



## **STAFF REPORT**

**TO:** Board of Commissioners

**FROM:** Dustin Barth, Facilities Manager  
Natalie Teeter, Planner/Analyst

**DATE:** March 13, 2025

**SUBJECT:** **Underground Storage Tank (UST)**

### **Recommendation / Proposed Motion**

- Receive and file; no action necessary

### **Policy Implications**

Senate Bill No. 445 (Stats. 2014, Ch. 547, effective September 25, 2014) requires the permanent closure of all single-walled underground storage tanks (USTs) by December 31, 2025. To remain in compliance with the law, owners and operators must replace or remove any single-walled USTs and/or single-walled piping that is owned or operated by December 31, 2025, in accordance with Ch. 6.7, section 25298 of the Health and Safety Code and Title 23, section 2672 of the California Code of Regulations. Failing to meet the permanent closure deadline may result in fines of \$500 to \$5,000 per UST for each day of violation beginning January 1, 2026.

Specific functions, including the provision of “facilities and appliances necessary or convenient for the promotion and accommodation of commerce and commercial as well as recreational navigation by air and by water,” are mandated by the amended State Tidelands Grant of 1957. Marine diesel fueling services are integral for ongoing commercial and recreational fishing operations within Port San Luis.

### **District Major Objective/Goal**

Objective #1 – Sustain and enhance the Harbor's finances - provide for needed infrastructure, expand revenue sources, and pay down long-term liabilities.

Objective #2 – Maintain and enhance a boater friendly atmosphere at PSL for both commercial and recreational boaters.

### **Fiscal Implications / Budget Status**

The FY 2024-25 Capital Projects Budget includes \$500,000 for the Underground Storage Tank Replacement. Rincon Consultants provided the following project estimates for removal of the existing 12,000-gallon underground storage tank (UST) and replacement with either an aboveground storage tank (AST) or a new UST:

- 6,000-gallon Underground Storage Tank (UST): \$620,500
- 6,000-gallon Aboveground Storage Tank (AST): \$515,000

### **Alternatives Considered**

None recommended at this time. Failure to permanently close the existing UST by December 31, 2025 may result in penalties of \$500 to \$5,000 per day, starting January 1, 2026, until the tank and any other non-compliant equipment is permanently closed and removed.

### **Discussion**

Prior to releasing a Request for Proposals (RFP) for this capital project, the type, size, and location of a replacement fueling tank and fueling system must be determined. Staff have been actively working with Rincon Consultants to prepare for the tank removal and replacement process to meet the December 31, 2025 deadline. Rincon Consultants provided the attached letter that compares the two types of available fuel tanks: aboveground storage tanks (ASTs) and underground storage tanks (USTs).

Overall, USTs are more expensive to install, maintain, and operate in the long-term. They require frequent inspections, substantial monitoring and record-keeping requirements, ongoing compliance testing and higher permit fees, and are more difficult to assess for corrosion and leakage. ASTs, although less expensive to install, maintain, inspect, and operate in the long-term, are prominent, visible fixtures and must be sized and located appropriately: in a flat area with enough clearance to allow access for inspections, maintenance, and fueling tankers. A remote fill port may also be needed so fueling tankers can refill the tank due to limited viable location options around the Port. If the AST option is pursued, the most viable location is likely within the existing Port San Luis Boatyard or the western sections of the Harford Landing Parking Lot (to minimize trenching for underground piping).

Key components of the UST replacement project requiring direction from the Board include:

- 1) Decide which type of system is preferred: aboveground storage tank vs. underground storage tank;
- 2) Capacity of the new tank (refer to Attachment 5 for gallons of diesel fuel dispensed per month over the last 3 fiscal years; based on this data, Rincon is recommending a 6,000-gallon tank); and
- 3) If the AST option is preferred, determine the location of the tank and its appurtenant structures (potential locations may include PSL Boatyard or parking areas within Harford Landing, near the existing UST to minimize trenching).

## **Conclusion**

Staff requests the Board review the above information with all attachments in preparation for future discussions.

### Attachments:

1. Photos Comparing Different Capacities of ASTs
2. Rincon Consultants' Letter Comparing UST vs. AST Installation, February 25, 2025
3. Staff Report from April 26, 2022, "Underground Storage Tank Replacement Funding Options"
4. SLO County Environmental Health Services' Notice from December 24, 2024
5. FY 2021-2024 Boats Fueled Logs - Diesel Facility



3,000 Gallon tank for reference

6,000 Gallon tank for reference



5,000 Gallon tank for reference



ATTACHMENT 2  
**Rincon Consultants, Inc.**  
180 North Ashwood Avenue  
Ventura, California 93003  
805-644-4455

February 25, 2025  
Project No: 24-16941

Dustin Barth, Facilities Manager  
Port San Luis Harbor District  
3950 Avila Beach Drive  
P.O. Box 249  
Avila Beach, California 93424  
Via email: [DustinB@PortSanLuis.com](mailto:DustinB@PortSanLuis.com)

**Subject: Comparison of Underground Storage Tank (UST) and Above Ground Storage Tank (AST) Installation, Port San Luis Harbor, Avila Beach, California**

Dear Mr. Barth:

Rincon Consultants, Inc. (Rincon) appreciates the opportunity to assist you in evaluating the options for installing a fuel storage tank at the Port San Luis Harbor. Below, we provide a detailed comparison of Underground Storage Tanks (USTs) and Above Ground Storage Tanks (ASTs), considering local and state permitting requirements, operation and maintenance, the area needed for installation, timelines for installation, and cost comparison.

## Permitting Requirements

### Underground Storage Tanks (USTs)

In San Luis Obispo County, USTs require a permit from the Environmental Health Services Division. The permitting process includes submitting an application, paying the required fees, and undergoing inspections[1]. Additionally, USTs must comply with California state regulations, which include requirements for leak detection, spill prevention, and corrosion protection[2]. The U.S. Environmental Protection Agency (EPA) also mandates specific requirements for USTs[3]. Because the site is within the jurisdiction of the California Coastal Commission, they would also need to approve the new UST design.

### Above Ground Storage Tanks (ASTs)

ASTs in San Luis Obispo County require a Spill Prevention, Control, and Countermeasure (SPCC) plan, which must be approved before installation[2]. The plan must detail the design, construction, and safety measures for the AST. California state regulations also apply, including compliance with fire codes and safety standards. The EPA's SPCC rule governs the prevention of spills for ASTs. Similar to the UST installation, the AST would require approval from the California Coastal Commission.

### Advantage: AST



## Area Needed for Installation

### Underground Storage Tanks (USTs)

A new UST could be installed in the same location as the existing UST, following removal of the existing UST. After installation, the tank cavity would be backfilled and the area repaved to restore the existing parking area. No additional space would be required for this option. Fuel deliveries could continue to be serviced by JB Dewar's tanker truck delivered from the refinery and filled under gravity-feed without the need for a pump.

### Above Ground Storage Tanks (ASTs)

ASTs require a level concrete pad and sufficient space for secondary containment structures. The installation area should be clear of obstructions and provide easy access for inspections, maintenance and refueling. Once installed, ASTs generally require more surface area compared to USTs but do not involve excavation. Aesthetic considerations should be considered for AST installations.

Based on the volume of diesel fuel sold in 2024, as provided by the Port, a 6,000-gallon AST should be sufficient for the Port's needs. The area required for this size AST, including the concrete pad and bollards, would be approximately 20 long feet by 10 feet wide.

Sufficient space for an AST appears to be located in the boat maintenance yard shown on Figure 1. Installing an AST in this location would reduce the number of spaces available for boat maintenance.

Fueling for an AST is typically performed with a truck that has a power take-off (PTO) unit, and not gravity-fed, like a UST. Based on information from JB Dewar, this would require a different truck than currently used, and increase fueling costs by \$0.50 per gallon. However, if the currently-used tanker truck with gravity feed was preferred, a secondary ground level fill-mount could be installed near the AST, outside the adjacent wall, which would require taking up one parking space.

### Advantage: UST

## Operation and Maintenance

### Underground Storage Tanks (USTs)

USTs require regular maintenance to ensure they do not leak and contaminate the surrounding soil and groundwater. This includes leak detection, pressure testing, periodic inspections, and maintenance of corrosion protection systems. USTs also require detailed record-keeping and fees to comply with regulatory requirements.

### Above Ground Storage Tanks (ASTs)

ASTs are generally easier to inspect and maintain since they are visible and accessible. Regular maintenance includes checking for leaks, corrosion, and ensuring the integrity of the containment systems. ASTs also require periodic inspections and maintenance of spill prevention equipment.

### Advantage: AST



## Cost Comparison

### Underground Storage Tanks (USTs)

Rincon obtained a rough cost estimate to remove the existing UST and replace it with a 6,000-gallon UST in the same location. The cost breakdown is as follows:

- UST removal: \$120,000
- UST cavity dewatering: \$70,500
- UST design, permitting and installation: \$430,000
- Total estimate: \$620,500

### Above Ground Storage Tanks (ASTs)

The estimated cost to remove the existing UST and replace it with a 6,000-gallon AST fueling system is as follows:

- UST removal: \$120,000
- UST cavity backfill and repaving: \$80,000
- AST design, permitting and installation: \$315,000
- Total estimate: \$ 515,000

### Advantage: AST

## Timelines for Installation

### Underground Storage Tanks (USTs)

The permitting time to install both an AST and UST are similar, and are expected to take 3 to 6 months, mainly dependent upon approval from the California Coastal Commission. Purchasing the UST and equipment from a vendor is currently taking approximately 3 - 6 months, which is longer than typical due to the high demand currently. Following permit approvals and equipment procurement, the timeframe to remove the existing UST and install a replacement is approximately three weeks. During that time, the tank cavity will need to be dewatered, and the water will need to be temporarily stored in above ground storage tanks on site until the water is transported off site for disposal. There will be a period of approximately 2 weeks, between removal of the existing UST and installation of the new UST, where the fueling system will be offline, and supplemental fuel will be required to continue service at the site.

### Above Ground Storage Tanks (ASTs)

The permitting time to install a new ASTs is similar to a UST, which is approximately 3 to 6 months. Purchasing an AST is quicker, due to the larger number of vendors supplying ASTs, and is approximately 1 to 2 months. Following permit approvals, the AST can be installed and connected to the existing product piping and made operational, which will take approximately 2 to 3 weeks to complete. The amount of time the fueling system would be offline would be limited to approximately 2-3 days. The existing UST can then be removed and backfilled and the area repaved.

### Advantage: AST



**Comparison of Underground Storage Tank (UST) and Above Ground Storage Tank (AST) Installation**

## Conclusion

Both USTs and ASTs have their advantages and disadvantages. USTs offer the benefit of being hidden from view and saving surface space, but they come at a higher installation cost with greater regulatory and maintenance requirements. ASTs are more readily available, are less expensive and are easier to inspect and maintain but require more surface area and a change in the current fueling delivery logistics.

Based on the various considering factors outlined above, if the Port has available space for an AST and the visual aesthetics fit in with the surrounding site use, Rincon recommends the installation of an AST for the Port San Luis Harbor District.

Please feel free to contact us if you have any further questions or require additional information.

Sincerely,

**Rincon Consultants, Inc.**

A handwritten signature in blue ink, appearing to read "R. Scott English".

R. Scott English, RME  
Senior Program Manager

A handwritten signature in blue ink, appearing to read "Andy Nelson".

Andy Nelson, PG, QSP/D, QISP  
Director of Site Assessment and Remediation

## References

- [1] Underground Storage Tank Facility Permitting - County of San Luis Obispo
- [2] CUPA Program - Hazardous Materials & Waste - County of San Luis Obispo
- [3] Frequently Asked Questions for Building (Construction) Permits



Figure 1 - Existing UST and Proposed AST Locations

## **STAFF REPORT**

**TO:** Board of Commissioners

**FROM:** Chris Munson, Facilities Manager  
Natalie Teeter, Planner Analyst

**DATE:** April 26, 2022

**SUBJECT:** **Underground Storage Tank Replacement Funding Options**

### **Recommendation / Proposed Motion**

- **Recommendation:** Receive report; provide direction to staff.

### **Policy Implications**

Senate Bill No. 445 (Stats. 2014, Ch. 547, effective September 25, 2014) requires the permanent closure of all single-walled underground storage tanks (USTs) by December 31, 2025. To remain in compliance with the law, owners and operators must replace or remove any single-walled USTs and/or single-walled piping that is owned or operated by December 31, 2025, in accordance with Ch. 6.7, section 25298 of the Health and Safety Code and Title 23, section 2672 of the California Code of Regulations. Failing to meet the permanent closure deadline may result in fines of \$500 to \$5,000 per UST for each day of violation beginning January 1, 2026.

### **District Major Objective/Goal**

*Objective #1 – Sustain and enhance the Harbor’s finances – provide for needed infrastructure, expand revenue sources, and pay down long-term liabilities.*

*Objective #3 – Maintain and enhance a boater-friendly atmosphere at PSL for both commercial and recreational boaters.*

### **Fiscal Implications / Budget Status**

The Underground Storage Tank Replacement Capital Project was proposed as part of the FY 2021-22 budget. Due to funding shortfalls, the project was deferred until the FY 2022-23. B&T Service Station Contractors provided an estimate of \$596,000 for the replacement project, excluding additional costs for permitting or any site remediation/cleanup, if it is determined the UST is leaking or poses a threat to human health, safety, and the environment.

## **Alternatives Considered**

The following actions were considered but are not recommended at this time:

- Permanently closing and removing the underground storage tank (UST), which would remove the only boat fueling (diesel) station in Avila Beach but would reduce costs by eliminating the cost to replace the UST (\$596,000) and other components, approximately \$10,000 per year in permitting and contractor costs, and over 150 hours of staff time in fueling and maintenance annually. The District receives approximately \$25,000 annually in diesel sales.
- Replace the existing underground storage tank with a smaller (approx. 5,000 gallon), above-ground storage tank (AST), which would reduce the number of available parking spaces in Harford Landing, but could reduce ongoing operating costs in the long-term, if an acceptable above-ground location could be identified and permitted.

## **Background**

The District's existing underground storage tank (UST) was installed in 1978 and is a single-walled fiberglass tank with a design capacity of 12,000 gallons. This tank is located in the Harford Landing parking lot, between the Harbor District's Main Office and the base of the Harford Pier. Piping for the tank, which travels from the parking lot to the diesel fuel facility at the end of the pier, was replaced with double-walled piping in 2010 and cost about \$118,000 to complete; the Central California Joint Cable/Fisheries Liaison Committee (CCJCFLC) provided an \$81,209 grant for this replacement project. In 2012, the CCJCFLC awarded another grant to the District for \$15,525 to replace several of the original mechanical components of the UST.

In 2015, the State Water Resources Control Board notified the District of new legislation affecting owners of single-walled USTs: Senate Bill 445 (SB445). This bill requires the permanent closure of all single-walled tanks by December 31, 2025. As such, the District is required to either remove its existing 12,000-gallon UST or replace it with a new double-walled UST, meeting the requirements of the Health and Safety Code and Title 23 of the California Code of Regulations.

For the past several years, staff has been diligent in seeking out various grant opportunities that may help finance the replacement project. The two most notable programs include the State Water Board's Replacing, Removing, or Upgrading Underground Storage Tanks (RUST) Program and the Central California Joint Cable/Fisheries Liaison Committee's annual grant cycle. The RUST Program provides two general funding mechanisms: grants and loans; the District does not qualify for the program's grant funding, but could qualify for a loan. Furthermore, despite repeated attempts in applying for a grant with the CCJCFLC's program, the UST replacement project has been rejected three times.

## **Discussion**

The District currently contracts with B&T Service Station Contractors to provide fueling system compliance and maintenance services, as well as monthly and annual inspections. In March 2020, B&T provided an estimate for the replacement of the UST for \$383,515. Anticipating cost increases due to supply shortages, inflation, and the approaching deadline; staff requested an updated estimate in early 2022.

The \$450,000 estimate was presented to the Board during its April 14, 2022, Budget Workshop. However, B&T provided the revised estimate shortly after this workshop, totaling \$596,000, and included herein as Attachment 1. The actual cost will likely be driven down with the competitive bid process but will likely continue to increase the longer it is postponed with inflation and the approaching deadline. It will also increase if unforeseen contamination is discovered.

Staff supports replacing the UST as proposed, but is presenting two alternatives to consider:

1. Permanently closing the diesel facility – Diesel sales generate about \$25,000 in sales annually and costs about \$10,000 to operate in permitting, repairs, and monitoring costs. These costs do not include staff time for refueling, maintenance, ordering and permitting (Over \$7,500/year). Even excluding District time and resources, at a \$15,000/year rate, it would take 40 years to recoup the costs of the tank replacement alone. That does not include replacement of the dual walled line or the tank itself which will likely be needed again in 40 years. Other components and costs of the diesel facility include the dispenser, monitoring system, and camels.

Although the District would save significant costs by closing the diesel facility, staff does not recommend this alternative. The availability of diesel is necessary for the viability of the port to sustain larger vessels, support the commercial fishing fleet, and fuel charter vessels. While the diesel facility loses money directly, its continued operation is consistent with District goals and a defensible use of public funds as it supports the port's viability and existence. Revenues from moorings, charter lessees, and boat related services will steeply decline as a result, in addition to the indirect economic benefits of commercial fishing. Closing the diesel facility will also have costs associated with permitting and removal of the tanks.

2. Replacing with an Above Ground Storage Tank (AST) – An AST would significantly reduce upfront and operating costs. An AST would be about half the cost of an UST installed, but there would still be costs with the UST removal. Additionally, by reducing the size to 5,000, on-going permitting costs and requirements would be significantly reduced but it would require more frequent refueling, which will require more staff time and potentially increase fuel price.

Replacing with an AST could require removing 4-6 parking spaces in the Harford Landing if it is to be replaced in its existing location, which would be a significant impact. Furthermore, the existing location is not likely to be approved by the Coastal Commission due to its exposure to the coast, extending and installing pipe to a new location would be another cost. B&T mentioned that they had previously assessed an AST and deemed it unfeasible since permitting would likely require it to be located up on the hill above the boatyard to be protected from storms and sea level rise. District staff was unable to verify this, but it is possible. Permitting a new tank in a new location will likely be a difficult process.

Due to the reduction in parking, permitting requirements, and potential infeasibility; switching to an AST is not seen as a preferred alternative.

**Cost Recovery:**

The District currently sells diesel at 35¢ above cost per gallon for mooring patrons and 69¢ for the general public. Mooring patrons account for the majority of sales. While the general public cost is in line with Santa Barbara, the lowest cost nearby harbor, the mooring patron cost is the lowest of all of them. For comparison, Morro Bay is over \$1 more per gallon than the Port San Luis mooring patron rate.

The nearest fueling stations in relation Port San Luis include Morro Bay, Santa Barbara, and Moss Landing. Current prices of diesel are provided below:

<b>Location</b>	<b>Diesel - General Public (per gallon)</b>	<b>Diesel - Mooring Patrons (per gallon)</b>
Port San Luis	\$5.47	\$5.11
Morro Bay (DeGarimore's Marine)	\$6.19	N/A
Santa Barbara Harbor	\$5.28	N/A
Moss Landing	\$6.09	N/A

If the Harbor District is required to cover the full cost of the UST replacement, staff will recommend the Board consider removing discounts and/or increasing rates to fully fund the replacement cost. Before considering rate revisions, staff recommends that the Board wait to see if the Joint Cable/Fisheries Liaison Committee or other agency is able to consider assistance in funding the UST replacement at their upcoming grant awards. In the past, the discounts were defensible due to grant assistance from the Liaison Committee. Staff will also check again for alternate granting agencies. However, due to the impending replacement deadline, this is the last year we will be able to pursue grants before proceeding with internal funding options.

**Conclusion**

Staff recommends continued funding of the full current cost of an UST replacement in the 2022/2023 FY budget. Staff recommends the Board wait until the results of grant funding options are known prior to seeking a revised rate schedule.

Attachment(s): B&T Estimate for UST Replacement



COUNTY OF SAN LUIS OBISPO HEALTH AGENCY  
PUBLIC HEALTH DEPARTMENT

Nicholas Drews, *Health Agency Director*

Penny Borenstein, MD, MPH *Health Officer/Public Health Director*

December 24, 2024

Port San Luis Harbor District (CERS 10436035)

Suzy Watkins

PO Box 249

Avila Beach, CA 93424

**PERMANENT CLOSURE OF REQUIREMENT OF  
SINGLE-WALLED UNDERGROUND STORAGE TANKS  
ON OR BEFORE DECEMBER 31, 2025**

Dear Ms. Watkins,

As the owner/operator of a single-walled underground storage tank (UST) system this letter serves as a reminder that single-walled USTs must be permanently closed by December 31, 2025. This requirement includes both single-walled tanks and non-exempt single-walled piping per California Health and Safety Code, Chapter 6.7, section 25292.05. Permanent closure of the single-walled UST system consists of removal of the UST in accordance with California Code of Regulations, Title 23, division 3, chapter 16 (UST Regulations), section 2672(b). Soil samples must be collected and analyzed in accordance with UST Regulations, section 2672(d). Enforcement cannot be avoided by simply emptying the USTs of their contents before the deadline. There are no exemptions, variances, or extensions to the single-walled UST closure deadline.

Single-walled UST systems that are not permanently closed by December 31, 2025, will be out of compliance and cannot operate. As the enforcement agency, we will pursue enforcement actions which include affixing red tags to the USTs and pursuing civil penalties effective January 1, 2026. USTs with a red tag affixed must be emptied of all remaining contents within 48 hours, cannot accept fuel deliveries, and cannot dispense any remaining fuel. Furthermore, you will also be subject to civil penalties of \$500 to \$5,000 per day, per tank, per violation for failure to permanently close by December 31, 2025.

Please contact Quinn Lewis at [qlewis@co.slo.ca.us](mailto:qlewis@co.slo.ca.us) or (805) 781-1105 for closure guidance and permitting.

**Environmental Health Services**

2156 Sierra Way, Suite B | San Luis Obispo, CA 93401 | (P) 805-781-5544 | (F) 805-781-4211

[www.slopublichealth.org/ehs](http://www.slopublichealth.org/ehs)

Additional details on the single-walled UST closure deadline may be found at [https://www.waterboards.ca.gov/ust/single\\_walled.html](https://www.waterboards.ca.gov/ust/single_walled.html).

If you have questions, please email me at [lchandler@co.slo.ca.us](mailto:lchandler@co.slo.ca.us) or call (805) 781-4917.

Kindly,

*Linnea Chandler*

Linnea Chandler, MS, REHS  
Supervising Environmental Health Specialist  
Certified Unified Program Agency (CUPA)



## 2021-2022 Diesel Usage/Purchase

ATTACHMENT 5

2021-22 Boats Fueled (by month)					Purchased Fuel (by month)					
Month	Boats Fueled	Patriot Boats	HP/LCM	Total	Gallons Fueled (by month)	Vendor	Date	Invoice	Gallons Fueled	Per Unit Cost
July	15	14	0	29	4,409.50	JB Dewar	7/13/2021	166893	4,045	2.9000
August	18	11	0	29	3,721.80					
September	19	12	1	32	4,251.80	JB Dewar	9/9/2021	174187	7,429	2.9967
October	22	7	0	29	4,223.00	JB Dewar	10/22/2021	180269	6,753	3.4322
November	19	10	0	29	5,669.00					
December	11	5	0	16	2,373.30	JB Dewar	12/2/2021	186026	6,576	3.2594
January	11	1	0	12	1,564.70					
February	11	0	0	11	1,351.90	JB Dewar	2/2/2022	193162	3,906	3.4600
March	19	2	0	21	2,272.30					
April	12	6	0	18	1,705.50	JB Dewar	4/5/2022	200730	3,491	4.4100
May	8	3	0	11	1,129.60					
June	13	8	0	21	2,430.80	JB Dewar	6/21/2022	209848	3967	5.1000
	<b>178</b>	<b>79</b>	<b>1</b>	<b>258</b>	<b>35,103.20</b>				<b>36,167</b>	

2022-2023 Diesel Usage/Purchase

2022-23 Boats Fueled (by month)					Purchased Fuel (by month)					
Month	Boats Fueled	Patriot Boats	HP/LCM	Total	Gallons Fueled (by month)	Vendor	Date	Invoice	Gallons Fueled	Per Unit Cost
July	16	8	0	24	4,197.40					
August	22	7	1	30	3,039.60	JB Dewar	8/4/2022	215096	4,935	4.2207
September	21	8	0	29	8,959.50	JB Dewar	9/16/2022	219977	4,944	4.0952
						JB Dewar	9/23/2022	220696	5,941	4.3036
October	23	8	0	31	4,071.00					
November	22	6	0	28	3,639.50	JB Dewar	11/4/2022	225290	4,972	4.4896
December	16	4	0	20	2,523.70					
January	8	0	0	8	725.60	JB Dewar	1/28/2023	232822	6,000	3.8985
February	8	0	0	8	745.20					
March	5	0	0	5	524.10					
April	8	3	1	12	1,453.70					
May	14	7	0	21	2,520.90	JB Dewar	5/10/2023	242979	4,785	3.2482
June	18	10	0	28	5,045.70	JB Dewar	6/22/2023	249309	4169	3.3784
	181	61	2	244	37,445.90				35,746	
<b>Monthly Average</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>3,120.49</b>					

\*\* Filled Connolly-Pacific tugboat (6000 gal)

## 2023-2024 Diesel Usage/Purchase

2023-24 Boats Fueled (by month)					Purchased Fuel (by month)					
Month	Boats Fueled	Patriot Boats	HP/LCM	Total	Gallons Fueled (by month)	Vendor	Date	Invoice	Gallons Fueled	Per Unit Cost
July	16	10	0	26	3,899.60	JB Dewar	7/18/2023	255124-1	4,942	3.4535
*August	18	7	0	25	8,035.00	JB Dewar	8/22/2023	261624	4,231	4.2500
*September	18	8	0	26	7,958.70	JB Dewar	9/8/2023	264952	4,948	4.7491
						JB Dewar	9/22/2023	267670	6,653	4.8821
October	23	10	0	33	3,848.00	JB Dewar	10/13/2023	271342	3,778	4.3800
November	16	5	0	21	2,796.80					
December	6	6	0	12	2,047.40	JB Dewar	12/5/2023	281997	4,003	3.4100
January	7	0	1	8	971.20	JB Dewar	1/8/2024	287423	2,596	3.4450
February	10	0	0	10	856.70					
March	9	0	0	9	795.40					
April	8	2	0	10	754.70					
May	16	4	0	20	2,305.40	JB Dewar	5/23/2024	324537	4,821	3.3139
June	18	7	0	25	2,851.30					
	165	59	1	225	37,120.20				35,972	
<b>Monthly Average</b>	14	5	0	19	3,093.35					

\* Connolly-Pacific filled Larcona (5000 gal)-August 2023

\* Connolly-Pacific filled Larcona (5000 gal)-September 2023