr. suddenly passed away.

### **Insurance Compliance:**

Port staff have continued working with customers on their vessels and insurance compliance. There has been some progress made in the disposition of the vessels. The Port has been working

on an initial 26 vessels that did not have insurance. There have been 14 vessels that either acquired the appropriate insurance or have been removed from Port Property. There are an additional five vessels waiting to be removed or dismantled. There are four that are still waiting for surveys and three that have not responded to any communications.

**Miscellaneous:**

Security Fencing: The Port is continuing the project of the security fencing at the Guano Rock spot by Bandon Pacific Seafoods.

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

Shower Facilities: Port Staff have been working on a project to revamp the shower situation in the Marina. In order to help alleviate vandalism and nighttime security issues, the Outer Basin showers will be shut down and new security keypad/access card locks will be installed on the Inner Basin showers. Staff have ordered security keypad locks for two of the Inner Basin shower rooms. Showers will be made available for Marina moorage customers only. Current customers that want to continue to use the showers will be able to obtain an access card from the Marina office. The Port is hoping that instituting these security measures will help cut down on vandalism, repair costs and nighttime security issues.

# Action Items



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

**DATE:** April 12, 2023

**PROJECT TITLE:** Resolution 2023Res04: Wells Fargo Rail Corporation Locomotive Lease Agreement

**ACTION REQUESTED:** Approve Resolution 2023Res04 to execute a locomotive lease agreement with Wells Fargo Rail Corporation

**BACKGROUND:**

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

Wells Fargo Rail Corporation provided a proposal to lease four GP38-2 locomotives for a term of 24 months at the rental rate of \$110.00 per unit per day. During the term of the agreement, Port/Rail is responsible for the maintenance, service, and repair of each unit. Upon expiration of the agreement, the term shall continue on a month-to-month basis.

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

**RECOMMENDED MOTION:**

Approve Resolution 2023Res04 authorizing Oregon International Port of Coos Bay Chief Executive Officer John Burns to execute a twenty-four-month lease agreement for up to four locomotives at the rental rate of \$110.00 per unit per day with Wells Fargo Rail Corporation.

**RESOLUTION 2023Res04**

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

**AUTHORIZING THE EXECUTION OF A LOCOMOTIVE LEASE AGREEMENT  
WITH WELLS FARGO RAIL CORPORATION**

**WHEREAS**, the Oregon International Port of Coos Bay is a Port District organized and operated under Oregon Revised Statutes (ORS) 777, and

**WHEREAS**, the Port of Coos Bay owns and contracts for the operation of the Coos Bay rail line with Coos Bay Rail Line, Inc., a wholly owned nonprofit subsidiary of the Port of Coos Bay, and

**WHEREAS**, the Port of Coos Bay currently owns six locomotives and leases two locomotives from Wells Fargo Rail Corporation, and

**WHEREAS**, due to the need for additional reliable locomotives, Port and Rail Staff have solicited a proposal from Wells Fargo Rail Corporation to lease up to four additional locomotives, and

**WHEREAS**, Wells Fargo Rail Corporation provided a proposal to lease up to four GP38-2 locomotives for a term of 24 months at the rental rate of \$110.00 per unit per day, and

**WHEREAS**, during the term of the agreement, the Port/Rail is responsible for the maintenance, service and repair of each unit, and

**WHEREAS**, upon expiration of the agreement, the term shall continue on a month-to-month basis, and

**WHEREAS**, per the requirements of the lease, the Port's Board of Commissioners must authorize execution of the lease agreement.

**THEREFORE, BE IT RESOLVED**, the Board of Commissioners of the Oregon International Port of Coos Bay approves the execution of the locomotive lease agreement with Wells Fargo Rail Corporation.

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

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Eric Farm, President

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Brianna Hanson, Vice President

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

**DATE:** April 12, 2023

**PROJECT TITLE:** Charleston Advisory Committee Member Appointments

**ACTION REQUESTED:** Commission approval of appointments to the Charleston Advisory Committee

**BACKGROUND:**

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

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

The following three terms expired January 2023:

- Nick Nylander
- Kyle Cox
- Mark Fleck

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

**RECOMMENDED MOTION:**

Reappoint Nick Nylander and Kyle Cox, and newly appoint Tyler Long to the Charleston Advisory Committee for three-year terms expiring January 31, 2026.

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

**DATE:** April 12, 2023

**PROJECT TITLE:** Buildings 6/7 Long Term Lease Agreement

**ACTION REQUESTED:** Approve execution of lease agreement for buildings 6/7 in the Charleston Marina Complex.

**BACKGROUND:**

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

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

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

**RECOMMENDED MOTION:**

Approval of Oregon International Port of Coos Bay executing a lease agreement with Jon McUne, dba Monkey Business for buildings 6/7 in the Charleston Marina.

# **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 / 2019 - 2023**

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

|              | 2019          |                 | 2020          |                 | 2021          |                 | 2022          |                 | 2023          |                |
|--------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|----------------|
|              | Railcar Loads | Truck Loads     | Railcar Loads | Truck Loads     | Railcar Loads | Truck Loads     | Railcar Loads | Truck Loads     | Railcar Loads | Truck Loads    |
| Jan          | 611           | 2,016.3         | 409           | 1,349.7         | 346           | 1,141.8         | 445           | 1,141.8         | 473           | 1,560.9        |
| Feb          | 465           | 1,534.5         | 400           | 1,320.0         | 390           | 1,287.0         | 502           | 1,287.0         | 393           | 1,296.9        |
| Mar          | 547           | 1,805.1         | 432           | 1,425.6         | 566           | 1,867.8         | 694           | 1,867.8         | 498           | 1,643.4        |
| Apr          | 521           | 1,719.3         | 350           | 1,155.0         | 621           | 2,049.3         | 668           | 2,049.3         |               | 0.0            |
| May          | 438           | 1,445.4         | 394           | 1,300.2         | 599           | 1,976.7         | 707           | 1,976.7         |               | 0.0            |
| Jun          | 318           | 1,049.4         | 534           | 1,762.2         | 625           | 2,062.5         | 595           | 2,062.5         |               | 0.0            |
| Jul          | 346           | 1,141.8         | 485           | 1,600.5         | 503           | 1,659.9         | 530           | 1,659.9         |               | 0.0            |
| Aug          | 329           | 1,085.7         | 467           | 1,541.1         | 485           | 1,600.5         | 597           | 1,600.5         |               | 0.0            |
| Sep          | 299           | 986.7           | 378           | 1,247.4         | 556           | 1,834.8         | 524           | 1,834.8         |               | 0.0            |
| Oct          | 425           | 1,402.5         | 431           | 1,422.3         | 521           | 1,719.3         | 488           | 1,719.3         |               | 0.0            |
| Nov          | 348           | 1,148.4         | 349           | 1,151.7         | 548           | 1,808.4         | 512           | 1,808.4         |               | 0.0            |
| Dec          | 303           | 999.9           | 499           | 1,646.7         | 453           | 1,494.9         | 493           | 1,494.9         |               | 0.0            |
| <b>Total</b> | <b>4,950</b>  | <b>16,335.0</b> | <b>5,128</b>  | <b>16,922.4</b> | <b>6,213</b>  | <b>20,502.9</b> | <b>6,755</b>  | <b>20,502.9</b> | <b>1,364</b>  | <b>4,501.2</b> |

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

Using 200,000 lbs/100 short tons as an average weight of commodity per rail car, the tonnage figures for the years 2011 through year to date 2023 are as follows:

|        |       |                 |         |              |          |                     |
|--------|-------|-----------------|---------|--------------|----------|---------------------|
| *2011: | 194   | rail carloads = | 19,400  | short tons = | 640.2    | highway truck loads |
| 2012:  | 2,480 | rail carloads = | 248,000 | short tons = | 8,184.0  | highway truck loads |
| 2013:  | 4,850 | rail carloads = | 485,000 | short tons = | 16,005.0 | highway truck loads |
| 2014:  | 7,509 | rail carloads = | 750,900 | short tons = | 24,779.7 | highway truck loads |
| 2015:  | 7,341 | rail carloads = | 734,100 | short tons = | 24,225.3 | highway truck loads |
| 2016:  | 7,434 | rail carloads = | 743,400 | short tons = | 24,532.2 | highway truck loads |
| 2017:  | 7,172 | rail carloads = | 717,200 | short tons = | 23,667.6 | highway truck loads |
| 2018:  | 6,428 | rail carloads = | 642,800 | short tons = | 21,212.4 | highway truck loads |
| 2019:  | 4,950 | rail carloads = | 495,000 | short tons = | 16,335.0 | highway truck loads |
| 2020:  | 5,128 | rail carloads = | 512,800 | short tons = | 16,922.4 | highway truck loads |
| 2021:  | 6,213 | rail carloads = | 621,300 | short tons = | 20,502.9 | highway truck loads |
| 2022:  | 6,755 | rail carloads = | 675,500 | short tons = | 22,291.5 | highway truck loads |
| 2023:  | 1,364 | rail carloads = | 136,400 | short tons = | 4,501.2  | 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.