



M E M O R A N D U M

TO: Interested Parties
FROM: Eric Farm, President
DATE: May 14, 2024
SUBJECT: Port of Coos Bay Commission Meeting Notice - **Amended**

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **11:00 a.m., Tuesday, May 21, 2024**, 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.

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, May 21, 2024. Written comment will be accepted until 8:30 a.m. on Tuesday, May 21, 2024 by sending an email to portcoos@portofcoosbay.com with the subject line ‘Public Comment’.

An **Executive Session** has also been scheduled on **Tuesday, May 21, 2024**, 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;
- (f) consider information or records that are exempt by law from public inspection;
- (h) consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed;
- (i) **review and evaluate the job performance of a chief executive officer, other officers, employees and staff, if the person whose performance is being reviewed and evaluated does not request an open hearing; and**
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.

EF/lc

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

11:00 a.m., Tuesday, May 21, 2024

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

Watch Live on YouTube: www.youtube.com/portcoos

T E N T A T I V E A G E N D A

1. CALL MEETING TO ORDER

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

4. CONSENT ITEMS	Page
A. Approval of March 19, 2024 Regular Commission Meeting Minutes	4
B. Approval of March and April Invoices.....	8
C. Approval of March and April Contracts Awarded	9

5. MANAGEMENT REPORTS	Page
A. Administration.....	11
B. Finance	13
C. External Affairs	30
D. Port Operations / Asset Management	32
E. Charleston Operations	34
F. Railroad Operations.....	38

6. ACTION ITEMS	Page
A. Neptune’s Vault Lease Agreement.....	Lanelle Comstock, 42
B. Date Avenue Street Vacation	Lanelle Comstock, 43
C. Charleston Advisory Committee Appointment	Ray Dwire, 44
D. DMA Task Order #18.....	Mike Dunning, 46
E. Rail Engineering Service Agreement	John Burns, 61

7. OTHER

8. INFORMATION ITEMS	Page
A. Coos Bay Rail Revenue Car Loads – April 2024	64

9. COMMISSION COMMENTS

10. NEXT MEETING DATE – Tuesday, June 18, 2024, 11:00 a.m.

11. RECESS TO EXECUTIVE SESSION

12. ADJOURN

Consent Items

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

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

ATTENDANCE

Commission:

Brianna Hanson, Vice President; Kyle ViksneHill, Treasurer; Kyle Stevens, Secretary; and Nick Edwards, Commissioner. Eric Farm, 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; Matt Friesen, Director of External Affairs; Rick Adamek, Director of Asset Management; Brian Early, General Manager, Coos Bay Rail Line; Ray Dwire, Charleston Marina Manager; and Krystal Karcher, Human Resources Generalist.

Media & Guests:

None Present.

1. CALL MEETING TO ORDER

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

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

4. PORT PROJECT UPDATE

A. Visit to Sister Port – Port of Kaohsiung, Taiwan International Ports Corp, Mike Dunning

Mike Dunning presented an update regarding his recent visit to Taiwan to meet with officials of the Port of Kaohsiung to establish a sister port relationship. A memorandum of understanding was entered into with the Port of Kaohsiung, which includes the following scope: to enhance the relationship between the Port of Kaohsiung and the Port of Coos Bay, and to further see the opportunities for future communication between the two parties regarding port operation and management, import and infrastructure construction. Cooperative activities, within the framework of the applicable laws and regulations of both parties, may include but are not limited to, promoting port to port cooperation, exchanging views and sharing operation experience with port facility planning and infrastructure. The Port of Kaohsiung is willing to provide continuous consultation and assistance with professional technique and business experience of port operation and management to promote sustainable development in the Port of Coos Bay and the State of Oregon.

Mr. Dunning stated the trip went well and the Port of Kaohsiung is a busy port, handling about 70% of maritime cargo for Taiwan. The Port of Kaohsiung handles about 20 million containers annually.

Commissioner ViksneHill asked who operates the Port of Kaohsiung. Mr. Dunning stated it is state run.

5. CONSENT ITEMS

- A. Approval of February 20, 2024 Regular Commission Meeting Minutes
- B. Approval of February Invoices
- C. Approval of February Contracts Awarded

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners voted to approve the February 20, 2024 Regular Commission Meeting Minutes, February Invoices and February Contracts Awarded. **Motion Passed Unanimously.** (Ayes: Hanson, ViksneHill, Stevens, and Edwards. Nays: None. Absent: Farm.).

6. MANAGEMENT REPORTS

All Management Reports were included within the Meeting Packet.

6. ACTION ITEMS/REPORTS

A. Building 41 Lease Agreement with Sharky's Charters

In January, Sharky's Charters contacted Port Staff with an interest in leasing Building 41 in the Charleston Marina to expand their charter fishing business and to use the facility for fish cleaning and selling of fish to the public. Building 41 (formerly known as Fisherman's Wharf) is located on a portion of the south side of the dock, between D & E Docks in the Charleston Marina and consists of two metal buildings with total square footage of 1,296 square feet. The underlying parcel totals approximately 1800 square feet.

After negotiations, Sharky's Charters and the Oregon International Port of Coos Bay signed a Commercial Annual Lease Agreement on March 8, 2024. In addition to the building, the lease reserves moorage spaces for annual moorage agreements (moorage fees and agreements are separate) for the Tenant's business adjacent to the building.

Building 41 was leased to the tenant "As-Is", thus all maintenance and repairs of (and to) the building and docks are the responsibility of the tenant, and the tenant shall keep the premises in good repair, operating condition, working order, and appearance. John Blanchard, owner of Sharky's Charters, has provided a list of improvement he plans to make to the building, which include patching holes in the roof, repairing the decking to the dock of the building, replacing the non-working ceiling fans with LED lighting, adding an exhaust fan, pressure washing the buildings, replacing rotten trim, and replacing a broken window and frame. In exchange, the negotiated rate for the one-year agreement is \$650.00 per month.

If the lease is not in default when the renewal term is to commence, the Tenant shall have the option to renew this lease for four (4) additional one (1) year terms. This lease is subject to a CPI increase each July 1.

Sharky's Charters will also continue to lease Building 20 in the Charleston Marina.

Upon a motion by Commissioner Edwards (second by Commissioner ViksneHill), the Board of Commissioners motioned to ratify the execution of a one-year lease agreement of Building 41 with Sharky's Charters. **Motion Passed Unanimously.** (Ayes: Hanson, ViksneHill, Stevens, and Edwards. Nays: None. Absent: Farm.).

B. 2024Res02: Declaration of Emergency: Timber Bridge Repairs at MP 742.24

On January 19, 2024, Port staff was notified by the staff of Coos Bay Rail Line that the bridge at MP 742.24 had been taken out of service and of an immediate need to replace one failed cap and three failed pilings on bent six of the bridge.

Until permanent repairs were to be made, rail service would be interrupted. Without timely repairs, CBRL customers would have been without service for an excessive amount of time.

On Friday, January 19, 2024, Chief Executive Officer John Burns declared an emergency and authorized the Port to enter into a sole source contract with Scott Partney Construction to perform the repairs to bent six to resolve this emergency condition. Scott Partney Construction has extensive construction knowledge of timber bridge repairs and had the ability and work force to repair the bents in the time frame necessary to limit the rail down time. The contracted total price of the project was \$26,300.00.

Scott Partney Construction replaced the cap and pilings, and the bridge was placed back into service on Monday, January 22, 2024.

Commissioner Stevens asked why this resolution was being brought in March, when the work was completed in January. Brian Early stated the emergency on-call bridge repair contracts are divided into three sections, roughly north, middle, and south. Due to the relatively low dollar amount, staff initially thought this work would be covered under that contract. However, there was an outstanding bill that came in later pushing this project over the dollar amount of the on-call contract.

Upon a motion by Commissioner ViksneHill (second by Commissioner Edwards), the Board of Commissioners motioned to adopt resolution 2024Res02 ratifying the Declaration of Emergency for emergency cap and piling replacement at bent #6 on the timber bridge located at MP 742.24. **Motion Passed Unanimously.** (Ayes: Hanson, ViksneHill, Stevens, and Edwards. Nays: None. Absent: Farm.).

C. Charleston Shipyard Work Docks Project

The Port of Coos Bay owns the Charleston Shipyard. As owner of the Shipyard, the Port retains responsibility for capital repairs, rehabilitation, and replacement of infrastructure.

The Shipyard services local, regional, and distant commercial and recreational vessels. The ability to maintain and improve infrastructure to support the maintenance, construction, and repair of these vessels is important to the success and viability of our community.

At the February 20, 2024, Regular Port Commission Meeting, the Board of Commissioners approved a motion to authorize Port Staff to apply for a ConnectOregon9 Grant for a total project cost not to exceed \$5 million, with a total Port pledged match not to exceed \$1.5 million, to:

- 1) Lengthen and widen the travel lift slip (approx. 54' x 27'),
- 2) Replace 160' of dilapidated dock between docks 1 and 2 (160' x 20'),

- 3) Install approximately 200' of sheet pile behind dock 1 and 1A (new dock),
- 4) Install a new wash pad (approx. 30' x 60'), location to be determined, and
- 5) Replace approximately 230' of existing dilapidated floating dock at dock 3.

This project left the areas between concrete work docks #2 and #3 unimproved, which was a concern conversed by the Commission during the discussion period of the motion. Following discussion, the Board of Commissioners approved a motion to direct Port Staff to develop a Scope of Work to connect concrete work docks #2 and #3 in the Charleston Shipyard, develop a permitting plan, and to explore sources of funding. This scope of work is to include:

- 1) Joining the concrete structure of Work Dock #2 and Work Dock #3 with a new concrete dock structure,
- 2) Sheet Pile between Work Docks #2 and #3,
- 3) Fill between Work Docks #2 and #3,
- 4) Blacktop between Work Docks #2 and #3, and
- 5) Repair of existing Rip Rap on the West Side of Work Dock #3.

Upon a motion by Commissioner Stevens (second by Commissioner Edwards), the Board of Commissioners motioned to authorize Port Staff to develop a scope of work and permitting plan, and explore sources of funding for connecting concrete work docks #2 and #3 in the Charleston Shipyard. **Motion Passed Unanimously.** (Ayes: Hanson, ViksneHill, Stevens, and Edwards. Nays: None. Absent: Farm.).

7. **OTHER**

8. **COMMISSION COMMENTS**

9. **NEXT MEETING DATE** – Tuesday, April 16, 2024, 11:00 a.m.

10. **ADJOURN**

Vice President Hanson adjourned the meeting at 11:19 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; and
- (j) carry on negotiations under ORS Chapter 293 with private persons or businesses regarding proposed acquisition, exchange or liquidation of public investments.



M E M O R A N D U M

To: John Burns, Chief Executive Officer
From: Mary Green, Accounting Clerk
Date: May 14, 2024
Subject: Invoices Paid for Commission Approval through April, 2024

A/P checks issued per NetSuite financial system	1,858,154.90
Payroll disbursement per Umpqua Bank statement	159,207.24
Misc electronic disbursements per Umpqua Bank statement	3,755,877.21
Total March Disbursements	<u>\$ 5,773,239.35</u>

A/P checks issued per NetSuite financial system	1,904,730.19
Payroll disbursement per Umpqua Bank statement	155,069.65
Misc electronic disbursements per Umpqua Bank statement	3,764,131.90
Total April Disbursements	<u>\$ 5,823,931.74</u>



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: May 14, 2024

SUBJECT: March and April 2024 Contracts Awarded

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

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

Contract	Description	Cost
Scott Partney	On Call Bridge Repair – Task Order #1	\$150,000.00
Total Contracts Awarded for March:		\$150,000.00

Contract	Description	Cost
DeAngelo Contracting Services	CBRL Herbicide Spraying 2024	\$25,123.44
CSA Planning	CBRL Inventory, Mapping, & Land Use Assistance	\$32,000.00
Total Contracts Awarded for April:		\$57,123.44

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: May 14, 2024
SUBJECT: Administrative Services Management Report

Upcoming Scheduled Meetings and Events:

- CBRL Budget Committee Meeting: Monday, May 20, 2:00 pm
- Port Budget Committee Meeting: Monday, May 20, 3:00 pm
- May Regular Commission Meeting: Tuesday, May 21, 11:00 am
- Memorial Day (Offices Closed): Monday, May 27
- CCURA Budget Hearing & Board Meeting: Monday, June 3, 7:30 am
- June Budget Hearing & Regular Commission Meeting: Tuesday, June 18, 11:00 am

ADMINISTRATION

Railroad Crossing Agreements: Port Staff is continuously working on railroad crossing and right of entry agreements for private property owners and businesses accessing the railroad. In addition, Port Staff is beginning a comprehensive audit of railroad crossing agreements. Crossings without an active agreement are considered unauthorized and pose a significant risk to both railroad operations and road users. Each crossing without an active agreement will be asked to either provide evidence/documentation that the grade crossing was authorized, apply for a new crossing agreement, or remove the grade crossing. Letters will begin being issued to property owners within the month.

Charleston Advisory Committee Meeting: The Charleston Advisory Committee met on Wednesday, May 8 to discuss the proposed budget for the Charleston Marina, current projects in the Charleston Marina and maintenance needs. A recurring hot topic of the Committee is the maintenance of Troller Road leading into the Charleston Shipyard. The maintenance of Troller has been deferred by the County for many years, requiring adjacent property owners to invest extensive money and time into making repairs. The Committee is requesting the assistance of the Commission in determining a solution with the County to improve this road. Draft minutes for this meeting will soon be available for Commission review. The Charleston Advisory Committee meetings are currently scheduled quarterly (Jan, Apr, July, Oct) on the third Wednesday of the month at noon in the Charleston RV Park Rec Room. Commissioner presence is always welcome and encouraged.

Budget Planning: The 2024/25 fiscal year budget planning process is a daily project for the Administration department this time of year. Budget planning is required for the separate budgets of the Port of Coos Bay, Coos Bay Rail Line, and Coos County Urban Renewal Agency. Budget

planning not only includes meticulously preparing the proposed budget and budget message, but ensuring a fully appointed Budget Committee, strategically scheduling Budget Committee meetings, publishing Budget Committee Meeting and Budget Hearing notices within the required ORS stated timeframe, preparing for and conducting Budget Committee Meetings and Budget Hearings, and approving and adopting the budget.

HUMAN RESOURCES

Recruitment - Charleston Marina RV Park Camp Host: The Port of Coos Bay is looking for a volunteer Camp Host to reside at the Charleston Marina RV Park and provide hosting services. The RV Park Camp Host will accommodate the needs of guests in the RV Park, provide essential care of the park, and will be the primary point of contact after hours and on weekends for RV Park guests. The RV Park Camp Host will provide hosting services for a minimum of 20 hours per week, which will include evenings, weekends, and holidays. Additional information can be found on the Port’s website at <https://www.portofcoosbay.com/rv-park-camp-host>

LEASE MANAGEMENT

Below is a listing of leasable Port property and the status of each space.

Property Address	Sq. Ft.	Tenant Name	Lease End Date
HUB:			
101 Central Ave	1,822	H&R Block, Wombly Tax Svc.	4/30/2026
125 Central Ave. Ste. 250	650	Info4HR, Mike & Deborah Will	Monthly
125 Central Ave. Ste. 380	1,140	Vacant (Actively Marketed)	
125 Central Ave. Ste. 400	3,122	Waste Connections of Oregon, Inc.	8/31/2024
145 Central Ave. (A)	193	Shoji Planning / Crystal Shoji	7/31/2024
145 Central Ave. (D)	764	Bay Area Chamber of Commerce	7/31/2024
145 S. Broadway	1,421	Wild Coast Running Company	10/31/2024
147 S. Broadway	2,366	Vacant (Actively Marketed)	
Charleston:			
Bldg. # 6 & 7	2095	Monkey Business / Jon McUne	3/31/2025
Bldg. # 8 (Basin Tackle)	1995	Vacant (Under Maintenance)	
Bldg. # 9, 10, 11 (Sea Basket)	3820	Vacant (Under Maintenance)	
Dock # 13	-	Oregon Seafoods	12/31/2026
Dock # 15	2875	Long Fisheries	4/30/2025
Bldg. # 19	1170	Charleston Fishing Families	Monthly
Bldg. # 20	440	Sharky's Charters	Monthly
Bldg. # 21	313.5	Oregon Trawl Foundation	Monthly
Bldg. # 30	1480	Neptune’s Vault	06/01/2025
Bldg. # 32 (Office Space)	320	Vacant	
Bldg. # 33	646	Charleston Post Office	Monthly
Bldg. # 35	939	Betty Kay Fishing	Monthly
Dock # 36	4200	Bandon Pacific	11/30/2029
Dock # 37	-	Russel Marine	Renewal in negotiations
Bldg. # 38 (Point Adams)	10,000	Vacant (Under Maintenance)	
Bldg. # 41	1,296	Sharky's Charters	3/8/2025
Terminal One:			
Office	3,040	Vacant	



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Megan Richardson, Director of Finance
DATE: May 14, 2024
SUBJECT: Accounting & Finance Management Report

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

Operating Revenue:

Total operating revenues were \$283K, which was \$74K less than the budget. All departments reported revenues that fell short of budget. In the Administration department we have had vacant space in the Hub building for the last several months. Port Operations' revenue shortfall was due to a budgeting error. They had an annual lease that was incorrectly calculated as a monthly lease, which overstated the budgeted revenue for the year. Rail Operations fell short this month due to lower rail car movements which affects the surcharges received and the management fee billed to CBRL. Rail had 488 total car movements for March compared to a budget projection of 1,400 cars. Charleston's losses were due to vacant commercial property in the Marina, lower tenancy in the RV Park, and lower than projected ice sales.

Operating Expense:

Operating expenses totaled \$513K, which was \$26K less than the budget. All departments, except Rail Operations, underspent their budgets this month. The overspending in the Rail Operations department was for bridge repairs.

Operating Result:

The Port ended March with a net loss of \$230K against a planned net loss of \$182K, which is better than planned by \$48K. All departments performed better than planned except for Rail Operations. The unfavorable operating result is due to lower than projected revenues and greater expenses.

Other Income & Expense:

Other revenues totaled \$68K, which is greater than the budget by \$17K. This increase is due to greater tax revenue than planned for the period. Other Expenses are overspent by \$108K. This overspending is due to two factors. The first, is greater interest on the credit line than planned due to the timing of grant reimbursements. The second is due to the timing of the budgeted piling project in the marina.

Net Result & Year to Date:

March had a net loss of \$353K compared to a budgeted net loss of \$214K resulting in a \$139K negative variance. This variance underscores the importance of achieving a strong topline, in addition to managing operating expenses well.

Other Comments:

April Total Cash Balance	Unrestricted OIPCB Funds	Total Restricted	Restricted Detail		
			Project Crafty	State Dredge Funds	IFA Channel Mod
6,888,912.67	2,669,902.33	4,219,010.34	4,798.94	422,128.61	2,263,131.96

The total cash balances in all bank accounts for the April month end were \$6,888,912.67 which is an increase from March of \$127,996. Restricted funds are detailed in the table above. Total interest earnings totaled \$10,730.96 with \$309.77 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 5.20% pa. This is an increase in the pool interest rate of 1.09% since the beginning of the fiscal year.

The Finance team is finalizing the proposed budget for the upcoming fiscal year. It has been a challenge, as it is every year, to get to a balanced budget with the limited resources available. The Port's needs far exceed our revenues and the leadership team works diligently to find as many solutions as possible for the upcoming year. The budget will be presented to the Budget Committee on Monday, May 20, at 3:00 PM.

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



	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Jul 2023 - Jun 2024					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
Administration	11,592	17,524	(5,931)	(34%)	11,076	516	5%	99,838	157,713	(57,876)	(37%)	118,226	(18,389)	(16%)	152,408	210,284	(28%)
External Affairs	10,025	10,029	(4)	0%	15,000	(4,975)	(33%)	90,139	90,263	(124)	(0%)	135,149	(45,010)	(33%)	120,226	120,350	(0%)
Port Operations	34,602	37,884	(3,282)	(9%)	17,399	17,203	99%	232,818	363,102	(130,284)	(36%)	198,908	33,910	17%	351,325	481,609	(27%)
Railroad Operations	112,363	167,677	(55,314)	(33%)	102,434	9,928	10%	711,071	1,379,789	(668,718)	(48%)	808,860	(97,789)	(12%)	2,173,823	2,842,542	(24%)
Charleston Operations																	
Building & Dock Leases	18,114	27,201	(9,088)	(33%)	24,535	(6,422)	(26%)	207,655	244,812	(37,157)	(15%)	233,924	(26,269)	(11%)	289,259	326,416	(11%)
Marina	64,459	93,109	(28,650)	(31%)	83,679	(19,221)	(23%)	795,034	751,657	43,376	6%	749,019	46,015	6%	1,191,252	1,147,875	4%
Shipyard	35,115	20,506	14,609	71%	22,858	12,257	54%	229,538	184,555	44,982	24%	207,944	21,594	10%	291,056	246,074	18%
RV Park	13,302	20,711	(7,409)	(36%)	19,137	(5,834)	(30%)	301,403	389,679	(88,276)	(23%)	332,926	(31,522)	(9%)	398,424	486,700	(18%)
Ice Plant	950	10,800	(9,850)	(91%)	9,026	(8,076)	(89%)	126,629	224,100	(97,471)	(43%)	170,356	(43,727)	(26%)	172,529	270,000	(36%)
Travel Lift	3,721	3,880	(159)	(4%)	4,386	(665)	(15%)	29,357	31,040	(1,683)	(5%)	34,769	(5,412)	(16%)	46,817	48,500	(3%)
Other	(21,063)	(52,083)	31,021	(60%)	45,478	(66,541)	(146%)	(72,100)	15,750	(87,850)	(558%)	45,189	(117,289)	(260%)	(66,850)	21,000	(418%)
Total Charleston Operations	114,598	124,124	(9,526)	(8%)	209,099	(94,500)	(45%)	1,617,516	1,841,594	(224,078)	(12%)	1,774,127	(156,612)	(9%)	2,322,487	2,546,565	(9%)
Total Operating Income	283,180	357,238	(74,057)	(21%)	355,008	(71,828)	(20%)	2,751,382	3,832,461	(1,081,080)	(28%)	3,035,271	(283,889)	(9%)	5,120,270	6,201,350	(17%)
Operating Expenses																	
Administration	132,560	161,951	29,391	18%	140,837	8,277	6%	1,426,891	1,553,342	126,452	8%	1,260,676	(166,214)	(13%)	2,090,909	2,217,360	6%
External Affairs	35,481	46,919	11,439	24%	39,649	4,168	11%	322,845	440,085	117,240	27%	322,035	(810)	0%	463,604	580,843	(20%)
Port Operations	77,657	90,900	13,244	15%	71,971	(5,686)	(8%)	717,308	865,223	147,915	17%	659,385	(57,924)	9%	982,508	1,130,424	(13%)
Railroad Operations	98,474	36,600	(61,874)	(169%)	22,291	(76,182)	(342%)	878,696	329,400	(549,296)	(167%)	1,094,313	215,617	(20%)	988,496	439,200	125%
Charleston Operations	169,039	203,130	34,091	17%	167,366	(1,674)	(1%)	1,538,027	1,845,127	307,100	17%	1,510,517	(27,510)	2%	2,137,990	2,445,089	(13%)
Total Expenses	513,210	539,501	26,291	5%	442,114	(71,096)	(16%)	4,883,767	5,033,177	149,411	3%	4,846,926	(36,841)	(1%)	6,663,506	6,812,917	2%
Operating Results																	
Administration	(120,968)	(144,427)	23,460	(16%)	(129,761)	8,793	(7%)	(1,327,053)	(1,395,629)	68,576	(5%)	(1,142,450)	(184,603)	16%	(1,938,500)	(2,007,076)	(3%)
External Affairs	(25,456)	(36,890)	11,435	(31%)	(24,649)	(807)	3%	(232,706)	(349,822)	117,116	(33%)	(186,886)	(45,820)	25%	(343,377)	(460,493)	(25%)
Port Operations	(43,054)	(53,016)	9,962	(19%)	(54,572)	11,517	(21%)	(484,490)	(502,121)	17,632	(4%)	(460,477)	(24,013)	5%	(631,183)	(648,815)	(3%)
Railroad Operations	13,889	131,077	(117,188)	(89%)	80,143	(66,254)	(83%)	(167,625)	1,050,389	(1,218,014)	(116%)	(285,453)	117,828	(41%)	1,185,327	2,403,342	(51%)
Charleston Operations	(54,441)	(79,007)	24,566	(31%)	41,733	(96,174)	(230%)	79,489	(3,533)	83,022	(2350%)	263,610	(184,122)	(70%)	184,498	101,476	82%
Totals Operating Results	(230,030)	(182,263)	(47,767)	26%	(87,106)	(142,924)	164%	(2,132,385)	(1,200,716)	(931,669)	78%	(1,811,655)	(320,730)	18%	(1,543,236)	(611,567)	152%
Tax Collected	47,484	37,388	10,096	27%	38,331	9,153	24%	2,313,938	2,788,828	(474,889)	(17%)	2,634,646	(320,707)	(12%)	2,375,026	2,849,915	(17%)
Financial Income	10,475	13,207	(2,733)	(21%)	19,077	(8,602)	(45%)	99,565	118,865	(19,301)	(16%)	127,992	(28,427)	(22%)	139,187	158,487	(12%)
Grant Income	10,300	0	10,300	-	59,556	(49,256)	(83%)	10,300	25,000	(14,700)	(59%)	69,282	(58,982)	(85%)	10,300	25,000	(59%)
Loan Receipts	-	0	0	-	0	0	-	0	80,000	(80,000)	(100%)	0	0	-	0	80,000	(100%)
Other Income	75	0	75	-	6,593	(6,518)	(99%)	422,834	0	422,834	-	146,791	276,042	188%	422,834	0	-
Total Other Income	68,334	50,595	17,739	35%	123,557	(55,224)	(45%)	2,846,637	3,012,693	(166,056)	(6%)	2,978,711	(132,074)	(4%)	2,947,346	3,113,402	(5%)
Financial Expenses & Taxes	3,415	5,283	1,868	(35%)	4,018	603	(15%)	146,115	69,694	(76,421)	110%	76,941	(69,174)	90%	159,571	83,150	(92%)
Debt Service	84,837	23,517	(61,321)	261%	20,538	(64,299)	313%	1,206,489	1,007,928	(198,561)	20%	956,294	(250,195)	26%	1,470,247	1,271,686	(16%)
Capital Outlays	102,935	53,917	(49,019)	91%	7,997	(94,938)	1187%	700,657	985,250	284,593	(29%)	82,384	(618,273)	750%	862,407	1,147,000	25%
Interfund Transfers	0	0	0	-	0	0	-	256,700	0	(256,700)	-	0	(256,700)	-	256,700	0	-
Total Other Expenses	191,188	82,716	(108,472)	131%	32,553	(158,635)	487%	2,309,960	2,062,872	(247,089)	12%	1,115,619	(1,194,342)	107%	2,748,924	2,501,836	10%
Net Result	(352,884)	(214,384)	(138,500)	(65%)	3,899	(356,783)	(9150%)	(1,595,709)	(250,895)	(1,344,814)	(536%)	51,437	(1,647,146)	3202%	(1,344,814)	0	(134481427000%)

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	10,342	16,274	(5,931)	-36%	10,076	266	3%	88,563	146,463	(57,901)	-40%	108,506	(19,944)	-18%	137,383	195,284	-30%
4245 CCURA	1,250	1,250	0	0%	1,000	250	25%	11,250	11,250	0	0%	9,000	2,250	25%	15,000	15,000	0%
4290 Other	0	0	0	-	0	0	-	25	0	25	-	720	(695)	-97%	25	0	-
Total Operating Income	11,592	17,524	(5,931)	-34%	11,076	516	5%	99,838	157,713	(57,876)	-37%	118,226	(18,389)	-16%	152,408	210,284	-28%
Expenses																	
Personnel Services																	
5005 Salaries	65,906	71,814	5,908	8%	60,044	(5,863)	-10%	663,484	718,423	54,939	8%	577,203	(86,281)	-15%	878,927	933,866	6%
5010 Other compensation	0	663	663	100%	0	0	-	0	6,631	6,631	100%	0	0	-	1,989	8,619	77%
5015 Overtime	0	0	0	-	0	0	-	47	0	(47)	-	13	(35)	-271%	47	0	-
5050 Merit Pool	0	0	0	-	0	0	-	0	0	0	-	0	0	-	20,000	20,000	0%
Total Compensation	65,906	72,477	6,571	9%	60,044	(5,863)	-10%	663,531	725,054	61,523	8%	577,216	(86,315)	-15%	900,962	962,485	6%
5100 Federal Payroll taxes	4,890	5,178	288	6%	4,510	(381)	-8%	43,890	51,803	7,913	15%	37,305	(6,584)	-18%	59,424	67,337	12%
5105 State Payroll taxes	256	0	(256)	-	236	(20)	-8%	2,113	0	(2,113)	-	919	(1,194)	-130%	2,113	0	-
5110 Unemployment Insurance	1,422	1,354	(68)	-5%	1,242	(180)	-15%	10,285	13,543	3,258	24%	8,611	(1,674)	-19%	14,346	17,604	19%
5115 Workers compensation	231	283	52	18%	234	3	1%	1,517	2,831	1,314	46%	1,511	(7)	0%	2,366	3,680	36%
Total Payroll Taxes	6,799	6,815	16	0%	6,221	(578)	-9%	57,805	68,176	10,372	15%	48,346	(9,459)	-20%	78,250	88,621	12%
5200 Medical insurance	11,367	14,789	3,422	23%	8,621	(2,746)	-32%	107,810	133,099	25,289	19%	76,484	(31,326)	-41%	152,177	177,466	14%
5205 Dental insurance	998	1,341	343	26%	1,086	88	8%	9,058	12,068	3,011	25%	9,508	450	5%	13,080	16,091	19%
5215 Term life insurance	108	138	29	21%	108	0	0%	1,055	1,238	183	15%	961	(94)	-10%	1,467	1,650	11%
5220 Long Term Disability insurance	385	438	53	12%	354	(31)	-9%	3,599	4,382	784	18%	3,167	(432)	-14%	4,913	5,697	14%
5225 PERS Employer Contributions	14,090	15,907	1,817	11%	18,482	4,392	24%	136,865	159,128	22,262	14%	111,710	(25,156)	-23%	184,585	206,847	11%
5230 PERS Employee Contributions	3,753	4,246	493	12%	5,159	1,406	27%	36,073	42,474	6,402	15%	31,145	(4,928)	-16%	48,810	55,212	12%
5295 Allocations	0	(165)	(165)	100%	0	0	-	0	(1,648)	(1,648)	100%	0	0	-	(494)	(2,143)	77%
Total Insured Benefits	30,701	36,693	5,992	16%	33,810	3,109	9%	294,460	350,741	56,281	16%	232,975	(61,485)	-26%	404,538	460,819	12%
Total Personnel Services	103,406	115,985	12,579	11%	100,075	(3,331)	-3%	1,015,795	1,143,971	128,176	11%	858,536	(157,259)	-18%	1,383,750	1,511,926	8%
Goods & Services																	
6005 Seminars & training	0	1,340	1,340	100%	7,626	7,626	100%	13,482	12,056	(1,426)	-12%	9,175	(4,307)	-47%	17,501	16,075	-9%
6010 Educational reimbursement	0	83	83	100%	0	0	-	1,104	750	(354)	-47%	1,187	83	7%	1,354	1,000	-35%
Total Staff Training	0	1,423	1,423	100%	7,626	7,626	100%	14,586	12,806	(1,780)	-14%	10,362	(4,224)	-41%	18,855	17,075	-10%
6020 Travel - airfare	(1,349)	83	1,432	1719%	1,317	2,666	202%	0	750	750	100%	3,964	3,964	100%	250	1,000	75%
6025 Travel - lodging & transportation	0	167	167	100%	28	28	100%	1,644	1,500	(144)	-10%	1,369	(275)	-20%	2,144	2,000	-7%
6030 Travel - Per Diem & mileage reimbursement	0	250	250	100%	0	0	-	1,195	2,250	1,055	47%	586	(609)	-104%	1,945	3,000	35%
6035 Meals & Entertainment	42	146	104	72%	111	70	63%	1,422	1,312	(109)	-8%	1,450	28	2%	1,859	1,750	-6%
Total Travel & Entertainment	(1,308)	646	1,953	302%	1,456	2,763	190%	4,260	5,812	1,552	27%	7,370	3,109	42%	6,198	7,750	20%

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6050 Office supplies	244	779	535	69%	1,701	1,457	86%	5,960	7,013	1,052	15%	7,750	1,790	23%	8,298	9,350	11%
6055 Kitchen supplies	146	279	133	48%	252	106	42%	1,485	2,511	1,026	41%	1,381	(104)	-8%	2,322	3,348	31%
6060 IT supplies	0	1,000	1,000	100%	556	556	100%	3,109	9,000	5,891	65%	11,008	7,899	72%	6,109	12,000	49%
6070 Postage & courier services	202	333	132	39%	429	227	53%	2,602	3,000	398	13%	2,889	287	10%	3,602	4,000	10%
6085 Office equipment lease	462	154	(308)	-200%	462	0	0%	1,385	1,385	0	0%	1,531	146	10%	1,847	1,847	0%
6087 Office equipment repairs & maintenance	147	375	228	61%	384	237	62%	2,025	3,375	1,350	40%	2,212	187	8%	3,150	4,500	30%
6090 IT SW subscriptions & licenses	14,601	13,764	(837)	-6%	13,310	(1,291)	-10%	154,023	123,875	(30,148)	-24%	115,978	(38,044)	-33%	195,315	165,167	-18%
6095 Commission expenses	0	640	640	100%	1,265	1,265	100%	378	5,760	5,382	93%	3,004	2,626	87%	2,298	7,680	70%
Total Office Expense	15,801	17,324	1,523	9%	18,358	2,557	14%	170,966	155,919	(15,048)	-10%	145,752	(25,214)	-17%	222,939	207,892	-7%
6100 Telephone - landline	461	460	(1)	0%	440	(21)	-5%	4,037	4,140	103	2%	4,221	184	4%	5,417	5,520	2%
6105 Telephone - mobile	838	625	(213)	-34%	0	(838)	-	7,300	5,625	(1,675)	-30%	4,000	(3,300)	-83%	9,175	7,500	-22%
6110 Internet services	633	637	4	1%	619	(14)	-2%	5,651	5,730	79	1%	5,539	(113)	-2%	7,561	7,640	1%
6130 Electricity	1,464	1,707	243	14%	1,872	407	22%	10,291	10,839	548	5%	10,270	(21)	0%	13,852	14,400	4%
6135 Water/Sewer	270	250	(20)	-8%	221	(49)	-22%	1,989	2,250	261	12%	1,818	(171)	-9%	2,739	3,000	9%
6140 Garbage/Sanitation Collection	331	300	(31)	-10%	287	(44)	-15%	2,778	2,700	(78)	-3%	2,520	(258)	-10%	3,678	3,600	-2%
Total Utilities	3,995	3,979	(17)	0%	3,438	(558)	-16%	32,046	31,284	(762)	-2%	28,368	(3,678)	-13%	42,422	41,660	-2%
6205 Janitorial services	882	857	(25)	-3%	1,324	442	33%	7,686	7,710	24	0%	12,582	4,896	39%	10,256	10,280	0%
6215 Payroll services	638	703	65	9%	210	(428)	-204%	6,115	6,323	208	3%	6,743	629	9%	8,222	8,430	2%
6245 Legal advertising	14	167	153	92%	0	(14)	-	14	1,500	1,486	99%	170	156	92%	514	2,000	74%
6250 Legal services	3,114	8,333	5,219	63%	375	(2,739)	-730%	57,261	75,000	17,739	24%	26,386	(30,875)	-117%	82,261	100,000	18%
6255 Auditing	0	6,250	6,250	100%	0	0	-	66,600	56,250	(10,350)	-18%	66,950	350	1%	85,350	75,000	-14%
6260 Consulting services	41	67	26	39%	0	(41)	-	146	600	454	76%	10,770	10,624	99%	346	800	57%
6265 Recruiting services	0	0	0	-	0	0	-	0	0	0	-	2,151	2,151	100%	0	0	-
6290 Commercial insurance	6,114	3,129	(2,985)	-95%	2,484	(3,630)	-146%	34,226	28,157	(6,069)	-22%	22,848	(11,378)	-50%	43,611	37,543	-16%
Total Professional Services	10,803	19,504	8,702	45%	4,393	(6,410)	-146%	172,047	175,540	3,493	2%	148,600	(23,447)	-16%	230,560	234,053	1%
6351 Awards & Recognitions	65	446	381	85%	0	(65)	-	3,943	4,012	70	2%	3,985	42	1%	5,280	5,350	1%
Total Marketing Expense	65	446	381	85%	0	(65)	-	3,943	4,012	70	2%	3,985	42	1%	5,280	5,350	1%
6400 Small equipment & tools	74	63	(12)	-19%	202	128	63%	1,339	563	(776)	-138%	543	(796)	-147%	1,526	750	-103%
6405 Safety/hazardous materials	0	0	0	-	0	0	-	676	0	(676)	-	0	(676)	-	676	0	-
6420 Janitorial supplies	288	125	(163)	-130%	257	(31)	-12%	1,378	1,125	(253)	-23%	991	(387)	-39%	1,753	1,500	-17%
6425 Operational supplies	0	0	0	-	15	15	100%	112	0	(112)	-	33	(79)	-242%	112	0	-
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	94	94	100%	0	0	-
6450 Fuel - Gas	0	0	0	-	361	361	100%	0	0	0	-	3,078	3,078	100%	0	0	-
Total Operational Expense	362	188	(175)	-93%	836	474	57%	3,505	1,688	(1,818)	-108%	4,739	1,233	26%	4,068	2,250	-81%

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

amounts in \$US dollars

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



Administration	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	0	0	0	-	0	0	-	48	0	(48)	-	0	(48)	-	48	0	-
6505 Repairs & maintenance vehicles	(872)	542	1,414	261%	17	890	5099%	0	4,875	4,875	100%	551	551	100%	1,625	6,500	75%
6510 Repairs & maintenance buildings	277	1,907	1,630	85%	4,639	4,362	94%	9,418	17,160	7,742	45%	51,879	42,461	82%	15,138	22,880	34%
6580 Permits	0	0	0	-	0	0	-	0	200	200	100%	525	525	100%	0	200	100%
Total Repair and Maintenance	(565)	2,457	3,021	123%	4,657	5,221	112%	9,741	22,310	12,569	56%	52,965	43,223	82%	17,111	29,680	42%
6599 Budget Contingency	0	0	0	-	0	0	-	0	0	0	-	0	0	-	159,725	159,725	0%
Total Goods & Services	29,154	45,966	16,812	37%	40,763	11,608	28%	411,095	409,371	(1,724)	0%	402,140	(8,955)	-2%	707,158	705,435	0%
Total Expenses	132,560	161,951	29,391	18%	140,837	8,277	6%	1,426,891	1,553,342	126,452	8%	1,260,676	(166,214)	-13%	2,090,909	2,217,360	6%
Operating Results	(120,968)	(144,427)	23,460	-16%	(129,761)	8,793	-7%	(1,327,053)	(1,395,629)	68,576	-5%	(1,142,450)	(184,603)	16%	(1,938,500)	(2,007,075.93)	-3%
Other Income & Expenses																	
Other Income																	
4405 Property Taxes - Current Year	43,009	36,473	6,536	18%	36,106	6,903	19%	1,938,183	1,933,458	4,725	0%	1,909,105	29,077	2%	1,997,775	1,993,050	0%
4410 Property Taxes - Prior Years	4,475	915	3,560	389%	2,225	2,250	101%	42,954	48,505	(5,551)	-11%	44,168	(1,214)	-3%	44,449	50,000	-11%
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	13,000	(13,000)	-100%	0	0	-	0	13,000	-100%
4505 Interest - Bank	3,101	5,833	(2,733)	-47%	11,703	(8,602)	-74%	33,199	52,500	(19,301)	-37%	61,626	(28,427)	-46%	50,699	70,000	-28%
4506 Interest - Southport Note	1,440	1,440	0	0%	1,615	(175)	-11%	13,488	13,488	0	0%	15,049	(1,561)	-10%	17,718	17,718	0%
4515 Principal Repayment - Southport Note	5,934	5,934	0	0%	5,759	175	3%	52,878	52,878	0	0%	51,317	1,561	3%	70,769	70,769	0%
4905 Other	75	0	75	-	243	(168)	-69%	508	0	508	-	48,210	(47,701)	-99%	508	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	8,537	0	8,537	-	1,250	7,287	583%	8,537	0	-
Total Other Income	58,034	50,595	7,439	15%	57,651	383	1%	2,089,747	2,113,828	(24,081)	-1%	2,130,725	(40,978)	-2%	2,190,456	2,214,537	-1%
Other Expenses																	
Taxes & Misc Expenses																	
6710 Reimbursable Expenses	0	0	0	-	0	0	-	103,302	0	(103,302)	-	0	(103,302)	-	103,302	0	-
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	43	13,000	12,957	100%	2,856	2,813	98%	43	13,000	100%
6740 Merchant fees	2,181	2,116	(65)	-3%	1,768	(413)	-23%	26,088	31,044	4,956	16%	25,931	(157)	-1%	35,044	40,000	12%
6745 Banking fees	203	667	464	70%	182	(20)	-11%	2,463	6,000	3,537	59%	1,154	(1,309)	-113%	4,463	8,000	44%
6755 Insurance Claims	0	0	0	-	0	0	-	2,002	0	(2,002)	-	1,250	(752)	-60%	2,002	0	-
Total Taxes & Misc Expenses	2,384	2,783	399	14%	1,951	(433)	-22%	133,898	50,044	(83,854)	-168%	31,192	(102,707)	-329%	144,854	61,000	-137%
Debt Services																	
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	-	34,590	34,590	0	0%	35,897	1,307	4%	69,179	69,179	0%
7020 Principal repayment - Vehicles	0	0	0	-	558	558	100%	0	0	0	-	4,945	4,945	100%	0	0	-
7025 Interest payment - Vehicles	0	0	0	-	104	104	100%	0	0	0	-	1,014	1,014	100%	0	0	-
8010 CIP Buildings	0	2,500	2,500	100%	7,997	7,997	100%	10,324	22,500	12,176	54%	7,997	(2,327)	-29%	17,824	30,000	41%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	0	0	0	-	10,225	10,225	100%	0	0	-
9025 Special Payments	0	0	0	-	0	0	-	0	0	0	-	(220,479)	(220,479)	100%	0	0	-
Total Debt Services	0	2,500	2,500	100%	8,659	8,659	100%	44,913	57,090	12,176	21%	(160,401)	(205,314)	128%	202,003	214,179	6%
Total Other Expenses	2,384	5,283	2,899	55%	10,610	8,226	78%	178,812	107,134	(71,678)	-67%	(129,209)	(308,021)	238%	346,857	275,179	-26%
Net Other Income	55,650	45,312	10,337	23%	47,041	8,609	18%	1,910,935	2,006,695	(95,759)	-5%	2,259,934	(348,999)	-15%	1,843,599	1,939,358	-5%
Net Result	(65,318)	(99,115)	33,797	-34%	(82,720)	17,402	-21%	583,882	611,066	(27,183)	-4%	1,117,484	(533,602)	-48%	(94,901)	(67,718)	40%

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024		\$ Diff	% Diff	Mar 2023		Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD						
	Actual	Budget			Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	18,114	27,201	(9,088)	-33%	24,535	(6,422)	-26%	207,655	244,812	(37,157)	-15%	233,924	(26,269)	-11%	289,259	326,416	-11%
4100 Annual Moorage	27,870	34,000	(6,130)	-18%	31,674	(3,804)	-12%	237,854	263,500	(25,646)	-10%	255,018	(17,164)	-7%	399,354	425,000	-6%
4105 Semi-Annual Moorage	11,826	9,200	2,626	29%	8,024	3,802	47%	104,148	71,300	32,848	46%	70,028	34,120	49%	147,848	115,000	29%
4110 Monthly Moorage	8,790	16,000	(7,210)	-45%	14,353	(5,562)	-39%	113,585	124,000	(10,415)	-8%	135,571	(21,986)	-16%	189,585	200,000	-5%
4115 Transient Moorage	4,615	8,824	(4,209)	-48%	5,898	(1,284)	-22%	113,991	68,386	45,605	67%	74,847	39,144	52%	155,905	110,300	41%
4118 Work Dock	12,424	3,500	8,924	255%	1,518	10,906	719%	48,477	31,500	16,977	54%	27,019	21,458	79%	58,977	42,000	40%
4120 Metered Utilities	0	30	(30)	-100%	30	(30)	-100%	0	270	(270)	-100%	270	(270)	-100%	90	360	-75%
4125 Launch Ramp	3,789	3,870	(81)	-2%	3,968	(179)	-5%	35,219	33,540	1,679	5%	32,299	2,920	9%	44,679	43,000	4%
4130 Public Buying Dock	0	17	(17)	-100%	0	0	-	0	150	(150)	-100%	0	0	-	50	200	-75%
4135 Storage Yard	(8,785)	5,146	(13,930)	-271%	3,755	(12,540)	-334%	37,663	46,310	(8,647)	-19%	29,741	7,922	27%	53,100	61,747	-14%
4140 Storage Unit	17,977	17,000	977	6%	16,691	1,286	8%	161,941	153,000	8,941	6%	149,826	12,114	8%	212,941	204,000	4%
4145 Long Term Boat Storage	10,690	9,167	1,523	17%	11,253	(563)	-5%	96,000	82,500	13,500	16%	86,380	9,620	11%	123,500	110,000	12%
4150 Short Term Boat Storage	4,707	3,412	1,295	38%	4,748	(40)	-1%	34,375	30,706	3,668	12%	45,702	(11,327)	-25%	44,610	40,942	9%
4155 Boat Wash	0	83	(83)	-100%	0	0	-	245	750	(505)	-67%	0	245	-	495	1,000	-51%
4165 Space Rents	11,809	18,720	(6,911)	-37%	16,896	(5,087)	-30%	289,767	374,400	(84,633)	-23%	307,303	(17,537)	-6%	383,367	468,000	-18%
4173 Laundry	78	275	(198)	-72%	313	(235)	-75%	2,493	4,455	(1,962)	-44%	4,909	(2,416)	-49%	3,538	5,500	-36%
4175 Propane	384	1,716	(1,332)	-78%	1,920	(1,536)	-80%	7,750	10,824	(3,074)	-28%	12,418	(4,668)	-38%	10,126	13,200	-23%
4180 Merchandise	32	0	32	-	21	11	52%	501	0	501	-	365	135	37%	501	0	-
4185 Visitor Convention Bureau Fee	0	0	0	-	0	0	-	0	0	0	-	2,157	(2,157)	-100%	0	0	-
4190 Ice	950	10,800	(9,850)	-91%	9,026	(8,076)	-89%	126,629	224,100	(97,471)	-43%	170,356	(43,727)	-26%	172,529	270,000	-36%
4200 Boat Lifts	3,721	3,880	(159)	-4%	4,386	(665)	-15%	29,683	31,040	(1,357)	-4%	36,595	(6,912)	-19%	47,143	48,500	-3%
4230 Environmental Fee	5,034	3,367	1,667	50%	3,508	1,526	43%	33,278	30,300	2,978	10%	30,924	2,354	8%	43,378	40,400	7%
4235 Customer Discounts	0	0	0	-	(13)	13	-100%	(1,482)	0	(1,482)	-	(2,976)	1,494	-50%	(1,482)	0	-
4290 Other	2,887	28,667	(25,780)	-90%	61,650	(58,762)	-95%	66,765	258,000	(191,235)	-74%	98,271	(31,506)	-32%	152,765	344,000	-56%
4295 Bad Debt Expense	(22,313)	(80,750)	58,437	-72%	(15,054)	(7,259)	48%	(129,020)	(242,250)	113,230	-47%	(26,821)	(102,200)	381%	(209,770)	(323,000)	-35%
Total Operating Income	114,598	124,124	(9,526)	-8%	209,099	(94,500)	-45%	1,617,516	1,841,594	(224,078)	-12%	1,774,127	(156,612)	-9%	2,322,487	2,546,565	-9%
Expenses																	
Personnel Services																	
5005 Salaries	35,295	35,279	(16)	0%	31,875	(3,420)	-11%	354,813	352,931	(1,882)	-1%	269,610	(85,202)	-32%	460,650	458,769	0%
5010 Other compensation	0	339	339	100%	100	100	100%	4,827	3,394	(1,433)	-42%	8,846	4,020	45%	5,844	4,411	-32%
5015 Overtime	303	1,670	1,367	82%	664	361	54%	7,139	16,704	9,564	57%	10,576	3,437	32%	12,149	21,713	44%
Total Compensation	35,598	37,288	1,690	5%	32,639	(2,959)	-9%	366,779	373,028	6,249	2%	289,033	(77,746)	-27%	478,644	484,893	1%
5100 Federal Payroll taxes	2,669	2,853	184	6%	2,479	(190)	-8%	27,685	28,537	852	3%	21,887	(5,798)	-26%	36,243	37,094	2%
5105 State Payroll taxes	140	0	(140)	-	130	(10)	-8%	1,448	0	(1,448)	-	505	(942)	-186%	1,448	0	-
5110 Unemployment Insurance	1,012	1,027	16	2%	875	(137)	-16%	9,132	10,278	1,146	11%	7,815	(1,317)	-17%	12,214	13,360	9%
5115 Workers compensation	4,411	2,603	(1,808)	-69%	4,445	34	1%	26,576	26,043	(534)	-2%	33,481	6,905	21%	34,386	33,853	-2%
Total Payroll Taxes	8,231	6,483	(1,748)	-27%	7,929	(302)	-4%	64,841	64,857	16	0%	63,688	(1,153)	-2%	84,291	84,307	0%
5200 Medical insurance	11,804	13,176	1,372	10%	10,427	(1,376)	-13%	109,122	118,584	9,462	8%	82,764	(26,357)	-32%	148,650	158,112	6%
5205 Dental insurance	779	853	74	9%	724	(55)	-8%	7,764	7,676	(87)	-1%	6,268	(1,496)	-24%	10,323	10,235	-1%
5215 Term life insurance	99	113	14	12%	113	15	13%	976	1,013	36	4%	947	(29)	-3%	1,314	1,350	3%
5220 Long Term Disability insurance	193	244	52	21%	212	19	9%	1,919	2,198	279	13%	1,799	(120)	-7%	2,652	2,931	10%
5225 PERS Employer Contributions	6,510	8,169	1,659	20%	9,321	2,811	30%	52,165	81,726	29,561	36%	44,094	(8,071)	-18%	76,673	106,235	28%
5230 PERS Employee Contributions	1,767	2,217	450	20%	2,609	843	32%	14,127	22,178	8,051	36%	12,196	(1,930)	-16%	20,778	28,829	28%
5295 Allocations	0	(2,292)	(2,292)	100%	0	0	-	0	(22,925)	(22,925)	100%	0	0	-	(6,875)	(29,800)	77%
Total Insured Benefits	21,151	22,480	1,330	6%	23,407	2,256	10%	186,072	210,450	24,378	12%	148,068	(38,004)	-26%	253,514	277,892	9%

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Total Personnel Services	64,980	66,252	1,272	2%	63,975	(1,005)	-2%	617,692	648,336	30,643	5%	500,789	(116,903)	-23%	816,448	847,091	4%
Goods & Services																	
6020 Travel - airfare	0	42	42	100%	0	0	-	0	375	375	100%	0	0	-	125	500	75%
6025 Travel - lodging & transportation	0	83	83	100%	0	0	-	0	750	750	100%	634	634	100%	250	1,000	75%
6030 Travel - Per Diem & mileage reimbursement	0	167	167	100%	0	0	-	0	1,500	1,500	100%	0	0	-	500	2,000	75%
6035 Meals & Entertainment	0	25	25	100%	0	0	-	497	225	(272)	-121%	170	(327)	-192%	572	300	-91%
Total Travel & Entertainment	0	317	317	100%	0	0	-	497	2,850	2,353	83%	804	307	38%	1,447	3,800	62%
6050 Office supplies	59	0	(59)	-	0	(59)	-	374	0	(374)	-	0	(374)	-	374	0	-
6055 Kitchen supplies	212	167	(45)	-27%	191	(21)	-11%	1,644	1,500	(144)	-10%	1,631	(13)	-1%	2,144	2,000	-7%
6060 IT supplies	0	0	0	-	0	0	-	35	0	(35)	-	0	(35)	-	35	0	-
6070 Postage & courier services	0	13	13	100%	0	0	-	132	113	(20)	-17%	60	(72)	-120%	170	150	-13%
Total Office Expense	271	179	(91)	-51%	191	(80)	-42%	2,185	1,613	(573)	-36%	1,691	(494)	-29%	2,723	2,150	-27%
6100 Telephone - landline	265	208	(56)	-27%	231	(33)	-14%	2,321	1,875	(446)	-24%	1,859	(462)	-25%	2,946	2,500	-18%
6105 Telephone - mobile	452	600	148	25%	0	(452)	-	4,688	5,400	712	13%	4,218	(471)	-11%	6,488	7,200	10%
6110 Internet services	1,949	2,000	51	3%	1,922	(27)	-1%	17,461	18,000	539	3%	17,333	(127)	-1%	23,461	24,000	2%
6115 Cable TV	935	1,072	137	13%	925	(10)	-1%	8,355	9,648	1,293	13%	8,296	(60)	-1%	11,571	12,864	10%
6130 Electricity	25,054	25,034	(21)	0%	24,622	(433)	-2%	187,841	189,188	1,347	1%	181,201	(6,640)	-4%	253,913	255,260	1%
6131 Propane - Operations	104	167	63	38%	130	26	20%	1,278	1,500	222	15%	1,535	256	17%	1,778	2,000	11%
6135 Water/Sewer	6,392	7,467	1,075	14%	7,755	1,364	18%	90,829	68,000	(22,829)	-34%	80,168	(10,661)	-13%	112,829	90,000	-25%
6140 Garbage/Sanitation Collection	7,451	9,167	1,715	19%	6,920	(532)	-8%	69,442	82,500	13,058	16%	60,633	(8,809)	-15%	96,942	110,000	12%
6145 Hazardous material disposal	0	0	0	-	225	225	100%	2,020	0	(2,020)	-	5,920	3,900	66%	2,020	0	-
6150 Derelict boat disposal	685	4,167	3,482	84%	0	(685)	-	685	37,500	36,815	98%	114,693	114,008	99%	13,185	50,000	74%
6155 Environmental Remediation/Mitigation/Monitoring	91	292	201	69%	276	185	67%	1,001	2,625	1,624	62%	1,328	327	25%	1,876	3,500	46%
Total Utilities	43,378	50,172	6,794	14%	43,006	(372)	-1%	385,921	416,236	30,314	7%	477,183	91,261	19%	527,010	557,324	5%
6200 Temporary/Contract help	0	1,300	1,300	100%	0	0	-	6,200	11,700	5,500	47%	0	(6,200)	-	10,100	15,600	35%
6205 Janitorial services	33	32	(1)	-4%	32	(2)	-5%	415	288	(127)	-44%	305	(109)	-36%	511	384	-33%
6210 Vending machine services	125	258	133	52%	125	0	0%	1,125	2,325	1,200	52%	2,587	1,462	57%	1,900	3,100	39%
6245 Legal advertising	322	250	(72)	-29%	0	(322)	-	1,196	2,250	1,054	47%	584	(612)	-105%	1,946	3,000	35%
6260 Consulting services	379	4,088	3,709	91%	1,148	769	67%	7,307	36,788	29,481	80%	74,405	67,098	90%	19,569	49,050	60%
6290 Commercial insurance	10,113	9,992	(121)	-1%	9,132	(982)	-11%	85,129	89,925	4,796	5%	75,039	(10,090)	-13%	115,104	119,900	4%
Total Professional Services	10,972	15,920	4,947	31%	10,436	(536)	-5%	101,612	143,276	41,664	29%	152,921	51,309	34%	149,370	191,034	22%
6305 Promotional items	120	0	(120)	-	0	(120)	-	120	0	(120)	-	0	(120)	-	120	0	-
Total Marketing Expense	120	0	(120)	-	0	(120)	-	120	0	(120)	-	0	(120)	-	120	0	-
6400 Small equipment & tools	839	1,017	177	17%	471	(368)	-78%	12,536	9,150	(3,386)	-37%	8,804	(3,733)	-42%	15,586	12,200	-28%
6405 Safety/hazardous materials	125	0	(125)	-	0	(125)	-	376	0	(376)	-	0	(376)	-	376	0	-
6410 Signage	7	42	34	83%	0	(7)	-	232	375	143	38%	0	(232)	-	357	500	29%
6415 Clothing	0	283	283	100%	321	321	100%	1,138	2,550	1,412	55%	1,733	595	34%	1,988	3,400	42%
6420 Janitorial supplies	1,055	1,167	112	10%	920	(135)	-15%	7,195	10,500	3,305	31%	8,258	1,063	13%	10,695	14,000	24%
6425 Operational supplies	2,164	1,500	(664)	-44%	745	(1,419)	-190%	31,052	13,500	(17,552)	-130%	18,211	(12,841)	-71%	35,552	18,000	-98%
6430 Equipment Rental	0	625	625	100%	0	0	-	2,302	5,625	3,323	59%	2,905	603	21%	4,177	7,500	44%
6450 Fuel - Gas	1,564	1,000	(564)	-56%	0	(1,564)	-	8,639	9,000	361	4%	8,181	(458)	-6%	11,639	12,000	3%
6455 Fuel - Diesel	0	558	558	100%	91	91	100%	3,365	5,025	1,660	33%	5,623	2,258	40%	5,040	6,700	25%
6481 Propane - Retail	1,334	767	(567)	-74%	1,003	(331)	-33%	5,246	6,900	1,654	24%	8,423	3,177	38%	7,546	9,200	18%
6485 Retail items	0	0	0	-	0	0	-	62	0	(62)	-	0	(62)	-	62	0	-
Total Operational Expense	7,088	6,958	(129)	-2%	3,551	(3,537)	-100%	72,143	62,625	(9,518)	-15%	62,136	(10,007)	-16%	93,018	83,500	-11%

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

amounts in \$US dollars

Fund: General Fund

Department: Charleston Ops

Location: All

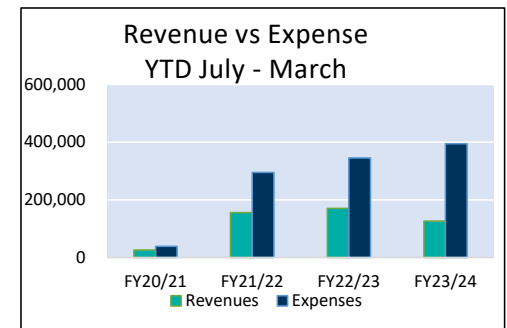
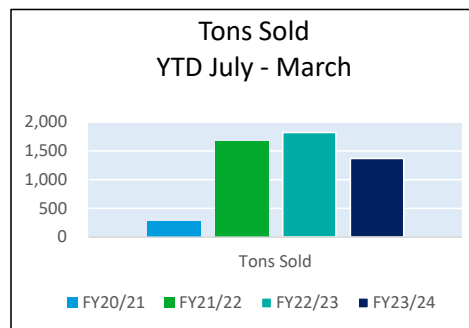
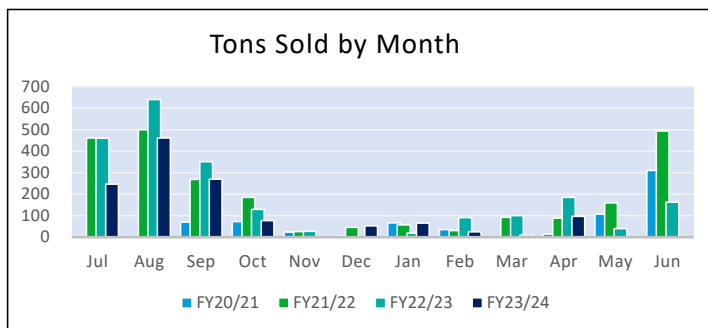
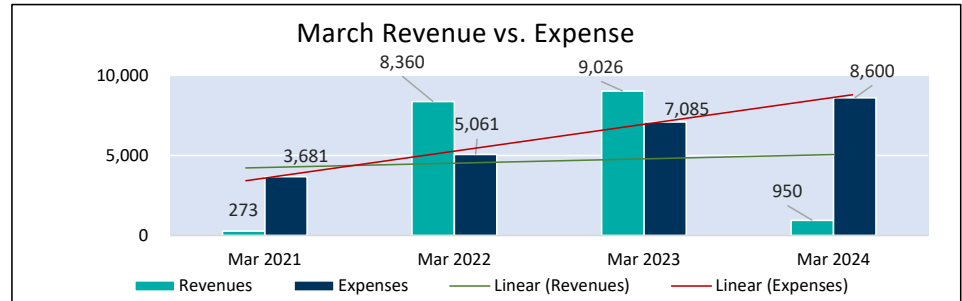
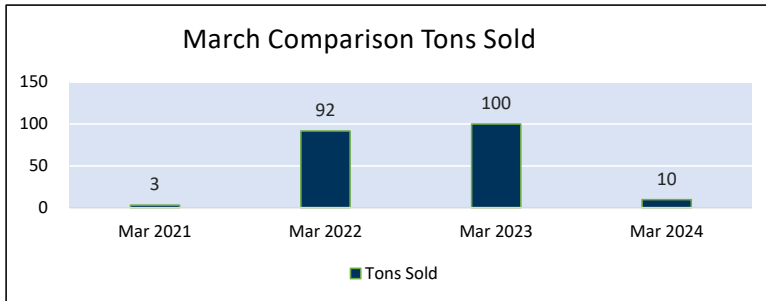
Budget: Adopted



Charleston Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6500 Repairs & maintenance equipment	12,273	6,053	(6,220)	-103%	27,745	15,472	56%	102,677	54,480	(48,197)	-88%	79,950	(22,728)	-28%	120,837	72,640	-66%
6505 Repairs & maintenance vehicles	171	1,917	1,746	91%	2,518	2,347	93%	5,740	17,250	11,510	67%	34,515	28,775	83%	11,490	23,000	50%
6510 Repairs & maintenance buildings	1,320	14,192	12,871	91%	12,303	10,983	89%	20,434	127,725	107,291	84%	22,632	2,198	10%	63,009	170,300	63%
6515 Repairs & maintenance land improvements	129	417	288	69%	89	(40)	-45%	2,766	3,750	984	26%	1,316	(1,450)	-110%	4,016	5,000	20%
6520 Repairs & maintenance docks	1,122	24,492	23,370	95%	3,551	2,429	68%	43,476	220,425	176,949	80%	20,475	(23,002)	-112%	116,951	293,900	60%
6540 Marina dredging	0	12,500	12,500	100%	0	0	-	150,000	112,500	(37,500)	-33%	124,730	(25,270)	-20%	187,500	150,000	-25%
6575 Waterway Leases	26,947	3,167	(23,780)	-751%	0	(26,947)	-	29,359	28,500	(859)	-3%	28,632	(727)	-3%	38,859	38,000	-2%
6580 Permits	269	596	327	55%	0	(269)	-	3,403	5,562	2,160	39%	2,743	(659)	-24%	5,190	7,350	29%
Total Repair and Maintenance	42,231	63,332	21,102	33%	46,207	3,976	9%	357,856	570,192	212,337	37%	314,993	(42,862)	-14%	547,853	760,190	28%
Total Goods & Services	104,059	136,879	32,819	24%	103,391	(668)	-1%	920,335	1,196,791	276,456	23%	1,009,728	89,393	9%	1,321,542	1,597,998	17%
Total Expenses	169,039	203,130	34,091	17%	167,366	(1,674)	-1%	1,538,027	1,845,127	307,100	17%	1,510,517	(27,510)	-2%	2,137,990	2,445,089	13%
Operating Results	(54,441)	(79,007)	24,566	-31%	41,733	(96,174)	-230%	79,489	(3,533)	83,022	-2350%	263,610	(184,122)	-70%	184,498	101,476	82%
Other Income & Expenses																	
Other Income																	
4450 Lodging Tax	0	0	0	-	0	0	-	602	0	602	-	118	484	412%	602	0	-
4470 Property Taxes - Sublet Facilities	0	0	0	-	0	0	-	0	12,000	(12,000)	-100%	0	0	-	0	12,000	-100%
4650 Grants Received - MAP	10,300	0	10,300	-	0	10,300	-	10,300	5,000	5,300	106%	0	10,300	-	10,300	5,000	106%
4695 Grants Received - Other	0	0	0	-	59,556	(59,556)	-100%	0	15,000	(15,000)	-100%	69,282	(69,282)	-100%	0	15,000	-100%
4905 Other	0	0	0	-	150	(150)	-100%	10,788	0	10,788	-	12,612	(1,824)	-14%	10,788	0	-
4915 Insurance Reimbursement	0	0	0	-	6,200	(6,200)	-100%	0	0	0	-	47,894	(47,894)	-100%	0	0	-
Total Other Income	10,300	0	10,300	-	65,906	(55,606)	-84%	21,690	32,000	(10,310)	-32%	129,905	(108,215)	-83%	21,690	32,000	-32%
Other Expenses																	
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	-	-	-	-	-	-	-	10,900.39	12,000.00	1,099.61	9%	10,754	(147)	-1%	10,900.39	12,000.00	9%
6745 Banking fees	-	-	-	-	-	-	-	35.00	-	(35.00)	-	5	(30)	-600%	35.00	-	-
6750 Fines & Penalties	111.10	-	(111.10)	-	-	(111.10)	-	129.85	-	(129.85)	-	0	(130)	-	129.85	-	-
6755 Insurance Claims	-	-	-	-	-	-	-	168.00	-	(168.00)	-	29,024	28,856	99%	168.00	-	-
Total Taxes & Misc Expenses	111.10	-	(111.10)	-	0	(111)	-	11,233	12,000.00	767	6%	39,783	28,550	72%	11,233	12,000.00	6%
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	247,675	247,675	0	0%	223,162	(24,513)	-11%	247,675	247,675	0%
7010 Interest payment	0	0	0	-	0	0	-	128,054	127,617	(437)	0%	131,238	3,184	2%	145,870	145,433	0%
7020 Vehicle Principal repayment	2,077	1,363	(715)	-52%	2,001	(77)	-4%	10,878	15,906	5,027	32%	10,531	(347)	-3%	16,272	21,299	24%
7025 Vehicle Interest payment	208	128	(80)	-62%	285	77	27%	801	1,955	1,154	59%	1,149	347	30%	1,361	2,514	46%
8010 CIP Buildings	0	2,500	2,500	100%	0	0	-	33,493	22,500	(10,993)	-49%	0	(33,493)	-	40,993	30,000	-37%
8011 CIP Docks	101,586	12,083	(89,503)	-741%	0	(101,586)	-	162,633	108,750	(53,883)	-50%	50,000	(112,633)	-225%	198,883	145,000	-37%
8015 CIP Land Improvements	0	0	0	-	0	0	-	16,425	0	(16,425)	-	0	(16,425)	-	16,425	0	-
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	48,363	150,000	101,637	68%	9,100	(39,263)	-431%	48,363	150,000	68%
8025 CIP Mobile Equipment	0	0	0	-	0	0	-	0	20,000	20,000	100%	0	0	-	0	20,000	100%
Total Debt Services	103,872	16,074	(87,797)	-546%	2,285	(101,586)	-4445%	648,323	694,403	46,081	7%	425,179	(223,144)	-52%	715,841	761,922	6%
Total Other Expenses	103,983	16,074	(87,909)	-547%	2,285	(101,697)	-4450%	659,556	706,403	46,847	7%	464,962	(194,594)	-42%	727,075	773,922	6%
Net Other Income	(93,683)	(16,074)	(77,609)	483%	63,621	(157,303)	-247%	(637,866)	(674,403)	36,537	-5%	(335,057)	(302,809)	90%	(705,385)	(741,922)	-5%
Net Result	(148,124)	(95,081)	(53,043)	56%	105,354	(253,477)	-241%	(558,377)	(677,936)	119,559	-18%	(71,447)	(486,930)	682%	(520,887)	(640,446)	-19%

Ice Plant	Current Period		Same Month Prior Years			Year to Date					Year End		
	Mar 2024		Mar 2023	Mar 2022	Mar 2021	Jul 2023 - Mar 2024		Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	Actual	Actual	Actual	Actual	Budget	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Tons Sold	10	108	100	92	3	1,207	2,463	1,819	(613)	-33.67%	2,041	3,296	-38.08%
Revenues													
Ice Sales	950	10,800	9,026	8,360	273	126,629	224,100	170,356	(43,727)	-25.67%	172,529	270,000	-36.10%
Insurance Reimbursement	0	0	0	0	46,473	0	0	18,500	(18,500)	-100.00%	0	0	-
Total Revenues	950	10,800	9,026	8,360	46,746	126,629	224,100	188,856	(62,227)	-32.95%	172,529	270,000	-36.10%
Expenses													
Personnel Services	1,514	0	127	62	0	18,504	0	13,466	5,038	37.41%	18,504	0	-
Utilities	4,295	7,860	4,677	2,618	3,605	49,169	60,340	48,918	251	0.51%	69,549	80,720	-13.84%
Repairs & Maintenance	2,470	2,292	0	0	76	21,345	20,625	39,733	(18,388)	-46.28%	28,220	27,500	2.62%
Operational Supplies & Service	322	160	2,281	2,382	0	17,338	1,640	22,794	(5,455)	-23.93%	17,818	2,120	740.49%
Debt Services	0	0	0	0	0	240,000	0	220,000	20,000	9.09%	240,000	240,000	0.00%
Capital Outlay	0	0	0	0	0	48,363	50,000	0	48,363	-	48,363	50,000	-3.27%
Total Expenses	8,600	10,312	7,085	5,061	3,681	394,887	132,605	344,911	49,976	14.49%	422,622	400,340	5.57%
Net Result	(7,650)	488	1,940	3,299	43,065	(268,258)	91,495	(156,055)	(112,203)	71.90%	(250,093)	(130,340)	91.88%
Gain (loss) Per Ton	(805.30)	4.52	19.40	35.98	14,355.06	(222.34)	37.15	(85.79)	(136.55)	159%	(122.55)	(39.54)	

Fisheries	Current Period	Same Month Prior Years			Year to Date			Prior FYTD vs Current FYTD		
	Mar 2024	Mar 2023	Mar 2022	Mar 2021	FY23/24			Last FY	Ton Diff	% Diff
Albacore Tuna (Oregon) MT	0.0	0.0	0.0	0.0			1,091.0	2,840.6	(1,750)	-61.59%
Pink Shrimp (Oregon) MT	0.0	0.0	0.0	0.0			12,301.4	12,976.9	(676)	-5.21%
Dungeness Crab (Coos Bay) MT	98.8	874.6	43.9	105.7			1,925.2	3,089.6	(1,164)	-37.69%



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

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4180 Merchandise	0	0	0	-	0	0	-	14	0	14	-	4	10	250%	14	0	-
4290 Other	10,025	10,029	(4)	0%	15,000	(4,975)	-33%	90,125	90,263	(138)	0%	135,145	(45,020)	-33%	120,212	120,350	0%
Total Operating Income	10,025	10,029	(4)	0%	15,000	(4,975)	-33%	90,139	90,263	(124)	0%	135,149	(45,010)	-33%	120,226	120,350	0%
Expenses																	
Personnel Services																	
5005 Salaries	7,538	12,729	5,191	41%	7,658	120	2%	69,276	127,342	58,066	46%	73,313	4,037	6%	107,463	165,530	35%
5010 Other compensation	0	122	122	100%	0	0	-	0	1,224	1,224	100%	0	0	-	367	1,592	77%
Total Compensation	7,538	12,852	5,313	41%	7,658	120	2%	69,276	128,567	59,291	46%	73,313	4,037	6%	107,830	167,121	35%
5100 Federal Payroll taxes	565	983	418	43%	584	19	3%	5,244	9,835	4,592	47%	5,576	332	6%	8,193	12,785	36%
5105 State Payroll taxes	30	0	(30)	-	31	1	3%	274	0	(274)	-	117	(157)	-135%	274	0	-
5110 Unemployment Insurance	214	263	49	18%	206	(8)	-4%	1,260	2,629	1,369	52%	728	(532)	-73%	2,048	3,417	40%
5115 Workers compensation	79	65	(14)	-22%	80	1	1%	424	651	227	35%	638	214	34%	619	846	27%
Total Payroll Taxes	888	1,311	423	32%	900	12	1%	7,201	13,115	5,914	45%	7,058	(143)	-2%	11,134	17,048	35%
5200 Medical insurance	694	3,467	2,773	80%	1,163	469	40%	6,023	31,206	25,183	81%	10,466	4,443	42%	16,426	41,609	61%
5205 Dental insurance	45	253	208	82%	108	63	59%	425	2,274	1,849	81%	969	544	56%	1,183	3,032	61%
5215 Term life insurance	13	25	13	50%	13	0	0%	88	225	138	61%	113	25	22%	163	300	46%
5220 Long Term Disability insurance	50	84	34	41%	51	1	2%	360	757	397	52%	455	95	21%	613	1,010	39%
5225 PERS Employer Contributions	1,667	2,814	1,148	41%	2,417	750	31%	15,035	28,155	13,120	47%	15,425	390	3%	23,478	36,599	36%
5230 PERS Employee Contributions	452	764	311	41%	689	237	34%	4,070	7,640	3,571	47%	4,399	329	7%	6,361	9,932	36%
Total Insured Benefits	2,920	7,407	4,488	61%	4,440	1,520	34%	26,000	70,258	44,258	63%	31,827	5,826	18%	48,223	92,480	48%
Total Personnel Services	11,347	21,570	10,223	47%	12,998	1,652	13%	102,477	211,939	109,462	52%	112,198	9,721	9%	167,187	276,649	40%
Goods & Services																	
6025 Travel - lodging & transportation	0	75	75	100%	162	162	100%	289	675	386	57%	630	341	54%	514	900	43%
6030 Travel - Per Diem & mileage reimbursement	0	25	25	100%	0	0	-	0	225	225	100%	0	0	-	75	300	75%
6035 Meals & Entertainment	0	104	104	100%	72	72	100%	90	938	848	90%	4,101	4,012	98%	402	1,250	68%
Total Travel & Entertainment	0	204	204	100%	234	234	100%	378	1,838	1,459	79%	4,731	4,353	92%	991	2,450	60%
6075 Memberships & dues	3,097	3,410	312	9%	3,352	255	8%	27,788	30,688	2,900	9%	29,455	1,666	6%	38,018	40,918	7%
Total Office Expense	3,097	3,410	312	9%	3,352	255	8%	27,788	30,688	2,900	9%	29,455	1,666	6%	38,018	40,918	7%
6260 Consulting services	16	852	836	98%	2,141	2,125	99%	106	7,670	7,564	99%	2,254	2,149	95%	2,662	10,226	74%
Total Professional Services	16	852	836	98%	2,141	2,125	99%	106	7,670	7,564	99%	2,254	2,149	95%	2,662	10,226	74%

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

amounts in \$US dollars

Fund: General Fund

Department: External Affairs

Location: All

Budget: Adopted



External Affairs	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6310 Marketing supplies	0	17	17	100%	0	0	-	0	150	150	100%	20	20	100%	50	200	75%
6315 Advertising	10	92	82	89%	0	(10)	-	510	825	315	38%	1,361	851	63%	785	1,100	29%
6340 Legislative support	21,011	20,775	(236)	-1%	20,923	(88)	0%	191,086	186,975	(4,111)	-2%	171,158	(19,928)	-12%	253,411	249,300	-2%
6345 Community affairs	0	0	0	-	0	0	-	500	0	(500)	-	858	358	42%	500	0	-
Total Marketing Expense	21,021	20,883	(137)	-1%	20,923	(98)	0%	192,096	187,950	(4,146)	-2%	173,397	(18,699)	-11%	254,746	250,600	-2%
Total Goods & Services	24,134	25,350	1,215	5%	26,650	2,516	9%	220,368	228,146	7,777	3%	209,837	(10,531)	-5%	296,417	304,194	3%
Total Expenses	35,481	46,919	11,439	24%	39,649	4,168	11%	322,845	440,085	117,240	27%	322,035	(810)	0%	463,604	580,843	20%
Operating Results	(25,456)	(36,890)	11,435	-31%	(24,649)	(807)	3%	(232,706)	(349,822)	117,116	-33%	(186,886)	(45,820)	25%	(343,377)	(460,493)	-25%
Net Result	(25,456)	(36,890)	11,435	-31%	(24,649)	(807)	3%	(232,706)	(349,822)	117,116	-33%	(186,886)	(45,820)	25%	(343,377)	(460,493)	-25%

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4005 Building & Dock Leases	10,882	12,776	(1,894)	-15%	10,579	303	3%	113,269	114,981	(1,712)	-1%	123,648	(10,379)	-8%	151,596	153,309	-1%
4010 Property Agreements	9,296	25,108	(15,812)	-63%	6,820	2,476	36%	83,825	241,551	(157,725)	-65%	75,260	8,565	11%	164,005	321,730	-49%
4135 Storage Yard	14,424	0	14,424	-	0	14,424	-	14,424	0	14,424	-	0	14,424	-	14,424	0	-
4290 Other	0	0	0	-	0	0	-	21,300	6,570	14,730	224%	0	21,300	-	21,300	6,570	224%
Total Operating Income	34,602	37,884	(3,282)	-9%	17,399	17,203	99%	232,818	363,102	(130,284)	-36%	198,908	33,910	17%	351,325	481,609	-27%
Expenses																	
Personnel Services																	
5005 Salaries	42,321	43,337	1,016	2%	38,168	(4,153)	-11%	404,248	433,541	29,293	7%	360,179	(44,070)	-12%	534,260	563,553	5%
5010 Other compensation	0	664	664	100%	0	0	-	0	6,639	6,639	100%	0	0	-	1,991	8,630	77%
5015 Overtime	0	223	223	100%	123	123	100%	541	2,228	1,687	76%	123	(418)	-341%	1,209	2,896	58%
Total Compensation	42,321	44,224	1,902	4%	38,291	(4,031)	-11%	404,789	442,409	37,619	9%	360,301	(44,488)	-12%	537,460	575,079	7%
5100 Federal Payroll taxes	3,194	3,383	189	6%	2,887	(308)	-11%	30,601	33,844	3,243	10%	26,831	(3,770)	-14%	40,750	43,994	7%
5105 State Payroll taxes	167	0	(167)	-	151	(16)	-11%	1,586	0	(1,586)	-	629	(957)	-152%	1,586	0	-
5110 Unemployment Insurance	1,211	1,031	(179)	-17%	1,019	(192)	-19%	7,756	10,319	2,563	25%	6,531	(1,225)	-19%	10,850	13,413	19%
5115 Workers compensation	169	2,243	2,075	92%	170	1	1%	1,090	22,442	21,352	95%	1,372	282	21%	7,820	29,173	73%
Total Payroll Taxes	4,741	6,658	1,917	29%	4,227	(514)	-12%	41,033	66,605	25,573	38%	35,362	(5,670)	-16%	61,006	86,579	30%
5200 Medical insurance	9,563	11,629	2,067	18%	7,560	(2,002)	-26%	76,070	104,661	28,591	27%	64,596	(11,474)	-18%	110,957	139,548	20%
5205 Dental insurance	715	807	92	11%	637	(78)	-12%	5,146	7,262	2,116	29%	5,457	311	6%	7,567	9,683	22%
5215 Term life insurance	125	113	(13)	-11%	100	(25)	-25%	1,075	1,013	(63)	-6%	863	(213)	-25%	1,413	1,350	-5%
5220 Long Term Disability insurance	320	288	(32)	-11%	249	(71)	-28%	2,762	2,591	(171)	-7%	2,171	(591)	-27%	3,626	3,455	-5%
5225 PERS Employer Contributions	9,386	9,631	245	3%	9,186	(200)	-2%	89,337	96,349	7,012	7%	62,618	(26,719)	-43%	118,230	125,242	6%
5230 PERS Employee Contributions	2,547	2,614	67	3%	2,620	73	3%	24,064	26,146	2,082	8%	17,857	(6,208)	-35%	31,905	33,987	6%
Total Insured Benefits	22,655	25,081	2,426	10%	20,352	(2,303)	-11%	198,454	238,022	39,568	17%	153,562	(44,892)	-29%	273,698	313,266	13%
Total Personnel Services	69,717	75,963	6,245	8%	62,870	(6,848)	-11%	644,276	747,036	102,760	14%	549,226	(95,050)	-17%	872,164	974,924	11%
Goods & Services																	
6005 Seminars & training	0	0	0	-	0	0	-	13	0	(13)	-	0	(13)	-	13	0	-
Total Staff Training	0	0	0	-	0	0	-	13	0	(13)	-	0	(13)	-	13	0	-
6020 Travel - airfare	0	42	42	100%	0	0	-	0	375	375	100%	0	0	-	125	500	75%
6025 Travel - lodging & transportation	0	0	0	-	0	0	-	6	0	(6)	-	0	(6)	-	6	0	-
6030 Travel - Per Diem & mileage reimbursement	0	583	583	100%	0	0	-	1,199	5,250	4,051	77%	214	(985)	-461%	2,949	7,000	58%
6035 Meals & Entertainment	0	21	21	100%	0	0	-	0	187	187	100%	0	0	-	63	250	75%
Total Travel & Entertainment	0	646	646	100%	0	0	-	1,205	5,812	4,608	79%	214	(991)	-464%	3,142	7,750	59%
6105 Telephone - mobile	0	0	0	-	0	0	-	0	0	0	-	30	30	100%	0	0	-
6130 Electricity	1,343	1,000	(343)	-34%	1,228	(115)	-9%	8,573	9,000	427	5%	8,931	358	4%	11,573	12,000	4%
6131 Propane - Operations	0	0	0	-	0	0	-	0	0	0	-	162	162	100%	0	0	-
6135 Water/Sewer	569	458	(111)	-24%	412	(157)	-38%	5,594	4,125	(1,469)	-36%	5,676	82	1%	6,969	5,500	-27%
6140 Garbage/Sanitation Collection	0	292	292	100%	0	0	-	0	2,625	2,625	100%	665	665	100%	875	3,500	75%
6155 Environmental Remediation/Mitigation/Monitoring	398	708	310	44%	380	(18)	-5%	3,056	6,375	3,319	52%	2,104	(952)	-45%	5,181	8,500	39%
Total Utilities	2,310	2,458	148	6%	2,020	(290)	-14%	17,223	22,125	4,902	22%	17,568	346	2%	24,598	29,500	17%

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

amounts in \$US dollars

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



Port Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6200 Temporary/Contract help	0	0	0	-	0	0	-	0	0	0	-	9,372	9,372	100%	0	0	-
6245 Legal advertising	0	83	83	100%	0	0	-	0	750	750	100%	468	468	100%	250	1,000	75%
6260 Consulting services	0	1,025	1,025	100%	116	116	100%	232	9,225	8,993	97%	34,211	33,979	99%	3,307	12,300	73%
6290 Commercial insurance	4,768	4,883	115	2%	4,266	(502)	-12%	39,902	43,950	4,048	9%	26,236	(13,666)	-52%	54,552	58,600	7%
Total Professional Services	4,768	5,992	1,223	20%	4,382	(386)	-9%	40,134	53,925	13,791	26%	70,287	30,153	43%	58,109	71,900	19%
6400 Small equipment & tools	0	333	333	100%	0	0	-	529	3,750	3,221	86%	593	64	11%	1,529	4,750	68%
6405 Safety/hazardous materials	365	1,217	851	70%	516	151	29%	3,035	10,950	7,915	72%	5,548	2,513	45%	6,685	14,600	54%
6410 Signage	0	42	42	100%	0	0	-	0	375	375	100%	95	95	100%	125	500	75%
6415 Clothing	452	354	(98)	-28%	535	83	16%	2,524	3,188	664	21%	1,120	(1,404)	-125%	3,586	4,250	16%
6425 Operational supplies	0	0	0	-	0	0	-	200	0	(200)	-	158	(42)	-27%	200	0	-
6450 Fuel - Gas	0	42	42	100%	0	0	-	185	375	190	51%	129	(55)	-43%	310	500	38%
6455 Fuel - Diesel	0	0	0	-	0	0	-	165	0	(165)	-	0	(165)	-	165	0	-
Total Operational Expense	817	1,988	1,170	59%	1,051	234	22%	6,638	18,638	12,000	64%	7,644	1,006	13%	12,600	24,600	49%
6500 Repairs & maintenance equipment	0	188	188	100%	0	0	-	4,435	1,688	(2,748)	-163%	8	(4,427)	-53464%	4,998	2,250	-122%
6505 Repairs & maintenance vehicles	43	0	(43)	-	0	(43)	-	330	0	(330)	-	0	(330)	-	330	0	-
6510 Repairs & maintenance buildings	0	625	625	100%	0	0	-	202	5,625	5,423	96%	9,155	8,953	98%	2,077	7,500	72%
6515 Repairs & maintenance land improvements	0	83	83	100%	0	0	-	262	750	488	65%	(500)	(762)	152%	512	1,000	49%
6520 Repairs & maintenance docks	0	208	208	100%	0	0	-	0	1,875	1,875	100%	51	51	100%	625	2,500	75%
6575 Waterway Leases	0	0	0	-	0	0	-	708	3,000	2,292	76%	2,256	1,548	69%	708	3,000	76%
6580 Permits	0	2,750	2,750	100%	1,648	1,648	100%	1,883	4,750	2,867	60%	3,475	1,592	46%	2,633	5,500	52%
Total Repair and Maintenance	43	3,854	3,811	99%	1,648	1,604	97%	7,820	17,687	9,867	56%	14,446	6,626	46%	11,883	21,750	45%
Total Goods & Services	7,939	14,938	6,998	47%	9,101	1,162	13%	73,032	118,188	45,155	38%	110,159	37,127	34%	110,345	155,500	29%
Total Expenses	77,657	90,900	13,244	15%	71,971	(5,686)	-8%	717,308	865,223	147,915	17%	659,385	(57,924)	-9%	982,508	1,130,424	13%
Operating Results	(43,054)	(53,016)	9,962	-19%	(54,572)	11,517	-21%	(484,490)	(502,121)	17,632	-4%	(460,477)	(24,013)	5%	(631,183)	(648,815)	-3%
4695 Grants Received - Other	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	0	0	-	0	5,000	-100%
4905 Other	0	0	0	-	0	0	-	0	0	0	-	15,000	(15,000)	-100%	0	0	-
Total Other Income	0	0	0	-	0	0	-	0	5,000	(5,000)	-100%	15,000	(15,000)	-100%	0	5,000	-100%
Taxes & Misc Expenses																	
6720 Property Tax - Sublet Facilities	0	0	0	-	0	0	-	0	150	150	100%	73	73	100%	0	150	100%
6745 Banking fees	920	2,500	1,580	63%	2,067	1,147	55%	920	7,500	6,580	88%	5,894	4,974	84%	3,420	10,000	66%
6750 Fines & Penalties	0	0	0	-	0	0	-	63	0	(63)	-	0	(63)	-	63	0	-
Total Taxes & Misc Expenses	920	2,500	1,580	63%	2,067	1,147	55%	983	7,650	6,667	87%	5,967	4,983	84%	3,483	10,150	66%
7010 Interest payment	81,446	20,000	(61,446)	-307%	17,146	(64,299)	-375%	264,894	60,000	(204,894)	-341%	45,531	(219,364)	-482%	284,894	80,000	-256%
Total Debt Services	81,446	20,000	(61,446)	-307%	17,146	(64,299)	-375%	264,894	60,000	(204,894)	-341%	45,531	(219,364)	-482%	284,894	80,000	-256%
Total Other Expenses	82,366	22,500	(59,866)	-266%	19,213	(63,153)	-329%	265,878	67,650	(198,228)	-293%	51,497	(214,380)	-416%	288,378	90,150	-220%
Net Other Income	(82,366)	(22,500)	(59,866)	266%	(19,213)	(63,153)	329%	(265,878)	(62,650)	(203,228)	324%	(36,497)	(229,380)	628%	(288,378)	(85,150)	239%
Net Result	(125,420)	(75,516)	(49,904)	66%	(73,785)	(51,636)	70%	(750,367)	(564,771)	(185,596)	33%	(496,974)	(253,393)	51%	(919,561)	(733,965)	25%

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

amounts in \$US dollars

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



Rail Ops	Current Period				Same Month Last Year			Year to Date				Year End					
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Jul 2023 - Jun 2024					
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4010 Property Agreements	53,922	43,972	9,950	23%	39,436	14,487	37%	234,878	266,443	(31,565)	-12%	247,812	(12,934)	-5%	296,947	328,512	-10%
4260 Rail Operations Revenue	27,750	63,132	(35,382)	-56%	30,220	(2,470)	-8%	224,648	568,190	(343,542)	-60%	271,125	(46,477)	-17%	414,045	757,587	-45%
4265 Rail Surcharges	30,690	60,573	(29,882)	-49%	32,779	(2,088)	-6%	251,545	545,156	(293,611)	-54%	289,924	(38,379)	-13%	433,264	726,875	-40%
4290 Other	0	0	0	-	0	0	-	0	0	0	-	0	0	-	1,029,567	1,029,567	0%
Total Operating Income	112,363	167,677	(55,314)	-33%	102,434	9,928	10%	711,071	1,379,789	(668,718)	-48%	808,860	(97,789)	-12%	2,173,823	2,842,542	-24%
Expenses																	
Goods & Services																	
6070 Postage & courier services	0	0	0	-	0	0	-	51,380	0	(51,380)	-	0	(51,380)	-	51,380	0	-
Total Office Expense	0	0	0	-	0	0	-	51,380	0	(51,380)	-	0	(51,380)	-	51,380	0	-
6260 Consulting services	0	18,000	18,000	100%	4,439	4,439	100%	99,923	162,000	62,077	38%	154,215	54,291	35%	153,923	216,000	29%
6290 Commercial insurance	3,067	6,100	3,033	50%	(438)	(3,505)	800%	40,038	54,900	14,862	27%	25,059	(14,979)	-60%	58,338	73,200	20%
Total Professional Services	3,067	24,100	21,033	87%	4,001	934	23%	139,962	216,900	76,938	35%	179,274	39,312	22%	212,262	289,200	27%
6430 Equipment Rental	0	0	0	-	0	0	-	47	0	(47)	-	0	(47)	-	47	0	-
Total Operational Expense	0	0	0	-	0	0	-	47	0	(47)	-	0	(47)	-	47	0	-
6505 Repairs & maintenance vehicles	796	0	(796)	-	0	(796)	-	957	0	(957)	-	0	(957)	-	957	0	-
6510 Repairs & maintenance buildings	87,129	12,500	(74,629)	-597%	18,290	(68,839)	-376%	535,751	112,500	(423,251)	-376%	914,970	379,219	41%	573,251	150,000	-282%
6515 Repairs & maintenance land improve	7,482	0	(7,482)	-	0	(7,482)	-	150,599	0	(150,599)	-	70	(150,529)	-215042%	150,599	0	-
Total Repair and Maintenance	95,407	12,500	(82,907)	-663%	18,290	(77,116)	-422%	687,307	112,500	(574,807)	-511%	915,040	227,733	25%	724,807	150,000	-383%
Total Goods & Services	98,474	36,600	(61,874)	-169%	22,291	(76,182)	-342%	878,696	329,400	(549,296)	-167%	1,094,313	215,617	20%	988,496	439,200	-125%
Total Expenses	98,474	36,600	(61,874)	-169%	22,291	(76,182)	-342%	878,696	329,400	(549,296)	-167%	1,094,313	215,617	20%	988,496	439,200	-125%
Operating Results	13,889	131,077	(117,188)	-89%	80,143	(66,254)	-83%	(167,625)	1,050,389	(1,218,014)	-116%	(285,453)	117,828	-41%	1,185,327	2,403,342	-51%
Other Income & Expenses																	
Other Income																	
4480 Tax Credits	0	0	0	-	0	0	-	332,200	781,865	(449,665)	-58%	681,255	(349,055)	-51%	332,200	781,865	-58%
4705 Loans Received	0	0	0	-	0	0	-	0	80,000	(80,000)	-100%	0	0	-	0	80,000	-100%
4905 Other	0	0	0	-	0	0	-	403,000	0	403,000	-	21,826	381,174	1746%	403,000	0	-
4915 Insurance Reimbursement	0	0	0	-	0	0	-	0	0	0	-	0	0	-	0	0	-
Total Other Income	0	0	0	-	0	0	-	735,200	861,865	(126,665)	-15%	703,081	32,119	5%	735,200	861,865	-15%
Other Expenses																	
Debt Services																	
7005 Principal repayment	0	0	0	-	0	0	-	433,532	433,532	0	0%	421,916	(11,616)	-3%	433,532	433,532	0%
7010 Interest payment	0	0	0	-	0	0	-	69,996	68,420	(1,576)	-2%	76,913	6,917	9%	134,319	132,743	-1%
7020 Principal repayment - Vehicles	1,024	1,708	684	40%	437	(587)	-134%	14,561	15,355	795	5%	3,921	(10,639)	-271%	19,685	20,480	4%
7025 Interest payment - Vehicles	82	318	236	74%	7	(75)	-1018%	1,508	2,878	1,370	48%	78	(1,429)	-1823%	2,461	3,831	36%
8013 CIP Construction Bridges	0	28,667	28,667	100%	0	0	-	184,152	258,000	73,848	29%	5,062	(179,091)	-3538%	270,152	344,000	21%
8016 CIP Construction Track	0	8,167	8,167	100%	0	0	-	0	73,500	73,500	100%	0	0	-	24,500	98,000	75%
8020 CIP Machinery & Equipment	0	0	0	-	0	0	-	25,583	330,000	304,417	92%	0	(25,583)	-	25,583	330,000	92%
8025 CIP Mobile Equipment	1,349	0	(1,349)	-	0	(1,349)	-	219,684	0	(219,684)	-	0	(219,684)	-	219,684	0	-
9025 Special Payments	0	0	0	-	0	0	-	256,700	0	(256,700)	-	220,479	(36,221)	-16%	256,700	0	-
Total Debt Services	2,455	38,859	36,404	94%	444	(2,011)	-453%	1,205,715	1,181,685	(24,030)	-2%	728,369	(477,347)	-66%	1,386,615	1,362,585	-2%
Total Other Expenses	2,455	38,859	36,404	94%	444	(2,011)	-453%	1,205,715	1,181,685	(24,030)	-2%	728,369	(477,347)	-66%	1,386,615	1,362,585	-2%
Net Other Income	(2,455)	(38,859)	36,404	-94%	(444)	(2,011)	453%	(470,515)	(319,820)	(150,695)	47%	(25,287)	(445,228)	1761%	(651,415)	(500,720)	30%
Net Result	11,433	92,218	(80,784)	-88%	79,698	(68,265)	-86%	(638,140)	730,569	(1,368,710)	-187%	(310,740)	(327,400)	105%	533,912	1,902,622	-72%

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date					Year End				
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
Operating Income																	
4287 Dredging Services	0	0	0	-	0	0	-	0	0	0	-	190,194	(190,194)	-100%	0	0	-
4290 Other	3,870	36,667	(32,797)	-89%	0	3,870	-	262,140	330,000	(67,860)	-21%	76,073	186,067	245%	372,140	440,000	-15%
Total Operating Income	3,870	36,667	(32,797)	-89%	0	3,870	-	262,140	330,000	(67,860)	-21%	266,268	(4,128)	-2%	372,140	440,000	-15%
Expenses																	
Personnel Services																	
5005 Salaries	366	1,298	932	72%	679	313	46%	4,938	12,984	8,046	62%	60,094	55,156	92%	8,832	16,878	48%
5015 Overtime	51	0	(51)	-	0	(51)	-	51	0	(51)	-	10,107	10,056	99%	51	0	-
Total Compensation	417	1,298	881	68%	679	262	39%	4,989	12,984	7,995	62%	70,201	65,212	93%	8,883	16,878	47%
5100 Federal Payroll taxes	32	99	68	68%	51	19	38%	380	993	613	62%	5,283	4,903	93%	678	1,291	47%
5105 State Payroll taxes	2	0	(2)	-	3	1	38%	20	0	(20)	-	66	46	70%	20	0	-
5110 Unemployment Insurance	12	40	28	70%	18	6	33%	143	402	260	65%	1,836	1,694	92%	263	523	50%
5115 Workers compensation	0	99	99	100%	0	0	52%	2	993	991	100%	2	1	26%	300	1,291	77%
Total Payroll Taxes	45	239	193	81%	72	27	37%	545	2,389	1,844	77%	7,188	6,643	92%	1,261	3,105	59%
5200 Medical insurance	160	548	388	71%	1,116	956	86%	1,326	4,929	3,603	73%	5,332	4,006	75%	2,969	6,572	55%
5205 Dental insurance	15	41	25	62%	55	40	72%	64	366	302	83%	354	290	82%	186	488	62%
5215 Term life insurance	1	4	3	68%	12	10	88%	11	39	27	71%	66	54	83%	24	52	53%
5220 Long Term Disability insurance	2	9	6	73%	21	18	89%	19	77	59	76%	115	96	84%	44	103	57%
5225 PERS Employer Contributions	92	287	195	68%	240	148	62%	1,030	2,871	1,841	64%	9,759	8,729	89%	1,891	3,732	49%
5230 PERS Employee Contributions	25	78	53	68%	68	43	63%	280	779	499	64%	2,773	2,494	90%	513	1,013	49%
Total Insured Benefits	296	966	670	69%	1,511	1,215	80%	2,730	9,061	6,331	70%	18,399	15,669	85%	5,628	11,959	53%
Total Personnel Services	758	2,503	1,745	70%	2,262	1,504	66%	8,263	24,434	16,171	66%	95,787	87,524	91%	15,772	31,943	51%
Goods & Services																	
6005 Seminars & training	0	42	42	100%	0	0	-	0	375	375	100%	0	0	-	125	500	75%
Total Staff Training	0	42	42	100%	0	0	-	0	375	375	100%	0	0	-	125	500	75%
6090 IT SW subscriptions & licenses	0	0	0	-	0	0	-	5,460	0	(5,460)	-	0	(5,460)	-	5,460	0	-
Total Office Expense	0	0	0	-	0	0	-	5,460	0	(5,460)	-	0	(5,460)	-	5,460	0	-
6105 Telephone - mobile	53	60	7	12%	53	(0)	0%	476	540	64	12%	468	(8)	-2%	656	720	9%
Total Utilities	53	60	7	12%	53	(0)	0%	476	540	64	12%	468	(8)	-2%	656	720	9%
6260 Consulting services	2,360	0	(2,360)	-	0	(2,360)	-	24,602	0	(24,602)	-	800	(23,802)	-2975%	24,602	0	-
6290 Commercial insurance	5,950	5,793	(157)	-3%	5,300	(650)	-12%	49,651	52,133	2,481	5%	45,352	(4,300)	-9%	67,029	69,510	4%
Total Professional Services	8,310	5,793	(2,518)	-43%	5,300	(3,010)	-57%	74,253	52,133	(22,120)	-42%	46,152	(28,101)	-61%	91,630	69,510	-32%

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

amounts in \$US dollars

Fund: Dredge Fund

Department: Dredge Ops

Location: All

Budget: Adopted



Dredge Ops	Current Period				Same Month Last Year			Year to Date						Year End			
	Mar 2024				Mar 2023			Jul 2023 - Mar 2024				Prior FYTD vs Current FYTD			Jul 2023 - Jun 2024		
	Actual	Budget	\$ Diff	% Diff	Actual	\$ Diff	% Diff	Actual	Budget	\$ Diff	% Diff	Last FY	\$ Diff	% Diff	Projected	Budget	% Diff
6400 Small equipment & tools	0	83	83	100%	0	0	-	494	750	256	34%	19,410	18,916	97%	744	1,000	26%
6405 Safety/hazardous materials	0	17	17	100%	0	0	-	0	150	150	100%	0	0	-	50	200	75%
6420 Janitorial supplies	0	17	17	100%	0	0	-	0	150	150	100%	0	0	-	50	200	75%
6425 Operational supplies	96	17	(79)	-476%	0	(96)	-	986	150	(836)	-557%	103,373	102,387	99%	1,036	200	-418%
6430 Equipment Rental	0	0	0	-	0	0	-	0	0	0	-	1,054	1,054	100%	0	0	-
6450 Fuel - Gas	0	33	33	100%	0	0	-	160	300	140	47%	2,065	1,905	92%	260	400	35%
6455 Fuel - Diesel	0	33	33	100%	0	0	-	0	300	300	100%	7,405	7,405	100%	100	400	75%
Total Operational Expense	96	200	104	52%	0	(96)	-	1,640	1,800	160	9%	133,307	131,666	99%	2,240	2,400	7%
6500 Repairs & maintenance equipment	0	13,750	13,750	100%	0	0	-	93,626	123,750	30,124	24%	9,793	(83,833)	-856%	134,876	165,000	18%
6505 Repairs & maintenance vehicles	551	7,125	6,574	92%	2,148	1,598	74%	50,414	64,125	13,711	21%	18,536	(31,878)	-172%	71,789	85,500	16%
Total Repair and Maintenance	551	20,875	20,324	97%	2,148	1,598	74%	144,040	187,875	43,835	23%	28,329	(115,711)	-408%	206,665	250,500	17%
Total Goods & Services	9,010	26,969	17,959	67%	7,501	(1,508)	-20%	225,869	242,723	16,854	7%	208,255	(17,614)	-8%	306,776	323,630	5%
Total Expenses	9,768	29,472	19,704	67%	9,764	(4)	0%	234,132	267,157	33,025	12%	304,042	69,910	23%	322,548	355,573	9%
Operating Results	(5,898)	7,195	(13,093)	-182%	(9,764)	3,866	-40%	28,008	62,843	(34,835)	-55%	(37,775)	65,783	-174%	49,592	84,427	-41%
Other Income & Expenses																	
Other Income																	
4505 Interest - Bank	1,962	0	1,962	-	2,020	(59)	-3%	16,942	0	16,942	-	11,312	5,630	50%	16,942	0	-
Total Other Income	1,962	0	1,962	-	2,020	(59)	-3%	16,942	0	16,942	-	11,312	5,630	50%	16,942	0	-
Net Other Income	1,962	0	1,962	-	2,020	(59)	-3%	16,942	0	16,942	-	11,312	5,630	50%	16,942	0	-
Net Result	(3,936)	7,195	(11,131)	-155%	(7,743)	3,807	-49%	44,950	62,843	(17,893)	-28%	(26,462)	71,413	-270%	66,534	84,427	-21%



M E M O R A N D U M

TO: John Burns, Chief Executive Officer
FROM: Matt Friesen, Director of External Affairs
DATE: May 14, 2024
SUBJECT: External Affairs Management Report

Communications, Media, and Outreach:

Staff met with Coos Bay’s The World media to discuss their news coverage plans, answer questions about the Port and discuss potential story opportunities. Proactive engagement directly with regional media is part of the Port’s communications efforts to increase community outreach and transparency.

Seventeen requests for information or general queries were received through the public portal during the month of April which staff has or is responding to.

Port’s Facebook posts continue to receive very good engagement from the community. The Port continued its “Tenant Tuesday” social media program spotlighting its partnership with tenants and promoting their activities to the Ports 5.3K page followers.

Staff attended the Charleston Fisherman Memorial’s planning meeting to assist the group in their event planning and communication efforts. The Port, in addition to its work on the day of the event, distributed a press release using its media distribution channels and will post event details to its social media. Staff attended the Bay Area Chamber of Commerce Board meeting, the Chamber Legislative Affairs Action Committee meeting, and gave an update to the Chamber’s Transportation subgroup as well as attending a BACC Luncheon.

Staff attended the Coastal Economic Summit and Southern Oregon Coast Housing Summit. At the Coastal Economic Summit Port CEO John Burns presented as part of a two-person panel discussing the status of Oregon’s coastal Ports. Throughout the day the Port of Coos Bay and the container terminal project were frequently mentioned. Of note was the strong support of the project from Senator’s Merkley, Wyden and Congresswomen Hoyle during their prepared remarks. The Coastal Caucus also voiced strong support during their panel.

Staff continue to proactively meet with community groups and local leaders to build inroads and find opportunities for collaboration. Staff met with the Coos Bay City Manager, Coos Bay City Councilor and key staff from the Building Trades and the Public Ports Association to provide updates on Port activities and the PCIP.

Staff coordinated with project partners to request Letters of Support for the next round of grants for the PCIP. Prior to requesting the letters the team called partners individually to offer updates

and answer questions.

The Governor's Regional Solution staff was interested in learning more about Charleston and the recent history of the ice plant facility. Port and Marina staff gave the Governor's staff a tour of the area and discussed some of the challenges and opportunities that exist in the region.

Port staff organized a second round of meetings with Coos Bay city staff and Business Oregon to discuss the possibility of applying for a grant to reinforce the walking path on the dike that sits along the downtown waterfront.

On April 17 Governor Kotek signed House Bill 5201 that includes important language for the Port to utilize state funding for the Channel Modification project. The language specifies the money is intended "to deepen and widen the Coos Bay Federal Navigation Channel" and can be used for "the design, engineering, permitting and land acquisition efforts related to the Pacific Coast Intermodal Port project."

Relevant Stories:

[A conversation with Congresswoman Val Hoyle | Local News | theworldlink.com](#)

[Legislators to hold Transportation Outreach Tour \(lincolncityhomepage.com\)](#)

[Offshore wind energy in Southern Oregon moving forward - OPB](#)

[Federal agency announces next steps for Southern Oregon offshore wind energy - OPB](#)

[Coast Guard Cutter Orcas decommissioned after 35 years of service in Coos Bay, Oregon | Local News | theworldlink.com](#)

[Oregon seafood industry calls on Gov. Kotek to halt offshore wind energy development | News | theworldlink.com](#)



M E M O R A N D U M

TO: John Burns, Chief Executive Officer

FROM: Mike Dunning, Chief Port Operations Officer

DATE: May 14, 2024

SUBJECT: Port Operations/Asset Management Report

Channel Modification Project/PCIP:

The Port project team will be in Portland for meetings in the first week of June. The next meetings will focus on final submissions on the updated 204(f)/408 Report, NEPA schedule and deliverables, and permitting framework. The second Strikeforce meeting held with state and federal entities in May went well, and a clearer understanding of agency coordination and the future NEPA lead agency are being discussed and identified.

The results of the second sediment evaluation project are in and have been reviewed by the Port team. The report is going through final edits and will be submitted to the Port Sediment Evaluation Team in the coming weeks for review and comment. Based on the Ports review of the results, it appears that all sediment levels are within the acceptable range for unconfined in-water disposal.

On the Rail side, 10% design continues to progress and is expected to be delivered to the Port by the end of May 2024. Staff is also working with a GIS company out of Medford to develop a comprehensive GIS data base for the CBRL. This work will be conducted in two phases. The first phase will utilize existing DOGAMI LiDar and County data to clearly identify the Port owned property, rail right of way, and adjacent property owners. The second phase will add layers to identify things like bridges, culverts, wetlands, sidings, tunnels, and many others.

Two federal grants were submitted in early May for funding to support planning, engineering and design, environmental work and permitting. Grant announcements are expected late Summer early Fall.

Rail Bridge Rehabilitation Project:

Vaughn Viaduct: The contractor was not able to complete the punch list in April due to weather. However, the contractor is scheduled to be on site the week of May 13th to complete these work items. The Section 106 state level documentation for this bridge has been accepted by Oregon SHPO and will be submitted appropriately as required by the Project MOA.

Steel Swing Bridges: The contractor has completed stringer replacements at the Umpqua bridge and preparing to mobilize to begin work on the Coos Bay bridge.

PIDP Grant (Tie and Resurfacing Project):

All standard Ties have been inserted (appx. 40,000) and the contractor is going back down the line to install switch ties. Surfacing continues and the crew should be to Noti by mid-May. The project should be substantially complete by the end of June 2024.



Dredging:

Staff will be reaching out to the local terminals to determine if anyone intends to dredge under the Unified Dredging Permit while the Corps contract dredges are in the bay. The ability to dredge while these dredges are in the bay saves a considerable amount of money related to mobilization and demobilization.

The Charleston Section 107 dredging project continues to develop. The Portland District expects to have a tentatively selected plan by late Summer/early Fall.

Miscellaneous:

Port staff submitted information requested from US Coast Guard District 13 about groundings and economic data related to the Charleston Shipyard. We were only able to provide Port revenues and staffing levels. Lease holders and operators within the Shipyard were not willing to supply any level of financial data to the Port. The submission is under review and we expect a follow conversation for D13 about the feasibility and ability to place and maintain federal aids to navigation at the Charleston Shipyard access channel.

Staff is preparing permit applications for the Shipyard rehabilitation project and rip rap maintenance in the Shipyard and Marina. A pre application meeting was held with the USACE Regulatory and National Marine Fisheries service for the Shipyard project. As expected, to permit the project through a Nation-Wide Permit, we will need to offer offsetting compensatory mitigation for new surface area over the water, created by the new work dock. The unused floating dock at the Distant Water Fleet dock is being proposed as mitigation for these impacts.



MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Raymond Dwire, Charleston Marina Complex Manager

DATE: May 14, 2024

SUBJECT: Charleston Operations Management Report

Monthly Statistics:

Of the 525 moorage slips, there were 130 annuals (24.76%), 56 semi-annuals (10.67%), 32 monthlies (6.10%) and 226 transient nights, for a total occupancy of 43.03% for the month.

The RV Park had an average capacity of 13.01% in April. Out of 104 RV Park spaces, we had 22 new check-ins with total sales of \$14,687.07. Occupancy in April 2023 was 20.42% with sales of \$12,364.45.

There were 165.5 tons of ice sold in the month of April for a total of \$16,557.75. In comparison, April 2023, 181 tons of ice sold with a total of \$17,016.50.

Charleston Commercial Fishing Fleet News:

The 2024 Oregon Pink Shrimp Season is now in full swing. Over this past month, the Charleston Shipyard has been very busy with vessels changing gear. Oregon Pink Shrimp is found in the Pacific Ocean coastal waters from the Canadian border to the central coast of California. Nearly 75% of the entire catch takes place off the Oregon Coast. The season runs until October 31st.

Charleston Marina Staff:

- Marina Maintenance Staff remains fully staffed with eight full-time employees.
- Port Security at the Charleston Marina was recently down one person but is expecting a new Security Officer to start next week. This will bring the Security Department to full staff of five full-time employees.

Charleston Shipyard and Travel Lift:

Clean-up and reorganization of the Charleston Shipyard continues. The Travel Lift is running well and continues to support our commercial and recreational fleet.

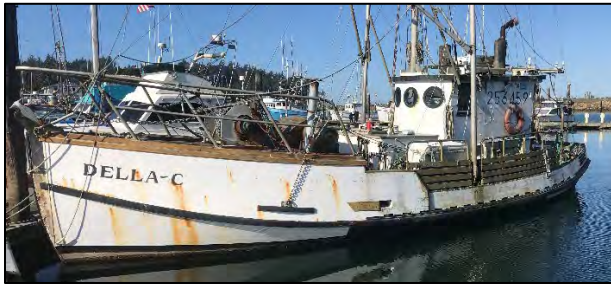
Insurance Compliance:

Port Staff is continuing to work with the last few vessels that have not complied with the insurance requirements that took effect July 2022.

Abandoned and Derelict Vessels:

With 21 abandoned and derelict vessels currently vested to the Port of Coos Bay, Port Staff has been busy preparing for vessel disposal. Last month, Arcadia Environmental performed

inspections on the 21 vessels. Only two vessels on the list had hazardous materials that need to be mitigated.



F/V Della-C and S/V Silver Heels moored on C-Dock. Both vessels were abandoned last year.



F/V Noge and Rec Vessel Habit Former III are also abandoned vessels.

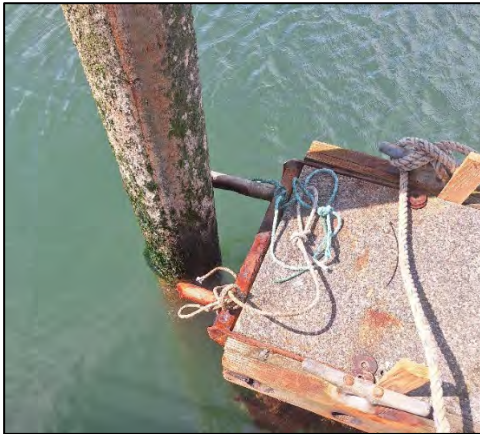
Charleston Marina Projects:

New “Dog Houses” for Marina Backflows - Many years of abuse have torn up the protective covers over the backflows around the Charleston Marina. Maintenance Apprentice II, David Stevenson, puts his construction and painting abilities to use. The new “Dog Houses” should last for quite a few years.

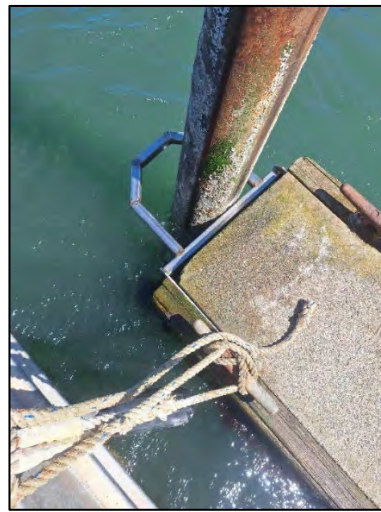


Dock Work Projects:

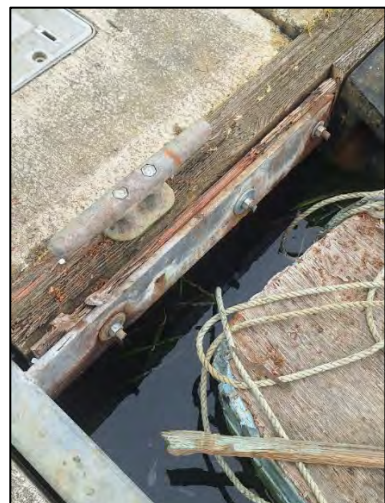
Dock Work on F-Dock Continues - Below are before and after pictures of pile hoop replacements fabricated in-house by our Maintenance Staff.



F-Dock finger for slips 39 & 40



F-Dock finger for slips 23 & 24



New through-rods straighten the F-Dock pods right up.



Shore power pedestals installed at the new home of Sharkey's Charters and at the end of F-Dock

State Dredge:

Port Maintenance Staff have completed re-assembling the State Dredge in preparation for the upcoming dredging for Port of Garibaldi this year. Approximately 45,000 cubic yards of material is on the menu for the State Dredge, The Laura "The Dragon" to chew its way through and deposit in the in-water disposal area. We will start mobilization in the middle of September in order to start dredging on Tuesday, October 1, 2024.

Security:

Port Security Staff at the Charleston Marina continue to deal with vandalism and thefts. We are in hopes that the completion of the security gates at the Guano Rock Rd and Albacore Ln entrances will assist with reducing trespassers after hours. Port Maintenance Staff installed an emergency access box for the Charleston Fire Department, so we are now able to lock these gates from the hours of 10pm-5am.

MEMORANDUM

TO: John Burns, Chief Executive Officer

FROM: Brian Early, General Manager, CBRL

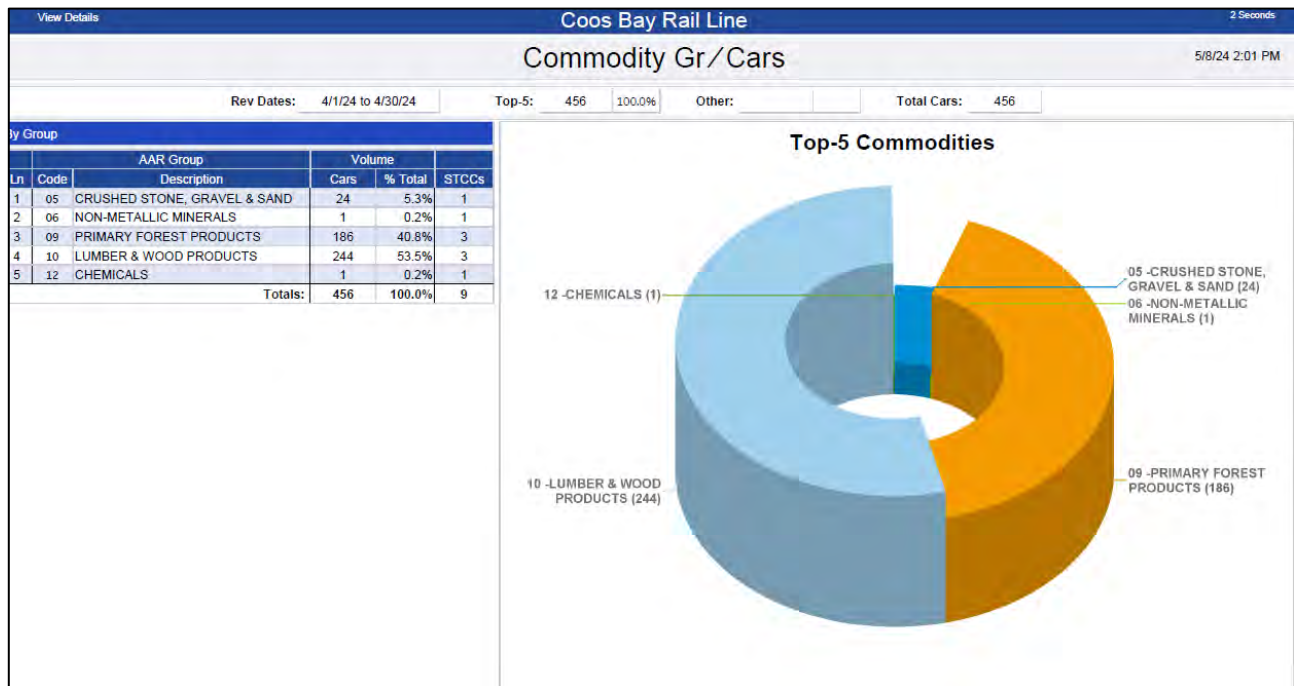
DATE: May 14, 2024

SUBJECT: Railroad Department Management Report

Operations:

Car loadings were down slightly in April (456 carloads) when compared to the previous month of March (488 carloads) but given the fact that there were fewer service days in April, seem to be holding steady.

Aggregate cars fell only 1 carload from 25 to 24, finished lumber only dropped 9 carloads from 253 to 244, and log volume fell from 206 to 186, just 20 short of the previous month.



Carloadings continue to fall short of the forecasted volumes for FY 23-24. This is due to a few factors:

- 1) While there are enough wood chips available to meet demand, there are not enough of the specialized rail cars available in the national rail system to transport the chips to meet CBRL’s forecasted volumes.
- 2) The “green” lumber market continues to be extremely unpredictable with pricing changing frequently, causing car loadings to surge up and down almost daily.
- 3) Due to global geopolitical and socioeconomic conditions beyond our control, getting an

accurate sense of the log export market is nearly impossible at times.

CBRL staff are nearing completion of the proposed budget for FY 2024/25 and will be taking these factors, and others, into consideration as that plan is finalized, hopefully resulting in a more accurate forecast for the upcoming fiscal year.

Mechanical (Locomotive):

Columbia Rail was onsite the week of April 15th, performing two Periodic Inspections, affecting other mechanical repairs and removing and replacing the main alternator in the HLCX 1044. While the component is installed on the unit, it still requires alignment. This is a very critical, crucial, time-consuming procedure but we are optimistic that the unit will be returned to service mid-May.



Mechanical (Car):

As I mentioned last month, CBRL had to add another employee to our Car Repair Department due in part to staff reductions at Union Pacific, and as anticipated, we are seeing a significant increase in the number of needed repairs. Fortunately, this added employee has hit the ground running. We couldn't be any happier with his performance, and thus far, increased car repair revenues are far and away exceeding the additional expenses incurred by this department.

Maintenance of Way (MOW):

Our MOW team was busy supervising the contractors currently on property, inspecting the work as it's completed and repairing a rash of broken rails between Mapleton and Noti as the tie replacement project continues to move north. Work continues removing debris and vegetation and ensuring the integrity of the line in the Coquille area in preparation for the return of the rail riders.



ODOT/FRA:

CBRL had one on-site visit from ODOT’s Operations and Track Inspectors in April, and no defects were recommended for violation. We also had a visit from FRA’s new Bridge Inspector, and no violations were recommended for violation. CBRL also hosted a training session involving eight FRA and two ODOT Signal Inspectors and again, no defects were recommended for violation.



Coos Bay Rail Line:

As of April 30th, 2024, CBRL has worked 125 days injury free. Currently, CBRL has 23 employees and 10 locomotives on property.

Action Items

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

DATE: May 14, 2024

PROJECT TITLE: Neptune’s Vault Lease Agreement

ACTION REQUESTED: Ratify the execution of a one-year lease agreement with Neptune’s Vault to lease Building #30 in the Charleston Marina

BACKGROUND:

On April 8, 2024, Neptune’s Vault and the Oregon International Port of Coos Bay signed a one-year Commercial Lease Agreement, for Neptune’s Vault to lease Building #30, located at 63472 Pelican Road in the Charleston Marina, beginning June 1, 2024.

Building #30, which is adjacent to and connected to the Charleston Marina Maintenance Shop, is approximately 1,480 square feet and consists of a store front, warehouse, Connex refrigerator unit, and a restroom. The negotiated rate for the one-year agreement is \$1,171.35 per month with CPI increases each July 1.

Neptune’s Vault also has an annual moorage agreement to use 100 feet of moorage space within the marina, and a monthly dry storage/land lease agreement to use 800 square feet of property.

Per the lease agreement, the tenant has the option to renew the lease for four additional one year terms.

RECOMMENDED MOTION:

Ratify the execution of a one-year lease agreement with Neptune’s Vault to lease Building #30 in the Charleston Marina.

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

DATE: May 14, 2024

PROJECT TITLE: Vacation of Date Avenue east of N Front Street

ACTION REQUESTED: Approval of request for Oregon International Port of Coos Bay’s consent to a Street Vacation of Date Avenue east of N Front Street

BACKGROUND:

Per Oregon Revised Statutes 271.180 and 271.190, municipalities are required to seek approval from Ports and other adjoining property owners for proposed vacation of streets, alleys, and common public places within 5,000 feet of the harbor or pier head lines of the Port. Port Policy Manual Section 13.6 Street Vacations in the Cities of Coos Bay and North Bend, states anything within 1,000 feet from the harbor and pier head lines requires Port Commission approval.

The Coos Bay City Council has requested the vacation of Date Avenue east of N Front Street (highlighted in red in the image below). The vacated land would be distributed to the adjacent property owners: the southern half (30 feet) would go to 896 N. Front Street (Heidi Sause) and the northern half (30 feet) would go to 912 N. Front Street (Sause Bros Inc.). The purpose of this vacation is for private use, however per the City of Coos Bay, Oregon Statewide Planning Goal 17 and the 6th Implementation Requirement, a public access easement should be retained.

Port staff have reviewed the area of the proposed vacation and believe the street right of way vacation action will not create a negative impact on the rail or marine transportation infrastructure serving the Coos Bay harbor.

Prior to the City of Coos Bay taking any formal action on the proposed right-of-way, the Port’s Board of Commissioners must approve the vacation.

RECOMMENDED MOTION:

Approve the request for consent from the Coos Bay City Council to vacate Date Avenue east of N Front Street in Coos Bay.



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

DATE: May 14, 2024

PROJECT TITLE: Charleston Advisory Committee Member Appointment

ACTION REQUESTED: Appoint John Blanchard 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 term of Michael Armstrong expired in January 2024. We thank Mr. Armstrong for nearly 20 years of service on the Committee.

In March, the Port announced the Committee vacancy and published an ad in the World Newspaper. The Port received two letters of interest to fill the vacancy. Port Staff recommends appointing John Blanchard, owner of Sharky's Charters, to the Charleston Advisory Committee. Mr. Blanchard's letter of interest follows this backgrounder.

RECOMMENDED MOTION:

Appoint John Blanchard to the Charleston Advisory Committee for a three-year term expiring January 31, 2027.

3/7/2024

**John Blanchard
Sharkys Charters LLC
PO Box 5465
Charleston, Oregon 97420
(541) 260-9110**

**Oregon International Port of Coos Bay
125 W. Central Ave, Suite 300
Coos Bay, Oregon 97420**

Charleston Advisory Committee Members,

I am writing to you to express my interest in the vacant position on the Charleston Advisory Committee (CAC). I would like to serve the public as a member on the CAC board to help steer the growth, and prosperity of our marina and community. I want to see Charleston thrive. My experience Charleston that of a port marina customer, moorage holder, business owner, and commercial/sport fisherman. I own and manage Sharkys Charters LLC, a fleet of six charter sport fishing vessels that operates out of the Charleston Marina Complex. I have lived in the community of Barview, which is adjacent to the town of Charleston, for over 20 years. My experience in public service has been mostly through attendance and comments at local board meetings of the Charleston Merchants Association, Oregon Fish and Wildlife, and through watching and reading the Port of Coos Bays Board minutes. My academic accomplishments include Bachelor of Science in Marine Biology from Oregon State University (2005), and my Merchant Marine Master 100 ton license (2015). I feel I would be well suited for this position and look forward to hearing back from you regarding my application.

Sincerely,

Captain John Blanchard

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

DATE: May 14, 2024

PROJECT TITLE: David Miller & Associates Task Order #18

ACTION REQUESTED: Authorize Commission President Eric Farm to execute Task Order DMA #18 for professional services related to the Coos Bay Channel Modification Project and Pacific Coast Intermodal Port

BACKGROUND:

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

In April of 2024, the Oregon Governor signed House Bill 5201, which revised language to the allowable use of lottery bond funds set in place by section 15, chapter 746, of Oregon Laws 2007. This change in language allows funds to be used for the design, engineering, permitting, and land acquisition efforts related to the Pacific Coast Intermodal Port. As such, the scope of services for the prime contractor, DMA, is being expanded in Task Order #18 to include work associated with environmental baseline studies, permitting, and consultation with engineers to inform NEPA and permitting work.

Task Order DMA #18 in the amount of \$16,722,100 describes the tasks to be undertaken during FY 2024/25, along with projected costs including work on the project's Environmental Impact Statement, environmental baselines studies for the terminal and rail improvements, and permitting.

Funding for this Task Order will be provided by state grant funds, future Federal grant awards, and private partner funds. Funding received from these three sources will ultimately determine the level of expenditure under Task Order #18.

RECOMMENDED MOTION:

Authorize Commission President Eric Farm to execute Task Order DMA #18 for professional services related to the Coos Bay Channel Modification Project and Pacific Coast Intermodal Port in an amount not to exceed \$16,722,100 for work to be performed on the project during FY 2024/25.

Coos Bay Channel Modification Project

Fiscal Year 2025 Task Order #18

Scope of Services

Introduction

The Oregon International Port of Coos Bay (OICCB) is planning to deepen and widen a portion of the existing federal navigation project at the Port of Coos Bay, Oregon from the ocean to a terminal on the North Spit. OIPCB is planning this project to meet the demand for cargo services the OIPCB provides now and is projected to provide in the future. Section 204(f) of WRDA 1986 allows the Assistant Secretary of the Army for Civil Works to approve requests by non-federal entities to design and construct improvements to federal navigation projects at their own expense and to approve federal assumption of operations and maintenance responsibility for the project.

This document describes the services that David Miller and Associates, Inc. (DMA) and its sub-consultants (referred to hereafter as Consultant) shall perform for the Oregon International Port of Coos Bay (Client, referred to as Port) under this Task Order.

Efforts in three areas are part of this SOS:

1. Channel Improvement Project;
2. Terminal and Railyard; and
3. Rail Upgrades

1 Section 204(f) / 408 Project Tasks and Cost

The Coos Bay Channel Modification Project Section 204 (Water Resources Development Act [WRDA], of 1986) Report (Section 204 Report or Project) was reset in 2014, transitioning from a Section 203 Feasibility Study to a Section 204 project. This reset was also brought about due to changes in guidelines set by the U.S. Army Corps of Engineers (USACE), and subsequent changes in Section 204 Report requirements. The Port must obtain permission to modify the existing federal navigation project; therefore the planning effort must generate two major federal decision documents: (1) a Section 204(f)/408 Report; and (2) a Joint Permit Application (JPA) / Environmental Impact Statement (EIS). The JPA/EIS will be used to support three decisions: 1) Section 204(f) Assumption of Maintenance decision, 2) the 33 United States Code (USC) 408 decision, and 3) the Section 404/10 Permit Application decision.

The Draft Section 204(f)/408 Report will be submitted to the Portland District, USACE for review (Agency Technical Review) prior to the beginning of FY 2025. Additional comment response, reviews, edits, and backcheck work will take place in FY 2025 on the report. As such, much of the work under this TO for the Section 204(f) / 408 Project is geared toward responding to comments provided during the US Army Corps of Engineers review process, revision of documents or analyses, completion of the Environmental Impact Statement, and permitting activities.

This Scope of Services (SOS) describes the tasks to be accomplished by the Consultant during Fiscal Year 2025. Major tasks include the following:

1. Geotechnical Investigation
2. Engineering
3. Economics Studies
4. Environmental Studies / EIS

5. Section 204(f)/408 Report
6. Real Estate Analysis
7. Government Relations
8. Project Delivery Team Coordination
9. Project Management
10. Legal Costs
11. USACE Coordination

1.1 Geotechnical Investigations

Geotechnical Investigation activities to be performed during FY 2025 as part of this SOS consist of the following:

- Meetings, conference calls, post-meeting support (6 multi day meetings assumed)
- USACE and internal comment review and response generation
- Geotechnical Sub-appendix and sub-attachments revisions

1.2 Engineering

Engineering activities to be performed during FY 2025 as part of this SOS consist of the following:

- Address USACE Dr. Checks comments (Finalize / Revise Engineering Appendix)
- Submit Final Appendix and Sub-Appendices
- Coordination / progress meetings in Portland with project team.
- Provide required documentation for EIS and review content
- Coordination calls internally and with project team.
- Update 90% design drawings.
- Additional Analyses / Studies / Renderings / Etc. for the EIS and Permitting efforts

1.3 Economics Studies

Economics studies activities to be performed during FY 2025 as part of this SOS consist of the following:

- Address USACE Dr. Checks comments (Finalize / Revise Economics Appendix)
- Coordinate with the USACE Deep Draft Center of Expertise to obtain one-time model use approval from the Corps.
- Submit Final Appendix and Sub-Appendices
- Coordination / progress meetings in Portland with project team.
- Coordination calls internally and with project team.
- Additional Analyses / Studies / Renderings / Etc. for the EIS and Permitting efforts

1.4 Environmental Studies / EIS

Environmental studies to be performed during FY 2025 as part of this SOS consist of the following:

- Coordination with the USDOT, USACE, and any other agencies identified by the Federal Infrastructure Projects Permitting Council (e.g., all other federal and state agencies) in the process of developing and submitting an Joint Permit Application for the Pacific Coast International Port

(PCIP) project. This would include all actions for the development of a comprehensive environmental report that would be used by the lead and cooperating federal agencies in fulfilling all of their requirements under NEPA.

- Assist the Portland District, USACE in the conduct of a meeting or series of meetings with resource agencies (e.g., ODFW, ODEQ, ODSL, ODLCD, USFWS, NMFS, USEPA, US Coast Guard, Federal Aviation Administration, BLM, etc.) to afford them an opportunity to learn more about the project, ask questions, and provide information on the scope of the analysis in the EIS.
- Permitting/approvals/coordination activities during FY 2025 as part of this SOS to address the following:
 - Dredged material suitability determination memorandum (SDM) with PSET
 - Biological Assessments (BAs) (with both NMFS and USFWS)
 - Incidental Harassment Authorization (IHA) under the Marine Mammal Protection Act (NMFS)
 - USDO/BLM consistency with Coastal and Resource Management Plan
 - FAA Confirmation of Height Restrictions for Turning Basin(s)
 - Section 404/10 application (CENWP Regulatory)
 - Removal fill application with Oregon Dept of State Lands
 - Oregon State Water Quality Certification (ODEQ - Section 401)
 - US Coast Guard Approval of Relocation of ATONs
 - Oregon Dept of Land Conservation and Development Land Use and Coastal Zone Compliance
 - Compliance with the Oregon Department of Fish and Wildlife Habitat Mitigation Policy
 - Revision to Estuary Management Plans (e.g., Coos County, CBEMP/NBEMP)
 - Section 103 disposal site and beneficial use designation permitting/approvals with USEPA and CENWP
 - Oregon SHPO Coordination, Development of a Programmatic Agreement with USACE and SHPO
 - Development and coordination of a compensatory mitigation plan, including site selection, design, and development of a monitoring plan
 - Coordination with the Portland District USACE to support government-to-government coordination with Tribes

1.5 Section 204(f)/408 Report

The 204(f)/408 Report will be submitted to the Portland District, USACE for review toward the end of during FY 2024. Efforts for FY 2025 will be geared toward eventual submittal to the Assistant Secretary of the Army, Civil Works (ASA (CW)), which include:

1. Document Quality Control Reviews, response, edits, and revisions;
2. Agency Technical Reviews, response, edits, and revisions;
3. DRChecks comment/response tracking;
4. Pre-submittal meetings with ASA(CW) and HQUSACE representatives to discuss comments on the Preliminary Draft Report;
5. Submittal of Final Draft Section 204(f)/408 Report to ASA(CW);

6. ASA(CW) Reviews, response, edits, and revisions;

1.6 Real Estate Analysis

Real estate studies to be performed during FY 2025 as part of this SOS have been estimated using prior budgeted and realized costs.

1.7 Governmental Relations

The Consultant Team will continue to provide governmental relations support to the Port with Corps, Secretary of the Army, and Congressional staff.

1.8 Project Delivery Team (PDT) Coordination

The PDT will support the Port in stakeholder coordination meetings with its local partners, customers, pilots, etc. Contractual coordination, budgeting and billing support will be provided.

1.9 Project Management

Consultant will provide project management support to the Port, maintaining project schedules and budgets, managing subcontractors, conducting technical coordination of team activities, and coordinating with the Port and its customers.

1.10 Legal Costs

In FY 2025, it is expected that a land use zoning change for the Project will be necessary. Legal costs associated with a land use zoning change have been estimated using prior budgeted and realized costs.

1.11 USACE Coordination (Non-Consultant Cost)

Coordination with the Portland District, Northwestern Division, and HQUSACE will continue during FY 2025. This will include at least quarterly meetings with the Portland District, In Progress Review meetings with the Vertical Team, and preparation of Memoranda and Letters raising issues for resolution and documenting agreements reached.

SOS Budget – Section 204(f) / 408 Project Portion

The Fiscal Year 2025 consultant activities related to the Section 204(f) / 408 project report portion of the project is \$5,273,350. The following table shows a breakdown of the FY 2025 budget estimate.

FY 2025 SOS Estimate – Section 204(f) / 408 Project Portion

Task	Task Description	Cost
1	Geotechnical Investigation	105,200
2	Engineering	945,000
3	Economics Studies	375,750
4	Environmental Studies / EIS	1,858,250
5	Section 204(f)/408 Report	225,000
6	Real Estate Analysis	31,500
7	Governmental Relations	50,000
8	Project Delivery Team Coordination	175,000
9	Project Management (DMA Only)	250,000
10	Legal Costs	52,500
	SUBTOTAL CONSULTANT COSTS	4,068,200
11	USACE (CW) Coordination	400,000
	CONTINGENCY ¹	785,150
	TOTAL ALL COSTS	\$5,253,350

¹ Contingency fund managed by the OIPCB and released to Consultant as needed and approved by OIPCB

Total costs for all activities in FY 2025 related to the Section 204/408 project are estimated to equal \$5,273,350.

2 Terminal and Railyard Tasks

Development of a new, state-of-the-art intermodal container terminal on approximately 175 acres of Port-owned property on the North Spit of the Coos Bay estuary has been initiated. The new terminal and railyard would provide 100-percent ship-to-rail capability and the capacity to process 1.2 million TEUs of container cargo each year or approximately 500,000 40-ft containers per year. Terminal cargo would be moved through the on-dock railyard and conceptual terminal layouts were developed for a container terminal and on-dock railyard to be located within the property owned by the Port.

The wharf component would be a two-berth facility, and the selected design ship for the terminal provides 13,000 TEU container capacity with a wharf length suitable to provide berthing for two vessels with mooring line space at the ends and between the berthed ships. The wharf is anticipated to be a pile supported off-shore structure to minimize dredging for access to and berthing at the wharf, minimize the extension of the wharf beyond the terminal parcels; and minimize the length of landside wharf connection bridges.

All large equipment within the terminal and railyard would be operated by electric motors and the electrical demand is estimated to be between 18 and 30 MVA. The railyard would include over 16,000 feet of receiving and departure track, 4,00 feet of run-around track, 33,500 feet of support track, and 24,500 feet of working track in the start-up layout.

Terminal and railyard will require baseline environmental studies of the project area. The results of these studies will be used for the effects analyses in the NEPA analyses, permit/approval applications, and Tribal coordination. The following is a list of baseline studies that may be necessary to characterize the affected environment prior to developing the analyses.

2.1 Geotechnical Investigations

- surficial soils mapping
- near surface soils (identify layers of driftwood, peat, clay, sand, etc.)
- upland geotechnical borings (characterize near-surface stratigraphy)
- aeolian processes of dune habitat to the west (may need more than one year's data)
- shoreline erosion near terminal and proposed berth
- seismic, liquefaction potential, and tsunami hazard characterization

2.2 Engineering Investigations

2.2.1 Bathymetry

- Existing condition of shallows at berth(s)

2.2.2 Groundwater Characterization

- Install and monitor piezometer array to determine seasonal changes in groundwater elevation
- Install and sample groundwater wells to evaluate groundwater storage and yield and to sample and chemically characterize the groundwater quality

2.2.3 Hazardous, Toxic, and Radioactive Waste

- Phase I Environmental Site Assessment
 - entire project area (HTRW) (including shooting range and area of shoreline, tidal, and deepwater sediment disturbance) and any potential mitigation site(s)
- Phase II Environmental Site Assessment
 - characterization of potentially contaminated upland soils to be disturbed.
 - characterization of potentially contaminated sediments to be disturbed/removed

- groundwater contaminant profile characterization (if necessary)

2.2.4 Surface Water Characterization

- mapping of surface freshwater in the project area
- surface water quality in freshwater wetlands, surface streams, and ponds in project area
- characterization of baseline estuarine water quality (e.g., temp, DO, other water quality parameters) at access channel/berths

2.3 **Environmental Statutory & Regulatory Compliance**

2.3.1 Habitat Characterization and Mapping

- upland habitat assemblages (species ID and community mapping)
- tidal habitat (salt marsh) assemblages (species ID and community mapping)
- freshwater wetland characterization and jurisdictional delineation (e.g., deflation plain)
- tidal wetland characterization and jurisdictional delineation
- sub-tidal habitat assemblages and mapping (e.g., macroalgae community)
- federally and state-listed plant survey
- traditionally and culturally-important plant survey (incl. Tribal coordination)
- invasive plant survey for abundance, diversity, and mapping

2.3.2 Wildlife Surveys

- Field surveys will not be conducted within the upland project area for wildlife and potential habitat for protected species. If suitable habitat exists, the evaluation will presume presence of the common species. Includes entire project area including uplands, intertidal area, mudflats/shoreline, subtidal, and all potential mitigation sites. mapping ODFW designated clamming areas (from existing data/polygons)
- mapping Native (Olympia) oysters and habitat (from existing data/polygons) project area and nearby oyster lease mapping (from existing data/polygons)

2.3.3 Historic, Archeological, Paleontological, Traditional Cultural Property Surveys

- Phase I archeological survey of entire project area (entire area of potential effects)
- Phase II Geo-archeological (borings, shovel testing, pit tests)

2.3.4 Land Use/Land Ownership

- GIS consolidation of mapping and compilation of project area
- Coos Bay Estuary Management Plan designations mapping (e.g., natural aquatic, deep draft navigation channel, conservation aquatic, etc.)
- Coos County Zoning Designations (CZMP)
- North Bend Zoning Designations
- land ownership boundaries (professional land survey system boundary)
- existing residences within one mile
- structures within ¼ mile

2.3.5 Aesthetics

- Viewshed baseline for both day and nighttime from nearby recreation areas, communities, and locations within project area

2.3.6 Ambient Light Baseline

- At nearby recreation areas, nearby communities, and at locations within project area

2.3.7 Noise

- baseline airborne noise at adjacent recreation areas (e.g., BLM properties, Oregon Dunes)
- baseline airborne noise at nearby community/neighborhood border
- baseline airborne noise at railyard, terminal, and berth(s)
- nearby sensitive noise receptor mapping
- baseline in-water noise at terminal berth, turning basin, and access channel

2.3.8 Recreation Baseline

- GIS mapping of informal recreational land use in the project area
- survey of recent in-water recreation
 - ODFW clamming and crabbing area use
- survey of recent recreation use
 - BLM North Spit Special Recreation Management Area
 - lands owned by the USACE and North Jetty
 - Oregon Dunes National Recreation Area (US Forest Service)
 - Oregon Island National Wildlife Refuge (Nearshore)
 - Bastendorff Beach
 - South Slough National Estuarine Research Reserve (ODSL)
 - Yoakam Point State Natural Area
 - boat ramp use (BLM boat ramp)
 - RV park use (e.g., Midway, Mystic Woods)

2.3.9 Socioeconomics of Project Area Communities

- demographics (census tract population)
- employment and income
- housing (home ownership, rental property, percent vacancy, etc.)
- Environmental Justice baseline

2.3.10 Transportation: Baseline Passenger, Truck, Train, Airplane, and Vessel Traffic

- roadway passenger vehicle traffic for access roads/worker housing routes/RR crossings
- truck traffic (access roads)
- train traffic (CBRL)
- commercial and private aviation at North Bend Airport (existing/projected)
- deep draft vessel traffic (existing/projected)

- tug traffic (existing/projected)
- recreational boat traffic

2.4 Project Management

Consultant will provide project management support to the Port, maintaining project schedules and budgets, managing subcontractors, conducting technical coordination of team activities, and coordinating with the Port and its customers.

2.5 Legal Costs

In FY 2025, it is expected that a land use zoning change for the Project may be necessary. Legal costs associated with a land use zoning change have been estimated using prior budgeted and realized costs.

SOS Budget – Terminal and Railyard Project Portion

The Fiscal Year 2025 consultant activities related to the Terminal and Railyard portion of the project is \$7,087,500. The following table shows a breakdown of the FY 2025 budget estimate.

FY 2025 SOS Estimate – Terminal and Railyard Project Portion

Task	Task Description	Cost
1	Geotechnical Investigation	2,000,000
2	Engineering	656,250
3	Environmental Studies	2,976,750
4	Project Management (DMA Only)	250,000
5	Legal Costs	52,500
	SUBTOTAL CONSULTANT COSTS	5,935,500
	CONTINGENCY ¹	1,152,000
	TOTAL ALL COSTS	\$7,087,500

¹ Contingency fund managed by the OIPCB and released to Consultant as needed and approved by OIPCB

Total costs for all activities in FY 2025 related to the Terminal and Railyard project are estimated to equal \$7,087,500.

3 Scope of Services Tasks – Rail Upgrade Tasks

The Coos Bay Rail Line (CBRL) is wholly owned by the Port and provides interchange rail service connection to Union Pacific in Eugene, Oregon approximately 115 miles from the Coos Bay North Spit. The CBRL's North Spit Branch terminates approximately one mile from the proposed site of the intermodal container terminal and represents an important opportunity for improving intermodal capacity on the US west coast.

In order to serve the intermodal terminal, the following upgrades to the CBRL would be necessary:

- Replacing 108 miles of track with 136-pound continuous welded rail, new ballast, and replace 42-percent of the existing ties so that the track can meet Class 2 and Class 3 track standards;
- Rehabilitating select bridges;
- Increasing the clearance within nine tunnels along the line to accommodate double-stack container cars; and
- Constructing seven, 8,000 foot long sidings along the route to allow trains to pass one another.

New construction at the North Spit would include a new double-track from CBRL's main line to the North Spit in order to expedite trains into and out of the terminal area. New construction to tie into the Union Pacific's Eugene rail yard would include:

- Re-installing four interchange tracks within the existing footprint of the existing Union Pacific Eugene rail yard to allow exchange of rail cars between the Union Pacific and the CBRL,
- Re-installing tracks on existing Union Pacific ROW that were previously removed,
- Constructing a grade separate Green Hill Road (road over railroad) between West Eugene and the Eugene Airport,
- Creating quiet zones and new crossing surfaces at four existing at-grade crossings in west Eugene that are currently maintained by Union Pacific,
- Improving crossings at Fern Ridge Trail (Amazon Creek) and evaluating the need for active warning devices or grade separation,
- Improving track near Green Hill Road in West Eugene, to increase efficiency of CBRL,
- Creating quiet zones in Reedsport and Lakeside, and
- Constructing grade separation in Venita and Reedsport.

Additionally, two new maintenance facilities would be constructed and equipped with dispatch systems and safety technology including Positive Train Control (PTC).

Evaluation of the environmental effects of the proposed rail line improvements, associated features, and compensatory mitigation site(s) requires a comprehensive articulation of the construction assumptions for how/when/where all features may be built.

- Staging areas/construction laydowns,
- Construction footprint of all rail line work,
- All sidings,
- All bridges;
- All water crossing(s),
- Tunnel enlargements,
- Features in Eugene,
- New-extended utilities ROW signalized intersections, and

- Locations for all potential compensatory mitigation site(s)

3.1 Engineering

3.1.1 HTRW

Phase I survey to be conducted within the entire project area where surface disturbance (including mitigation site(s)) is part of the proposed action. Phase I survey for areas of cut/fill including temporary and permanent disturbance for soil disturbing actions at sidings, bridges, culverts/crossings, and any other areas of potential soil disturbance for feature or compensatory mitigation construction.

3.1.2 Floodplain mapping and GIS Baseline

Baseline mapping to enable assessment of the potential effect to the floodplain where actions on the CBRL could affect flood surface elevation, etc.

3.2 Environmental Studies

3.2.1 Vegetation – Complete Flora and Mapping of Terrestrial, Wetland, and SAV at all In-Water Locations

Field surveys to be conducted within the entire project area and potential mitigation site(s) for flora, protected species, potential habitat for protected species, invasive species, and Tribally-important plant species. The range of potential influence and consideration of overlap with these listed avian species assumed to be 0.25 miles from the generation of any heavy equipment operation noise based on recommendations provided by WSDOT and USFWS.

- Terrestrial Vegetation (i.e., upland) mapping and species/community characterization per ODFW habitat mitigation policy),
- Wetlands (jurisdictional mapping and species/community characterization),
- Invasive Species, and
- Identify/map/characterize any protected status species (federal and state-) and Tribally-important plant species).

Wetland mapping and community characterization may be used to develop a wetland functional assessment if the wetlands are deemed jurisdictional (Section 404 of the CWA) to determine the expected loss of function and value for the wetlands for evaluation of compensatory mitigation.

3.2.2 Wildlife - Terrestrial and Aquatic

Project will assume the presence of all species of interest because the habitat exists, all the terrestrial and aquatic wildlife (including T&E) of interest or concern to resource agencies are presumed to be present. As such, there may be no need to conduct any wildlife survey work. Limited field work will review construction corridor for riparian/gallery forest rookeries, bald eagle nests, or other similar special habitats. Assemble a comprehensive appendix that identifies and cites the basis for all taxa listed below.

- Breeding (summer residents) and wintering birds,
- Mammals,
- Herps,
- Aquatic Benthics (streams/ponds/lakes/rivers at bridges/crossings or culverts),
- Invasive Species, and
- Identify/Characterize any protected status wildlife species (federal and state-listed and Tribally-important wildlife species).

3.2.3 Cultural Resources

Based on coordination with the Oregon State Historic Preservation Officer (SHPO) and the lead agencies, the scale and location of Stage I cultural resources surveys to be conducted in support of the project (including mitigation site(s)) is part of the proposed action. In addition, because the rail line has already been determined to be eligible for listing on the National Register of Historic Places, the Phase I for this work will be COMPREHENSIVE. Early coordination on this with SHPO and Tribal Historic Preservation Officers (THPOs) will establish the extent of the data needed to meet the requirements of Section 106 of the National Historic Preservation Act for the CBRL improvements.

- terrestrial archeology for APE on landside;
- evaluation of railway's architectural features (e.g., bridges and tunnels);
- SHPO Coordination;
- Tribal/THPO Coordination;
- Possible recommendation to develop and execute a Programmatic Agreement between the USACE, USDOT/FRA/MARAD, the OIPCB, and OR SHPO for the CBRL improvement work.

3.2.4 Local Traffic Study

Assemble most recent baseline car and truck traffic (e.g., peak vehicles per hour, vehicles per day/trucks per day, etc.) at intersections of RR and surface roads as well at all locations where rail work proposes new crossings, lighting or traffic control devices, flyovers, or any other proposed changes to roadways as a result of proposed changes to the rail line. Identify and geo-locate all locations where rail line crosses driveways to residences and businesses.

3.2.5 Local Noise Baseline Investigation

Conduct an airborne and (if appropriate at locations where work in rivers) underwater noise survey baseline (e.g., airborne, in-water, residential community, where train noise is of concern near neighborhoods to include surveys of land and under water).

3.2.6 Aesthetic/Viewshed Baseline

Evaluation of aesthetic/viewshed impacts where changes made to the CBRL and operations of the CBRL under the proposal needs the baseline.

3.2.7 Environmental Justice Baseline

Identification of all the EJ neighborhoods that could be affected by the CBRL actions and changes to operation. The baseline would include demographics, socioeconomics, poverty, race, employment, and all other factors germane to an EJ analysis.

SOS Budget –Rail Upgrade Project Portion

The Fiscal Year 2025 consultant activities related to the Rail Upgrade portion of the project is \$4,381,250. The following table shows a breakdown of the FY 2025 budget estimate.

FY 2025 SOS Estimate –Rail Upgrade Project Portion

Task	Task Description	Cost
1	Engineering	619,500
2	Environmental Studies	2,808,750
3	Project Management (DMA Only)	250,000
	SUBTOTAL CONSULTANT COSTS	3,678,250
	CONTINGENCY ¹	703,000
	TOTAL ALL COSTS	\$4,381,250

¹ Contingency fund managed by the OIPCB and released to Consultant as needed and approved by OIPCB

Total costs for all activities in FY 2025 related to the Rail Upgrade project are estimated to equal \$4,381,250.

4 Entire SOS Budget for FY 2025

The total SOS budget for Fiscal Year 2025 consultant activities is \$16,722,100. The following table shows a breakdown of the FY 2025 budget estimate separated by project element.

Task Description	Section 204(f)/408	Terminal & Railyard	Rail Upgrade	Total Cost
Geotechnical Investigations	105,200	2,000,000		2,105,200
Engineering	945,000	656,250	619,500	2,220,750
Economics Studies	375,750			375,750
Environmental Studies / EIS	1,858,250	2,976,750	2,808,750	7,643,750
Section 204(f)/408 Report	225,000			225,000
Real Estate Analysis	31,500			31,500
Governmental Relations	50,000			50,000
Project Delivery Team Coordination	175,000			175,000
Project Management (DMA Only)	250,000	250,000	250,000	750,000
Legal Costs	52,500	52,500		105,000
				-
SUBTOTAL CONSULTANT COSTS	4,068,200	5,935,500	3,678,250	13,681,950
				-
USACE (CW) Coordination	400,000			400,000
				-
CONTINGENCY	785,150	1,152,000	703,000	2,640,150
				-
TOTAL ALL COSTS	\$5,253,350	\$7,087,500	\$4,381,250	16,722,100

Total costs for all activities in FY 2025 related to the Section 204/408 project, the Terminal & Railyard project, and the Rail Upgrade project are estimated to equal a total cost of \$16,722,100.

FOR DAVID MILLER & ASSOCIATES, INC.

David J. Miller, President

DAVID MILLER & ASSOCIATES, INC.

FOR THE OREGON INTERNATIONAL PORT OF COOS BAY

Eric Farm, Commission President

OREGON INTERNATIONAL PORT OF COOS BAY

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

DATE: May 14, 2024

PROJECT TITLE: Rail Engineering Service Agreement – 10% Design

ACTION REQUESTED: Approval of professional services agreement for 10% Design of the Coos Bay Rail Line to support the PCIP Project

BACKGROUND:

As part of the Permitting/NEPA process associated with the Pacific Coast Intermodal Project, each element of the project will need to meet prescribed levels of design and engineering. Port staff have engaged RailPros, Inc to conduct this level of design work to aid in the advancement of the project.

RailPros conducted the preliminary design of the rail infrastructure that will be needed to accommodate the level of projected rail traffic to support PCIP. While the contract price of \$247,049 is within the authority of the Port CEO, it is an unbudgeted item and therefore must be brought before the Local Contracting Board for approval. This work will also be used in support of various funding applications such as CRISI, RRIF, and INFRA.

Funding source for this contract is State of Oregon, Channel Deepening and PCIP Permitting, Engineering Planning funding.

RECOMMENDED MOTION:

Approve the execution of a professional service agreement between the Oregon International Port of Coos Bay and RailPros, Inc. for 10% design of the Coos Bay Rail Line to support the PCIP Project.

Other

Informational Items



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

Owned by the Oregon International Port of Coos Bay

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

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

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

	2020		2021		2022		2023		2024	
	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads	Railcar Loads	Truck Loads
Jan	409	1,349.7	346	1,141.8	445	1,468.5	473	1,560.9	363	1,197.9
Feb	400	1,320.0	390	1,287.0	502	1,656.6	393	1,296.9	598	1,973.4
Mar	432	1,425.6	566	1,867.8	694	2,290.2	498	1,643.4	488	1,610.4
Apr	350	1,155.0	621	2,049.3	668	2,204.4	407	1,343.1	456	1,504.8
May	394	1,300.2	599	1,976.7	707	2,333.1	454	1,498.2	0	0.0
Jun	534	1,762.2	625	2,062.5	595	1,963.5	468	1,544.4	0	0.0
Jul	485	1,600.5	503	1,659.9	530	1,749.0	473	1,560.9	0	0.0
Aug	467	1,541.1	485	1,600.5	597	1,970.1	388	1,280.4	0	0.0
Sep	378	1,247.4	556	1,834.8	524	1,729.2	372	1,227.6	0	0.0
Oct	431	1,422.3	521	1,719.3	488	1,610.4	393	1,296.9	0	0.0
Nov	349	1,151.7	548	1,808.4	512	1,689.6	409	1,349.7	0	0.0
Dec	499	1,646.7	453	1,494.9	493	1,626.9	440	1,452.0	0	0.0
Total	5,128	16,922.4	6,213	20,502.9	6,755	22,291.5	5,168	17,054.4	1,905	6,286.5

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

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

*2011:	194	rail carloads =	19,400	short tons =	640.2	highway truck loads
2012:	2,480	rail carloads =	248,000	short tons =	8,184.0	highway truck loads
2013:	4,850	rail carloads =	485,000	short tons =	16,005.0	highway truck loads
2014:	7,509	rail carloads =	750,900	short tons =	24,779.7	highway truck loads
2015:	7,341	rail carloads =	734,100	short tons =	24,225.3	highway truck loads
2016:	7,434	rail carloads =	743,400	short tons =	24,532.2	highway truck loads
2017:	7,172	rail carloads =	717,200	short tons =	23,667.6	highway truck loads
2018:	6,428	rail carloads =	642,800	short tons =	21,212.4	highway truck loads
2019:	4,950	rail carloads =	495,000	short tons =	16,335.0	highway truck loads
2020:	5,128	rail carloads =	512,800	short tons =	16,922.4	highway truck loads
2021:	6,213	rail carloads =	621,300	short tons =	20,502.9	highway truck loads
2022:	6,755	rail carloads =	675,500	short tons =	22,291.5	highway truck loads
2023:	5,168	rail carloads =	516,800	short tons =	17,054.4	highway truck loads
2024:	1,905	rail carloads =	190,500	short tons =	6,286.5	highway truck loads

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

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