



REGULAR PORT COMMISSION MEETING

Tuesday, February 18, 2025 at 10:00 AM
City Council Chambers | 202 N. Virginia Street, Port Lavaca TX 77979

PUBLIC NOTICE OF MEETING

The following item will be addressed at this or any other meeting of the Port Commission upon the request of the chairman, any member(s) of Port Commission and/or the City Attorney:

Announcement by the Chairman that Port Commission will retire into closed session for consultation with City Attorney on matters in which the duty of the attorney to the Port Commission under the Texas disciplinary rules of professional conduct of the state bar of Texas clearly conflicts with the open meetings act (title 5, chapter 551, section 551.071(2) of the Texas government code).

(All matters listed under the Consent Agenda item are routine by the Port Commission and will be enacted by one motion. There will not be separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.)

AGENDA

Port Commission will consider/discuss the following items and take any action deemed necessary.

MEETING PROCEDURE

Public notice is hereby given that the Port Commission of the City of Port Lavaca, Texas, will hold a meeting TUESDAY, FEBRUARY 18, 2025 beginning at 10:00 a.m., at the regular meeting place in Council Chambers at City Hall, 202 North Virginia Street, Port Lavaca, Texas to consider the following items of business:

The meeting will also be available via the video conferencing application "ZOOM".

Join Zoom Meeting:

<https://us02web.zoom.us/j/82306932589?pwd=1ZrUY71NqZrfJw1FOD7EEyuVcUIITI.1>

Meeting ID: 823 0693 2589

Passcode: 387895

One Tap Mobile

*+13462487799,,82182482989#,,,,*912619# US (Houston)*

Dial by your location

+1 346 248 7799 US (Houston)

CALL TO ORDER

COMMENTS FROM THE PUBLIC - *(Limited to 3 minutes per individual unless permission to speak longer is received in advance. You may make public comments as you would at a meeting by logging on with your computer and using "Join Zoom Meeting" information on first page of this agenda).*

CONSENT AGENDA

1. APPROVAL OF MINUTES
 - A) MINUTES OF JANUARY 23, 2025 - REGULAR MEETING

2. RECEIVE HARBOR MASTER'S INSPECTION / MAINTENANCE REPORT FOR JANUARY 2025.

REPORTS

3. RECEIVE FINANCIAL REPORTS OF PORT REVENUE FUND
 - a) Tariff Report
 - b) Account Aging Report
 - c) Payment Report
 - d) Revenue and Expenditure Report
 - e) Balance Sheet / Property Tax Distribution
 - f) Profit and Loss Cash Flow Report

4. CITY MANAGER'S REPORT
 - TPWL Boating Access Grant - Renovations to the Nautical Landings Marina Breakwater
 - CDBG-MIT Coastal Resilience Living Shoreline Project.
 - ReStore (cleanup of old barge(s) in Smith Harbor)
 - CDBG-MIT Round 2 Application for use of funds for Replacement of culverts under rail at Corporation Ditch and Voluntary Restoration of Harbor of Refuge Shoreline
 - GLO CEPRA Grant (Harbor of Refuge Shoreline Protection)
 - MBMT Grant Downtown Waterfront Public Access Improvement
 - TxDOT Truck Route signs

5. RECEIVE HARBOR MASTER'S OPERATIONS, PROMOTION/DEVELOPMENT ACTIVITY REPORT
 - a) City Harbor
 - b) Nautical Landings Building
 - c) Nautical Landings Marina
 - d) Smith Harbor
 - e) Harbor of Refuge

ACTION ITEMS: NEW BUSINESS

6. DISCUSS STATUS REPORT FROM THE TARIFF DEVELOPMENT COMMITTEE - PRESENTER JODY WEAVER

7. HEAR REPORT FROM SELECT COMMITTEE ON POSSIBLE TOPICS TO DISCUSS WITH CITY COUNCIL AT THE FEBRUARY 25TH JOINT WORKSHOP, INCLUDING POSSIBLE CHANGES TO PORT COMMISSION AND A REVIEW OF THE 2023 VALBRIDGE APPRAISAL REPORTS.

8. HEAR REPORT FROM SELECT COMMITTEE ON MEETING WITH CALHOUN COUNTY CHIEF APPRAISER REGARDING PROPERTY VALUES FOR CITY PORTS & HARBORS PROPERTIES. PRESENTER RAYMOND BUTLER

ACTION ITEMS: LEASES

9. ANNOUNCEMENT BY CHAIRMAN THAT PORT COMMISSION WILL RETIRE INTO CLOSED SESSION:
 - TO DELIBERATE THE PURCHASE, EXCHANGE, LEASE OR VALUE OF REAL PROPERTY (DELIBERATION IN AN OPEN MEETING WOULD HAVE A DETRIMENTAL EFFECT ON THE POSITION OF THE GOVERNMENTAL BODY IN NEGOTIATIONS WITH A THIRD PARTY), IN ACCORDANCE WITH CHAPTER 551, TITLE 5, SECTION 551.072 OF THE TEXAS GOVERNMENT CODE

10. RETURN TO OPEN SESSION AND TAKE ANY ACTION DEEMED NECESSARY WITH REGARD TO MATTERS IN CLOSED SESSION.

COMMENTS

11. COMMENTS FROM COMMISSIONERS

ADJOURNMENT**CERTIFICATION OF POSTING NOTICE**

This is to certify that the above notice of a regular meeting of The Port Commission of The City of Port Lavaca, scheduled for **Tuesday, February 18, 2025**, beginning at 10:00 a.m., was posted at city hall, easily accessible to the public, as of **4:00 p.m. Friday, February 14, 2025**.

/s/ Oralia G. Munoz .

Oralia G. Munoz, *Administrative Assistant*

ADA NOTICE

The Port Lavaca City Hall and Council Chambers are wheelchair accessible. Access to the building is available at the primary north entrance facing Mahan Street. Special parking spaces are located in the Mahan Street parking area. In compliance with the Americans with Disabilities Act, the City of Port Lavaca will provide for reasonable accommodations for persons attending meetings. To better serve you, requests should be received 24 hours prior to the meetings. Please contact City Secretary Mandy Grant at (361) 552-9793 Ext. 230 for assistance.

COMMUNICATION

SUBJECT: APPROVAL OF MINUTES

INFORMATION:

A) MINUTES OF JANUARY 23, 2025 - REGULAR MEETING



PORT COMMISSION MEETING

Thursday, January 23, 2025, at 10:00 AM
City Council Chambers | 202 N. Virginia Street, Port Lavaca TX 77979

MINUTES

STATE OF TEXAS §
COUNTY OF CALHOUN §
CITY OF PORT LAVACA §

On this the 23rd day of January 2025, the Port Commission of the City of Port Lavaca, Texas, convened in a regular session at 10:04 a.m. in the regular meeting place in City Council Chambers at City Hall, 202 North Virginia Street, Port Lavaca, Texas, with the following Commissioners in attendance:

ROLL CALL:

Alex Davila	Commissioner / Chairman
Raymond Butler	Commissioner / Secretary
Mike McGuire	Commissioner
Larry Nichols	Commissioner

And with the following Commissioners absent.

Robert Knox	Commissioner
Sue Traylor	Commissioner
Jamie O'Neil	Commissioner

CONSENT AGENDA

1. APPROVAL OF MINUTES

A) MINUTES OF DECEMBER 17, 2024 - REGULAR MEETING

Motion made by Commissioner McGuire

NOW THEREFORE, LET IT BE RESOLVED BY THE PORT COMMISSION OF THE CITY OF PORT LAVACA, TEXAS:

THAT, the December 17th, 2024, minutes of the Regular Port Commission meeting held on January 23rd, 2025 are hereby approved.

Seconded by Commissioner Butler

Motion passed by the following vote:

Voting Aye: Alex Davila, Raymond Butler, Mike McGuire, and Larry Nichols.

Voting Nay: None

Motion carries

2. RECEIVE HARBOR MASTER'S INSPECTION / MAINTENANCE REPORT FOR DECEMBER 2024.

Motion made by Commissioner McGuire

NOW THEREFORE, LET IT BE RESOLVED BY THE PORT COMMISSION OF THE CITY OF PORT LAVACA, TEXAS:

THAT, the Harbor Master's December 2024 Inspection Reports of the Port Commission Regular meeting held on January 23rd, 2025, are hereby approved.

Seconded by Commissioner Butler

Motion passed by the following vote:

Voting Aye: Alex Davila, Raymond Butler, Mike McGuire, and Larry Nichols.

Voting Nay: None

Motion carries

REPORTS

3. RECEIVE FINANCIAL REPORTS OF PORT REVENUE FUND

- a) Tariff Report
- b) Account Aging Report
- c) Payment Report
- d) Revenue and Expenditure Report
- e) Balance Sheet / Property Tax Distribution
- f) Profit and Loss Cash Flow Report

➤ A copy of these reports, in their entirety, can be found in the Port Commission meeting packet dated January 23rd, 2025.

Agenda item discussed.

No action taken.

4. CITY MANAGER'S REPORT

- **CDBG-MIT Coastal Resilience Living Shoreline Project**

The engineers have completed the 70% design drawings and are working on the 95% design drawings and are beginning to put the final bid package together so once we receive COE approval we can bid. There has been no further communication from COE on this project, so as far as we know, it is proceeding through the steps at the COE. Raymond Butler has been included in the plan reviews. If others would like to look at the 70% plans, they can be downloaded at the following link. <https://cleargov.com/texas/calhoun/city/port-lavaca/projects/7897/living-shoreline-breakwater-glo-cdbg-mit-coastal-resiliency> The latest Monthly Progress Report is attached.

- **ReStore (cleanup of old barge(s) in Smith Harbor)**

Our consultant Kim Griffith is working on the bid package – We are working to get her front-end contract documents for inclusion in the bid package. I believe we are expecting to have authorization to bid the project this spring.

- **CDBG-MIT Round 2 Application for use of funds**

All RFI's have been submitted and we are waiting on action for the GLO.

- **Replacement of culverts under rail at Corporation Ditch (Harbor of Refuge)**

As you recall, we have made application to utilize part of our allocation of CDBG-MIT Round 2 funds to construct this project. As soon as we fully execute the GLO funding contract (see note above), we will execute a contract with Mott McDonald for the engineering of this project to start ASAP.

- **GLO CEPRA GRANT (Harbor of Refuge Shoreline Protection):**

I had a meeting with Mott McDonald and the GLO on December 19 to review the draft copy of the Coastal Engineering and Alternative Analysis report. As soon as I get the final report, I will share with the Port Commission.

- **MBMT Grant Downtown Waterfront Public Access Improvement:**

We have had no further communication from the COE since the last set of RFI's. So the COE is working through their process to complete the internal review with the Navigation branch, operations branch, and historic properties coordinator. The MBMT has reimbursed our engineering expenses to date.

- **TxDOT Truck Route signs.**

I met with TxDOT on a different matter last week and asked for an update on their installation of their portion of the truck signs required to instate our Truck route ordinance. They have added this scope to a project to update the signals at various intersections on SH 35. This project was let in November, but a contract has not been executed yet. They are working to get me an update and notify us when a preconstruction conference is scheduled. We are responsible for the large signs and they the smaller ones. All should be installed within the same time frame so as not to cause confusion among the truck drivers.

5. **RECEIVE HARBOR MASTER'S OPERATIONS, PROMOTION/DEVELOPMENT ACTIVITY REPORT**

a) **City Harbor**

- 1) CH slip 1 & 2 (big wash) behind the bulkhead - Gonzales Construction has been asked to backfill the area.

b) **Nautical Landings Building**

- 1) Barefoot Construction working on the storm covers.
- 2) 15 Jan 2025 bid opening for breakwater project, Derrick Construction low bidder \$445,162.00, Shirley & Sons Construction \$495,320.00 & J&S Contractors \$545,099.94.
- 3) Working on a scope to replace six big windows south end front of building, identify availability windstorm regulations.

c) **Nautical Landings Marina**

- 1) Horizon Environmental has been onsite 13 times since last PC meeting.
- 2) Received lease renewals from Marina tenants

d) **Smith Harbor**

- 1) Gonzales Construction is going to repair the road and mud holes.

e) **Harbor of Refuge**

- 1) 15 Jan 2025 spoke with Kevin Frankie with Rexco wanting to move mulch to Alcoa. Republic Services plans to have the brush mulched by mid-February.
- 2) 27 August 2024 LCI delivering material from Alamo Heights Road Project.
- 3) Weed control spraying – no updates.

ACTION ITEMS: LEASES

6. ANNOUNCEMENT BY CHAIRMAN THAT PORT COMMISSION WILL RETIRE INTO CLOSED SESSION:
 - Chairman Davila announced that Port Commission would retire into closed session at 11:20 am.

7. RETURN TO OPEN SESSION AND TAKE ANY ACTION DEEMED NECESSARY WITH REGARD TO MATTERS IN CLOSED SESSION.
 - Chairman Davila announced that Port Commission was back in open session at 11:23 am.

Agenda item discussed

No Action was taken.

ACTION ITEMS: NEW BUSINESS

8. **REVIEW BIDS FOR THE NAUTICAL LANDINGS BREAKWATER PROJECT AND MAKE RECOMMENDATION TO COUNCIL - PRESENTER JODY WEAVER**

- The following is a memo, in its entirety, from Jody Weaver Interim City Manager:

Background:

We received bids for the above referenced project on January 15. 3 bids were received as indicated on the attached bid tabulation. The Low Bidder is Derrick Construction with a bid of \$445,162.00 and 90-day construction time to substantial completion.

Financial Implication:

There is budgeted a total of \$167,000 as match to a 500,000 TPWL grant, for a total of \$667,000, so there are available funds to award the project.

Understand that the TPWL project is a 75/25 reimbursable grant. So, if the final contract amount is \$445,162, then the grant dollars would be \$333,871.50 and our match will be \$111,290.50.

Recommendation:

Staff concurs with Urban Engineering in recommending to the Port Commission to recommend to City Council an award of a construction contract to Derrick Construction in the amount of \$445,162.00.

- A copy of the Bid Tabulation can be found in the Port Commission meeting packet dated January 23rd, 2025.

Motion made by Commissioner Butler

NOW THEREFORE, LET IT BE RESOLVED BY THE PORT COMMISSION OF THE CITY OF PORT LAVACA, TEXAS:

THAT, Chairman Davila, makes recommendation to present to City Council to accept the bid proposal from Derrick Construction.

Seconded by Commissioner Nichols

Voting Aye: Alex Davila, Raymond Butler, Mike McGuire, and Larry Nichols.

Voting Nay: None

Motion carries

9. DISCUSS ESTABLISHING/PERMITTING MOORING SPACES ALONGSIDE THE BULKHEAD ALONG TRACT 1 OF CITY HARBOR ADJACENT TO THE ENTRANCE CHANNEL - PRESENTER JODY WEAVER

- On Raymond Butler's To Do List is to discuss possible mooring spaces along Tract 1 of City Harbor.
- There have been occasions in the past where boaters have wanted to tie up to this dock on a temporary basis while visiting Scully's and more recently, a smaller boat was parked there associated with a crew boat that was paying for monthly dockage.
- The question is whether the Port Commission wants to establish docking/mooring spaces alongside the Tract 1 dock for transient use.

The fees we currently have in place are:

- Daily Fleeting/Mooring: fleeted vessels, equipment or materials other than barges) \$250/day
- Daily Dockage for self-propelled and non-self-propelled vessels
<75 ft = \$75; 75ft to 100 ft = \$1250; 101 ft to 20 ft = \$200; >200 ft = \$250
- Do we need a separate Commercial Vessel Dockage Daily Rate? Or do we use the Daily rates shown above for fishing vessels too.

Agenda item discussed

No Action was taken.

10. **DISCUSS STATUS REPORT FROM THE TARIFF DEVELOPMENT COMMITTEE -
PRESENTER JODY WEAVER**

Agenda item discussed

No Action was taken.

- A copy of the Tariff Circular can be found in the Port Commission meeting packet dated January 23rd, 2025.

11. **HEAR REPORT FROM SELECT COMMITTEE ON POSSIBLE CHANGES TO
PORT COMMISSION**

Tabled to the next Regular Port Commission meeting on February 18th, 2025.

- The Port Commission requested that the City Council Workshop, that was originally scheduled for January 27th to be canceled and rescheduled at a later date.

COMMENTS

12. **COMMENTS FROM COMMISSIONERS**

Agenda item discussed.

No action taken.

ADJOURNMENT

Commissioner Nichols made a motion to adjourn the meeting.

Commissioner Butler seconded this motion.

Motion passed by the following vote:

Voting Aye: Alex Davila, Raymond Butler, Mike McGuire, and Larry Nichols.

Voting Nay: None

The meeting was adjourned at 11:25 a.m.

These minutes were approved on February 18th, 2025.

ATTEST:

Alex Davila, Chairman

Oralia G. Munoz, Admin Assist.

COMMUNICATION

SUBJECT: RECEIVE HARBOR MASTER'S INSPECTION / MAINTENANCE REPORT
FOR JANUARY 2025.

INFORMATION:

Port Lavaca Port Commission Monthly Inspection

Month: JANUARY 2025 Location: City Harbor
18 FEBRUARY 2025

1. Fueling Area

Condition: Satisfactory Unsatisfactory Not Applicable
Comments:

2. Decking

Condition: Satisfactory Unsatisfactory Not Applicable
Comments:

3. Main Frame & Floats

Condition: Satisfactory Unsatisfactory Not Applicable
Comments:

4. CLEAN UP

Condition: Satisfactory Unsatisfactory Not Applicable
Comments:

5. Water Lines, Valves, Etc.

Condition: Satisfactory Unsatisfactory Not Applicable
Comments:

6. Electrical & Lights

Condition: Satisfactory Unsatisfactory Not Applicable
Comments:

7. Pilings, Guides & RollersCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

8. Rub Rails & FendersCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

9. Cleats & KevelsCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

10. Fire ExtinguishersCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

11. RailingCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

12. Cement SlabCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

13. BulkheadCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

Harbor Master: _____

Port Lavaca Port Commission Monthly Inspection

Month: **JANUARY 2025** Location: **Harbor of Refuge**

18 FEBRUARY 2025

1. Road

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

2. Rail spur

Condition: Satisfactory **Unsatisfactory** Not Applicable

Comments:

3. Main Frame & Floats

Condition: Satisfactory Unsatisfactory **Not Applicable**

Comments:

4. Environmental

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

5. Water Lines, Valves, Etc.

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

6. Electrical & Lights

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

7. PERMIT

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

8. Rub Rails & Fenders

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

9. Cleats & Kevels

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

10. Gates & Locks

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

11. Mulch

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments: **27 August 2024 LCI started delivering material from the Alamo Heights rod project. 28 October 2024 Gonzales Construction started spreading material. 13 Dec 2024 Gonzales completed spreading dirt.**

12. Cement Cap

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

13. Bulkhead

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

14. CLEAN UP

Condition: Satisfactory Unsatisfactory Not Applicable

Comments:

Harbor Master: _____

Port Lavaca Port Commission Monthly Building Inspection

Month: **JANUARY 2025** Location: **NLB**

18 FEBRUARY 2025

1. Building Maintenance:

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

2. Decking:

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

3. Flooring:

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

4. Windows:

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments: **4 November 2024 Barefoot Construction started building new window covers out of the corrugated plastic.**

5. Water Lines, Valves, Etc.

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

6. Electrical & Lights

Condition: **Satisfactory** Unsatisfactory Not Applicable

Comments: **15 November 2024 Jimmy Ramirez has 90% new lighting Installed. 9 December 2024 completed bided project, but are adding a couple more light fixtures to the building.**

7. HVAC

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

8. Roof:

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

9. Parking:

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

10. Fire Extinguishers:

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

11. Hand Railing:

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

12. Stairs & Steps

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

Harbor Master: _____

Port Lavaca Port Commission Monthly Inspection

Month: **JANAURY 2025** Location: **NLM / Smith Harbor**
18 FEBRUARY 2025

1. Boats

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

2. Decking

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

3. Main Frame & Floats

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

4. Dock Boxes

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

5. Water Lines, Valves, Etc.

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

6. Electrical & Lights

Condition: **Satisfactory** Unsatisfactory Not Applicable
Comments:

7. Pilings, Guides & RollersCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

8. Rub Rails & FendersCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

9. Cleats & KevelsCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

10. Gates & LocksCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

11. DredgingCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

12. RoadCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments: 17Jan. 2025 Gonzales Construction delivered 15
Loads mudshale on the road along the bulkhead and spread at SMH.

13. BulkheadCondition: **Satisfactory** Unsatisfactory Not Applicable

Comments:

Harbor Master: _____

COMMUNICATION

SUBJECT: RECEIVE FINANCIAL REPORTS OF PORT REVENUE FUND

INFORMATION:

- a) Tariff Report
- b) Account Aging Report
- c) Payment Report
- d) Revenue and Expenditure Report
- e) Balance Sheet / Property Tax Distribution
- f) Profit and Loss Cash Flow Report

Item #3.

Received	Reference	Description	CRUDE OIL	REPORTING MONTH	BARRELS OF CRUDE OIL	TOTAL TARIFF AMOUNT PAID PREVIOUS YEAR	% DIFF FROM PREV YEAR	
12/5/2024	1243738	EQUALIZER, INC.	OIL	10/2024	36,408.360	\$8,131.17	-44.03%	
12/30/2024	1246490	EQUALIZER, INC.	OIL	11/2024	49,901.570	\$10,238.16	-39.07%	
1/24/2025	1249514	EQUALIZER, INC.	OIL	12/2024	47,915.980	\$10,054.49	-40.43%	
		EQUALIZER, INC.	OIL	01/2025		\$8,575.51	-100.00%	
		EQUALIZER, INC.	OIL	02/2025		\$7,182.71	-100.00%	
		EQUALIZER, INC.	OIL	03/2025		\$6,845.77	-100.00%	
		EQUALIZER, INC.	OIL	04/2025		\$3,090.26	-100.00%	
		EQUALIZER, INC.	OIL	05/2025		\$6,092.40	-100.00%	
		EQUALIZER, INC.	OIL	06/2025		\$5,254.16	-100.00%	
		EQUALIZER, INC.	OIL	07/2025		\$6,224.27	-100.00%	
		EQUALIZER, INC.	OIL	08/2025		\$5,792.09	-100.00%	
		EQUALIZER, INC.	OIL	09/2025		#DIV/0!		
					FY 2024-2025 - TOTAL	\$16,778.25	\$77,480.99	-78.35%

DAILY DOCK RENTAL

Date Received	REPORTING MONTH	Reference	Description	Public Dock	REPORTING MONTH	PAID
12/5/2024	OCTOBER	1243740	MONTHLY DOCK FEE	\$500.00	10/2024	paid
12/20/2024	NOVEMBER	1245947	MONTHLY DOCK FEE	\$500.00	11/2024	paid
1/24/2025	DECEMBER	1249516	MONTHLY DOCK FEE	\$500.00	12/2024	paid
	JANUARY		MONTHLY DOCK FEE		01/2025	
	FEBRUARY		MONTHLY DOCK FEE		02/2025	
	MARCH		MONTHLY DOCK FEE		03/2025	
	APRIL		MONTHLY DOCK FEE		04/2025	
	MAY		MONTHLY DOCK FEE		05/2025	
	JUNE		MONTHLY DOCK FEE		06/2025	
	JULY		MONTHLY DOCK FEE		07/2025	
	AUGUST		MONTHLY DOCK FEE		08/2025	
	SEPTEMBER		MONTHLY DOCK FEE		09/2025	



MONTHLY TARIFF REPORT

DATE: 12/30/2024

REPORTING PERIOD: DECEMBER 2024 (MONTH) (YEAR)

COMPANY NAME: EQUALIZER INC

MAILING ADDRESS: P.O. BOX 154579 (P. O. Box Number or Street)

WACO TX 76715-4579 (City) (State) (Zip Code)

Table with 4 columns: Quantity (Tons), Product Type (Tons of Fertilizer BARGE / RAIL or Barrels of Crude Oil), Product Name (DRY OR LIQUID or CRUDE CONDENSATE), and Rate (@ 0.79¢ per ton or @ 0.125¢ per barrel).

Subject to the tariff adopted by the City of Port Lavaca Port Commission are hereby reported by the above-named company during the period covered hereby and payment in the amount of \$ 5,989.50 is attached hereto representing tariff due in accordance with the above rate.

I hereby certify that this report is submitted in compliance with the requirements of the tariff adopted by the City of Port Lavaca Port Commission and the information reported hereby is true, correct and complete.

WITNESS MY HAND this 31 day of DECEMBER, 2024

COMPTROLLER (Title)

MARY MILLER (Printed Name)

Mary Miller (Digitally Authorized Signature)

Port Commission's Main Office Phone Number: (361) 552-9793 Ext. 221 City of Port Lavaca Port Commission 202 N. Virginia St Port Lavaca, TX 77979

From : CamIn Cargo Control
To : GulfMark Energy Inc.

Item #3.

Attn : Paul Migala / GulfMark Energy Inc. paulm@gulfmarkenergy.com
Shelly Smith / GulfMark Energy Inc. shellys@gulfmarkenergy.com

Load/RECAP - Original

Product : CRUDE OIL
Vessel : FMT - 3060
Location : Gulfmark -Port Lavaca, TX
Tank(s) - 2 | 1
Date : 08-DEC-2024
File NA° : PVI-13408
Ref NA° : VG241201-B

QUANTITIES - CRUDE OIL

Total Load Quantities - Based on Shore Figures

TCV, Barrels @ 60 °F 6,333.50
Free Water 0.00
GSV

Barrels @ 60 °F 6,333.50
Gallons @ 60 °F 266,007.00

Long Tons - Air 901.037
Metric Tons - Air 915.495
Short Tons - Air 1,009.161
Kilograms - Air 915,495.0
Pounds - Air 2,018,322.0

API Gravity @ 60 °F (T) 23.8

NSV

~~Barrels @ 60 °F 6,326.49~~ ✓
Gallons @ 60 °F 265,586.58

Long Tons - Air 899.612
Metric Tons - Air 914.048
Short Tons - Air 1,007.566
Kilograms - Air 914,048.0
Pounds - Air 2,015,132.0

S&W % 0.158**
S&W Vol. 10.01
S&W Source Shore Tanks Before Load
** Quality based on Individual open and close of shore tank.

Total Vessel Quantities

Vessel : FMT - 3060
VEF of 1.0040 Applied No VEF Applied
TCV, Bbls @ 60 °F 6,293.04 6,318.21
Free Water 0.00 0.00

From : Camin Cargo Control
To : GulfMark Energy Inc.

Item #3.

Attn : Paul Migala / GulfMark Energy Inc. paulm@gulfmarkenergy.com
Shelly Smith / GulfMark Energy Inc. shellys@gulfmarkenergy.com

Load RECAP - Original

Product : CRUDE OIL
Vessel : MM - 114 & 117
Location : Gulfmark -Port Lavaca, TX
Tank(s) - 2 | 1
Date : 01-JAN-2025
File NA# : PVI-13428
Ref# NA# : ER241201

QUANTITIES - CRUDE OIL

Total Load Quantities - Based on Shore Figures

TCV, Barrels @ 60 °F 41,670.66
Free Water 0.00
GSV

Barrels @ 60 °F 41,670.66
Gallons @ 60 °F 1,750,167.72

Long Tons - Air 5,939.774
Metric Tons - Air 6,035.089
Short Tons - Air 6,652.546
Kilograms - Air 6,035,089.0
Pounds - Air 13,305,093.0

API Gravity @ 60 °F (C) 23.5

NSV

~~Barrels @ 60 °F 41,592.49~~ ✓

Gallons @ 60 °F 1,746,884.58

Long Tons - Air 5,928.631
Metric Tons - Air 6,023.767
Short Tons - Air 6,640.067
Kilograms - Air 6,023,767.0
Pounds - Air 13,280,134.0

S&W % 0.188**
S&W Vol. 78.17
S&W Source Shore Tanks Before Load
** Quality based on individual open and close of shore tank.

Total Vessel Quantities

Vessel : MM - 114 | MM - 117
TCV, Bbls @ 60 °F 41,854.43
Free Water 0.00
GSV

Item #3.

CHEMICAL

TARIFF REPORT FY 2024-2025

0.79

Page 29

Date Received	Reference	Description	BARGE SHORT TONS	RAIL SHORT TONS	REPORTING MONTH	TOTAL FERTILIZER BULK TONS	BARGE ONLY	RAIL ONLY	TOTAL TARIFF AMOUNT PAID @ \$0.79 PER TON	TOTAL TARIFF AMOUNT PAID PREV YEAR	% DIFF FROM PREV YEAR
10/24/2024	ACH PMT	HELENA CHEMICAL	9444.178	0	10/2024	9,444.178	\$7,460.90	\$0.00	\$7,460.90	\$3,317.93	124.87%
11/29/2024	ACH PMT	HELENA CHEMICAL	4518.05	0	11/2024	4,518.050	\$3,569.26	\$0.00	\$3,569.26	\$9,399.17	-62.03%
1/22/2025	ACH PMT	HELENA CHEMICAL	14037.423	0	12/2024	14037.423	\$11,089.56	\$0.00	\$11,089.56	\$7,691.95	44.17%
1/31/2025	ACH PMT	HELENA CHEMICAL	4971.778	0	01/2025	4971.778	\$3,927.70	\$0.00	\$3,927.70	\$2,668.29	47.20%
	ACH PMT	HELENA CHEMICAL		0	02/2025			\$0.00		\$5,043.55	-100.00%
	ACH PMT	HELENA CHEMICAL		0	03/2025			\$0.00		\$5,728.32	-100.00%
	ACH PMT	HELENA CHEMICAL		0	04/2025			\$0.00		\$13,167.05	-100.00%
	ACH PMT	HELENA CHEMICAL		0	05/2025			\$0.00		\$4,782.94	-100.00%
	ACH PMT	HELENA CHEMICAL		0	06/2025			\$0.00		\$9,738.06	-100.00%
	ACH PMT	HELENA CHEMICAL		0	07/2025			\$0.00		\$2,391.85	-100.00%
	ACH PMT	HELENA CHEMICAL		0	08/2025			\$0.00		\$9,589.51	-100.00%
	ACH PMT	HELENA CHEMICAL		0	09/2025						#DIV/0!
TOTAL			32971.429	0			\$26,047.42	\$0.00	\$26,047.42	\$73,518.62	-64.57%

**1/16/25 - PMT Pending due to waiting on approval.

Receivables - 5008

MONTHLY RAIL FEE

Date Received	MONTH	Reference	Description	RAIL	REPORTING MONTH	PAID
10/28/20024	OCT	ACH	MONTHLY RAIL FEE	\$1,000.00	10/2024	PAID
11/26/2024	NOV	ACH	MONTHLY RAIL FEE	\$1,000.00	11/2024	PAID
11/26/2024	DEC	ACH	MONTHLY RAIL FEE	\$1,000.00	12/2024	PAID
1/6/2025	JAN	ACH	MONTHLY RAIL FEE	\$1,000.00	01/2025	PAID
1/29/2025	FEB	ACH	MONTHLY RAIL FEE	\$1,000.00	02/2025	PAID
	MAR	ACH	MONTHLY RAIL FEE		03/2025	
	APR	ACH	MONTHLY RAIL FEE		04/2025	
	MAY	ACH	MONTHLY RAIL FEE		05/2025	
	JUNE	ACH	MONTHLY RAIL FEE		06/2025	
	JULY	ACH	MONTHLY RAIL FEE		07/2025	
	AUG	ACH	MONTHLY RAIL FEE		08/2025	
	SEPT	ACH	MONTHLY RAIL FEE		09/2025	

\$5,000.00



MONTHLY TARIFF REPORT

DATE: January 28, 2025

REPORTING PERIOD: January 2025
(MONTH) (YEAR)

COMPANY NAME: Helena Agri-Enterprises, LLC

MAILING ADDRESS: 225 Schilling Blvd., Suite 300
(P. O. Box Number or Street)

Collierville TN 38017
(City) (State) (Zip Code)

4,971.778 Tons of Fertilizer DRY OR LIQUID @ 0.79¢ per ton
Tons BARGE / RAIL (Name of Product)

0 Barrels of Crude Oil CRUDE CONSENSATE @ 0.125¢ per barrel
Tons (Name of Product)

Subject to the tariff adopted by the City of Port Lavaca Port Commission are hereby reported by the above-named company during the period covered hereby and payment in the amount of \$ 3,927.7 is attached hereto representing tariff due in accordance with the above rate.

I hereby certify that this report is submitted in compliance with the requirements of the tariff adopted by the City of Port Lavaca Port Commission and the information reported hereby is true, correct and complete.

WITNESS MY HAND this 28 day of January, 2025.

Terminal Manager
(Title)

Trey Franz
(Printed Name)

[Signature]
(Duly Authorized Signature)

Port Commission's Main Office Phone Number: (361) 552-9793 Ext. 221 rgarza@portlavaca.org Fax No.: (361) 552-6062
Port Commission's Main Mailing Address: City of Port Lavaca Port Commission 202 N. Virginia St Port Lavaca, TX 77979

Loading
Facility: St Louis
Shelly
Prepared By: McCallister
Tabatha
Attn: Bookmiller

Barge ID: IN015426 ✓
Load Date 11/20/2024
Load Time 8:30

Railcar #	STN	Product	Customer	CP Date	AP Date
MOCX481060	99.925	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX423133	101.975	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX412121	101.075	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
ITLX020088	101.550	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
CEFX301036	101.100	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX480071	99.825	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX482268	100.375	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX412461	100.625	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX412163	100.725	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
PLCX027368	99.825	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
NAHX200909	101.325	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX416312	102.750	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX416289	102.600	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX423565	101.675	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024
MOCX423142	101.900	MOP, 60% Red Granular	MOSAIC	11/19/2024	11/19/2024

Total 1,517.250 ✓ **STN**



Barge Survey MTC1496

Item #3.

Vessel Facts

Vessel ID :	MTC1496 ✓	Commodity :	UREA
Wet/Dry :	Dry	Equipment Type :	RAKE
Vessel Type :	BARGE	Order No:	36881130
Voyage ID :	12649		
Empty Survey D/T :		Complete Date:	12/13/2024 12:45:00 AM
Loaded Survey D/T :		Release Date:	12/13/2024 12:45:00 AM
Placement Date :	12/12/2024 7:00:00 AM	Origin City:	Donaldsonville
Start Date :	12/12/2024 7:24:00 PM	Origin State:	LA
Depth:	14Ft. 0In.	Bilge Radius:	-Ft.
Beam:	35Ft. 0In.	Rake Horizontal:	-Ft.
Length:	200Ft. 0In.	Rake Vertical:	-Ft.

Order Information

Order No:	36881130	Cust PO No:	611286011
Cust/Bill:	100292	CHS INC	
Ship To:	207591	CUSTOMER ARRANGED BARGE	
City:		State:	

Freeboard

	Empty	Loaded
Fwd/Bow Port:	12'-0.999	5'-0.999
Fwd/Bow Star:	12'-0.999	5'-0
Mid Port:	12'-5	5'-2
Mid Star:	12'-5	5'-0.999
Aft/Stern Port:	12'-9	5'-3
Aft/Stern Star:	12'-9	5'-2.499
Mean Freeboard:	12'-4.999	5'-1.582
Mean Draft:	1'-6.999	8'-10.416
Water Density:	0.996	0.996
Net Tons:	0	1489.048
	Tons Corrected for Density	1489.048 ✓

Published on 12/13/2024 10:12:40 AM

HTCO 3010 ✓

RECAPITULATION

CERTIFICATE OF OFFICIAL QUANTITY BASED ON SHORE TANK FIGURES

<u>QUANTITY</u>	<u>SHORE FIGURES</u>	<u>BARGE FIGURES</u>	<u>SHORT TONS</u>
Pounds	711,001.00	Before	2,734.090
Long Tons	317.41	After	2,470.807
Metric Tons	322.505	Difference	263.283
Short Tons	355.501 ✓		

Details of shore figures and barge measurements are attached.

AmSpec MTS Inc.



A handwritten signature in blue ink, appearing to read 'Larry Zeringue'.

Larry C. Zeringue, Operations

1/20/2025
Page 1

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Barge Survey AGS856B

Item #3.

Vessel Facts

Vessel ID :	AGS856B ✓	Commodity :	UREA
Wet/Dry :	Dry	Equipment Type :	BOX
Vessel Type :	BARGE	Order No:	36857640
Voyage ID :	12584		
Empty Survey D/T :		Complete Date:	11/22/2024 8:30:00 PM
Loaded Survey D/T :		Release Date:	11/22/2024 8:30:00 PM
Placement Date :	11/20/2024 7:00:00 AM	Origin City:	Donaldsonville
Start Date :	11/22/2024 1:44:00 PM	Origin State:	LA
Depth:	13Ft. 0In.	Bilge Radius:	-Ft.
Beam:	35Ft. 0In.	Rake Horizontal:	-Ft.
Length:	200Ft. 0In.	Rake Vertical:	-Ft.

Order Information

Order No:	36857640	Cust PO No:	610024018
Cust/Bill:	100292	CHS INC	
Ship To:	207591	CUSTOMER ARRANGED BARGE	
City:		State:	

Freeboard

	Empty	Loaded
Fwd/Bow Port:	11'-6.999	4'-3
Fwd/Bow Star:	11'-6.999	4'-2
Mid Port:	11'-6.999	4'-2
Mid Star:	11'-6.999	4'-2
Aft/Stern Port:	11'-6.999	4'-2.499
Aft/Stern Star:	11'-6.999	4'-1.5
Mean Freeboard:	11'-6.999	4'-2.166
Mean Draft:	1'-5	8'-9.832
Water Density:	0.996	0.996
Net Tons:	17.762	1627.741
	Tons Corrected for Density	1609.979

Published on 11/25/2024 10:12:38 AM

ACCOUNT AGING REPORT

Feb. 2025

Item #3.

ACCOUNT NO#	LAST PAY	LAST TRANS AMT	T --CURRENT--	+1 MONTHS	+2 MONTHS	+3 MONTHS	+4 MONTHS	--BALANCE--
5000	1/24/2025	\$ 690.00						0
5001	1/10/2025	\$ 1,484.86						0
5002	2/7/2025	\$ 3,700.00						0
5003			409.56	Pending PMT/Check mailed				409.56
5004	2/4/2025	\$ 2,500.39						0
5005	2/5/2025	\$ 2,563.90						0
5005	2/5/2025	\$ 3,500.00						0
5006	2/7/2025	\$ 2,819.39						0
5007	2/10/2025	\$ 2,900.00						0
5007	2/10/2025	\$ 1,712.65						0
5007	2/10/2025	\$ 2,995.46						0
5008	1/29/2025	\$ 10,426.89						0
5009	2/3/2025	\$ 815.71						0
5010	2/4/2025	\$ 1,398.46						0
5011	2/10/2025	\$ 807.50						0
5012	1/24/2025	\$ 1,770.00						0
5013	2/7/2025	\$ 747.49						0
5014	1/30/2025	\$ 2,267.19						0
<hr/>								
99-1973-07	2/11/2025	\$ 317.10						0
99-1983-09	2/3/2025	\$ 266.70						0
99-1993-04	2/3/2025	\$ 317.10						0
99-2003-04	1/31/2025	\$ 342.30						0
99-2015-16	1/31/2025	\$ 342.30						0
99-2043-07	2/3/2025	\$ 342.30						0
99-2063-11	2/5/2025	\$ 367.50						0
99-2073-09	2/3/2025	\$ 291.90						0
99-2133-06	2/3/2025	\$ 291.80						0
99-2163-03	2/3/2025	\$ 630.00						0
99-2173-08	1/24/2025	\$ 279.30						0
99-2193-07	1/28/2025	\$ 176.40						0
99-2213-04	2/3/2025	\$ 176.40						0
99-2243-12	12/11/2024	\$ -	Exhausted credit					0
99-2253-07	1/17/2025		251.79					251.79
99-2273-08	2/3/2025	\$ 176.40						0
99-2313-15	1/17/2025	\$ -	Exhausted credit					0
99-2421-07	2/3/2025	\$ 239.40						0
99-2443-05	2/3/2025	\$ 279.30						0
99-2481-05	2/3/2025	\$ 291.90						0
99-2543-09	2/3/2025	\$ 319.20						0
<hr/>								
===== **** BOOK # :00	===== 26	\$ 48,547.19	0	0	0	0	0	661.35

VENDOR NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-103058 BAREFOOT, MARK E.	I-002183	504 51000533.14		CONTRACTED SERVICES : REMOVE & INSTALL TOILET PARTS	67665	\$ 960.00
01-103058 BAREFOOT, MARK E.	I-002185	504 51000533.14		CONTRACTED SERVICES : HURRICANE SHUTTERS - NL	67780	\$ 4,428.00
VENDOR TOTALS						\$5,388.00
01-101609 COASTAL OFFICE PRODUCTS	I-OE-QT-29716-1	504 51000544.50		R & M- FURNITURE : OFFICE CHAIR - O. MUNOZ	67675	\$ 352.75
VENDOR TOTALS						\$352.75
01-104071 ENTERPRISE FLEET MANAG.	I-FBN5222088	504 51000544.55		R & M - VEHICLE : MAINTENANCE MANAGEMENT	67681	\$ 22.02
01-104071 ENTERPRISE FLEET MANAG.	I-FBN5222088	504 51000551.11		VEHICLE LEASE : MAINTENANCE MANAGEMENT	67681	\$ 893.89
VENDOR TOTALS						\$915.91
01-102490 U.S. BANK NATIONAL ASSOC.	I-12/2024	504 51000525.01		FUEL : FUEL DECEMBER 2024 / QTRLY	67601	\$ (0.66)
VENDOR TOTALS						-\$0.66
01-102645 GEXA ENERGY, LP.	I-34280919-4	504 51000536.01		ELECTRICITY : ELECTRICITY SVCS DECEMBER 2024	67686	\$ 1,883.43
						NAUTICAL LANDING FLOOD LIGHT \$ 66.81
						NL BOAT SLIPS \$437.62
						HARBOR OF REFUGE \$0.00
						HARBOR OF REFUGE FLOOD LIGHT \$380.45
						CITY HARBOR \$0.00
						106 S COMMERCE ST UNIT MAIN \$998.55
VENDOR TOTALS						\$1,883.43
01-100526 GONZALES CONTRACTING INC.	I-24-169	504 50820533.20		CONTRACTED SERVICES : LEVELING DIRT - OLD LANDFILL	67603	\$ 5,000.00
VENDOR TOTALS						\$5,000.00
01-102016 MARVELOUS GARDENS INC.	I-15209	504 51000533.14		CONTRACTED SERVICES : HERBICIDE SPRAY	67815	\$ 95.00
VENDOR TOTALS						\$95.00

VENDOR NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-100700 MCGREW, TERRI	I-412782	504 51000523.03		CLEANING & JANITORIAL : CLEANING SERVICES	67709	\$ 620.00
			VENDOR TOTALS			\$620.00
01-102679 MITCHELL GLASS COMPANY	I-18137	504 51000562.03		CE- BUILDING & IMPROVEMENTS : SOUTH STORE FRONT DOOR	67821	\$ 9,750.00
			VENDOR TOTALS			\$9,750.00
01-104355 PORT LAVACA PLUMBING	I-1294	504 51000533.14		CONTRACTED SERVICES : REPAIR TO SEWER LINE	67724	\$ 812.00
			VENDOR TOTALS			\$812.00
01-100339 SOMETHING MORE NEWSPAPER	I-300072984	504 51000531.05		ADVERTISING & LEGAL NOTICES : NL BOAT RAMP BREAKWATER	67725	\$ 204.63
01-100339 SOMETHING MORE NEWSPAPER	I-300073017	504 51000531.05		ADVERTISING & LEGAL NOTICES : NL BOAT RAMP BREAKWATER	67725	\$ 204.62
			VENDOR TOTALS			\$409.25
01-100335 PORT LAVACA, CITY OF	I-12/2024	504 51000536.03		WATER : WATER / SEWER DECEMBER 2024	67627	\$ 441.70
			VENDOR TOTALS			\$441.70
01-100373 QUILL CORPORATION	I-42184708	504 50070526.1000		EQUIPMENT - OPERATIONS : PRINTER & DYMO LABEL	67729	\$ 337.45
01-100373 QUILL CORPORATION	I-42209836	504 51000521.01		OFFICE : CHAIR MAT	67729	\$ 42.19
			VENDOR TOTALS			\$379.64
01-102309 REPUBLIC SERVICES #847	I-0847-001370300	504 51000533.14		CONTRACTED SERVICES : CONTAINER - PORT COMMISION	67733	\$ 282.63
			VENDOR TOTALS			\$282.63
01-100093 SPARKLIGHT	I-101006773/0125	504 50070536.504		CABLE & INTERNET : INTERNET SERVICES	67832	\$ 155.94
01-100093 SPARKLIGHT	I-101006773/1224-1	504 50070536.504		CABLE & INTERNET : INTERNET SERVICES	67631	\$ 135.44
			VENDOR TOTALS			\$291.38

VENDOR NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-102621 UNIFIRST CORPORATION	I-2680082848	504 51000523.03		CLEANING & JANITORIAL : CLEANING SUPPLIES	67632	\$ 74.04
01-102621 UNIFIRST CORPORATION	I-2680085910	504 51000523.03		CLEANING & JANITORIAL : CLEANING SUPPLIES	67836	\$ 74.04
VENDOR TOTALS						\$148.08
01-104238 VC3, INC.	I-INV3558984VC3	504 50070526.1000		EQUIPMENT - OPERATIONS : COMPUTERS - O. MUNOZ	67755	\$ 1,264.00
01-104238 VC3, INC.	I-VC3-182841	504 50070526.1000		EQUIPMENT - OPERATIONS : COMPUTERS - O. MUNOZ	67634	\$ 618.00
VENDOR TOTALS						\$1,882.00
01-102014 VERIZON WIRELESS	I-6101307770	504 51000536.02		TELEPHONE : CELL PHONE CHARGES	67635	\$ 40.23
01-102014 VERIZON WIRELESS	I-6103750152	504 51000536.02		TELEPHONE : CELL PHONE CHARGES	67839	\$ 40.23
VENDOR TOTALS						\$80.46

REPORT GRAND TOTAL:	\$28,731.57
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CITY OF PORT LAVACA
 REVENUE AND EXPENDITURES REPORT (UNAUDITED)
 AS OF: JANUARY 31ST, 2025

Item #3.

504-PORT & HARBORS FUND
 FINANCIAL SUMMARY

	ORIGINAL BUDGET	AMENDED BUDGET	BUDGET ADJUSTMENT	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBRANCE	BUDEGT BALANCE	% OF BUDGET
<u>REVENUE SUMMARY</u>								
USER & SERVICE CHARGES	818,955	818,955	0	79,323.72	276,868.16	0.00	542,086.84	33.81
FINES & FORFEITURES	500	500	0	199.89	199.89	0.00	300.11	39.98
OTHER REVENUE	35,600	35,600	0	2,691.97	10,776.33	0.00	24,823.67	30.27
GRANT AND CONTRIBUTION R	550,000	550,000	0	0.00	25,200.00	0.00	524,800.00	4.58
INTERGOVERNMENTAL REVENUE	116,184	116,184	0	0.00	116,184.00	0.00	0.00	100.00
TOTAL REVENUES	1,521,239	1,521,239	0	82,215.58	429,228.38	0.00	1,092,010.62	28.22
<u>EXPENDITURE SUMMARY</u>								
TECHNOLOGY SERVICES	1,422	1,422	0	2,510.83	3,185.11	0.00	(1,763.11)	223.99
CITY HARBOR	7,000	7,000	0	0.00	0.00	0.00	7,000.00	0.00
HARBOR OF REFUGE	200,000	200,000	0	5,000.00	5,000.00	0.00	195,000.00	2.50
SMITH HARBOR	11,000	11,000	0	0.00	0.00	0.00	11,000.00	0.00
NAUTICAL LANDINGS MARINA	35,000	35,000	0	0.00	5,039.87	0.00	29,960.13	14.40
OPERATIONS	1,390,148	1,390,148	0	40,193.81	120,129.27	49,800.00	1,220,218.73	12.22
TOTAL EXPENDITURES	1,644,570	1,644,570	0	47,704.64	133,354.25	49,800.00	1,461,415.75	11.14
REVENUES OVER/ (UNDER) EXPENDITURES	(123,331)	(123,331)	0	34,510.94	295,874.13	(49,800.00)	(369,405.13)	199.52-

CITY OF PORT LAVACA
 REVENUE AND EXPENDITURES REPORT (UNAUDITED)
 AS OF: JANUARY 31ST, 2025

Item #3.

504-PORT & HARBORS FUND
 REVENUES

	ORIGINAL BUDGET	AMENDED BUDGET	BUDGET ADJUSTMENT	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBRANCE	BUDEGT BALANCE	% OF BUDGET	
USER & SERVICE CHARGES									
436.01	CITY HARBOR-DOCK LEASE	115,000	115,000	0	11,222.60	48,223.03	0.00	66,776.97	41.93
436.09	HOR - DAILY DOCK RENTA	100,000	100,000	0	8,000.00	33,675.00	0.00	66,325.00	33.68
436.10	HOR - RENTAL	4,000	4,000	0	0.00	0.00	0.00	4,000.00	0.00
436.11	HOR - DOCK LEASES	268,497	268,497	0	23,121.35	89,862.04	0.00	178,634.96	33.47
436.12	TARIFFS	130,000	130,000	0	21,006.76	42,825.67	0.00	87,174.33	32.94
436.20	N L DOCK RENT- TRANSIE	500	500	0	0.00	0.00	0.00	500.00	0.00
436.21	N L-DOCK LEASE	90,950	90,950	0	6,774.50	26,130.08	0.00	64,819.92	28.73
436.22	N L -BLDG LEASE	90,028	90,028	0	7,713.65	30,212.90	0.00	59,815.10	33.56
436.23	N L - BLDG RENTAL	0	0	0	0.00	0.00	0.00	0.00	0.00
436.24	SMITH HARBOR RENT	19,980	19,980	0	1,484.86	5,939.44	0.00	14,040.56	29.73
	TOTAL USER & SERVICE CHARGES	818,955	818,955	0	79,323.72	276,868.16	0.00	542,086.84	33.81
FINES & FORFEITURES									
442.01	LATE PAYMENT PENALTIES	500	500	0	199.89	199.89	0.00	300.11	39.98
	TOTAL FINES & FORFEITURES	500	500	0	199.89	199.89	0.00	300.11	39.98
OTHER REVENUE									
451.01	INTEREST INCOME	35,000	35,000	0	2,604.97	10,606.83	0.00	24,393.17	30.31
455.01	OTHER FINANCING SOURCE	0	0	0	0.00	0.00	0.00	0.00	0.00
459.10	2018 C. O. PROCEEDS	0	0	0	0.00	0.00	0.00	0.00	0.00
459.11	AUCTION/SALE PROCEEDS	0	0	0	0.00	0.00	0.00	0.00	0.00
459.12	TML REIMBURSEMENTS	0	0	0	0.00	0.00	0.00	0.00	0.00
459.71	WASHER-DRYER INCOME	600	600	0	87.00	169.50	0.00	430.50	28.25
459.90	MISCELLANEOUS	0	0	0	0.00	0.00	0.00	0.00	0.00
459.92	EQUITY BALANCE FORWARD	0	0	0	0.00	0.00	0.00	0.00	0.00
	TOTAL OTHER REVENUE	35,600	35,600	0	2,691.97	10,776.33	0.00	24,823.67	30.27
GRANT AND CONTRIBUTION R									
481.00	CAPITAL CONTRIBUTIONS	0	0	0	0.00	0.00	0.00	0.00	0.00
481.01	GENERAL LAND OFFICE RE	0	0	0	0.00	0.00	0.00	0.00	0.00
482.01	CAPITAL CONTRIBUTIONS	0	0	0	0.00	0.00	0.00	0.00	0.00
482.02	GRANT REVENUE	550,000	550,000	0	0.00	25,200.00	0.00	524,800.00	4.58
	TOTAL GRANT AND CONTRIBUTION R	550,000	550,000	0	0.00	25,200.00	0.00	524,800.00	4.58
INTERGOVERNMENTAL REVENUE									
493.00.1	XFER IN- FUND 001	116,184	116,184	0	0.00	116,184.00	0.00	0.00	100.00
493.88	XFER IN- 206 FARE FUND	0	0	0	0.00	0.00	0.00	0.00	0.00
	TOTAL INTERGOVERNMENTAL REVENUE	116,184	116,184	0	0.00	116,184.00	0.00	0.00	100.00
TOTAL REVENUES		1,521,239	1,521,239	0	82,215.58	429,228.38	0.00	1,092,010.62	28.22

CITY OF PORT LAVACA
 REVENUE AND EXPENDITURES REPORT (UNAUDITED)
 AS OF: JANUARY 31ST, 2025

Item #3.

504-PORT & HARBORS FUND
 TECHNOLOGY SERVICES
 DEPARTMENTAL EXPENDITURES

	ORIGINAL BUDGET	AMENDED BUDGET	BUDGET ADJUSTMENT	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBRANCE	BUDEGT BALANCE	% OF BUDGET
MATERIALS & SUPPLIES								
50070526.1000 EQUIPMENT - OPERATIONS	0	0	0	2,219.45	2,634.85	0.00	(2,634.85)	0.00
TOTAL MATERIALS & SUPPLIES	0	0	0	2,219.45	2,634.85	0.00	(2,634.85)	0.00
SERVICES								
50070536.504 CABLE & INTERNET- PORT	1,422	1,422	0	291.38	550.26	0.00	871.74	38.70
TOTAL SERVICES	1,422	1,422	0	291.38	550.26	0.00	871.74	38.70
TOTAL TECHNOLOGY SERVICES	1,422	1,422	0	2,510.83	3,185.11	0.00	(1,763.11)	223.99

CITY OF PORT LAVACA
 REVENUE AND EXPENDITURES REPORT (UNAUDITED)
 AS OF: JANUARY 31ST, 2025

Item #3.

504-PORT & HARBORS FUND
 CITY HARBOR
 DEPARTMENTAL EXPENDITURES

	ORIGINAL BUDGET	AMENDED BUDGET	BUDGET ADJUSTMENT	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBRANCE	BUDEGT BALANCE	% OF BUDGET
<u>SERVICES</u>								
50800533.20 CONTRACTED SERV-CITY H	5,000	5,000	0	0.00	0.00	0.00	5,000.00	0.00
TOTAL SERVICES	5,000	5,000	0	0.00	0.00	0.00	5,000.00	0.00
<u>MAINTENANCE</u>								
50800542.21 R & M- INFRAS- CITY HA	1,000	1,000	0	0.00	0.00	0.00	1,000.00	0.00
50800543.22 R & M- BLDG.- CITY HAR	1,000	1,000	0	0.00	0.00	0.00	1,000.00	0.00
50800543.24 R & M- IMPROV OTB- CIT	0	0	0	0.00	0.00	0.00	0.00	0.00
TOTAL MAINTENANCE	2,000	2,000	0	0.00	0.00	0.00	2,000.00	0.00
TOTAL CITY HARBOR	7,000	7,000	0	0.00	0.00	0.00	7,000.00	0.00

CITY OF PORT LAVACA
 REVENUE AND EXPENDITURES REPORT (UNAUDITED)
 AS OF: JANUARY 31ST, 2025

Item #3.

504-PORT & HARBORS FUND
 HARBOR OF REFUGE
 DEPARTMENTAL EXPENDITURES

	ORIGINAL BUDGET	AMENDED BUDGET	BUDGET ADJUSTMENT	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBRANCE	BUDEGT BALANCE	% OF BUDGET
<u>SERVICES</u>								
50820533.20 CONTRACTED SERV- HOR	150,000	150,000	0	5,000.00	5,000.00	0.00	145,000.00	3.33
TOTAL SERVICES	150,000	150,000	0	5,000.00	5,000.00	0.00	145,000.00	3.33
<u>MAINTENANCE</u>								
50820542.21 R & M- INFRASTRUCTURE	50,000	50,000	0	0.00	0.00	0.00	50,000.00	0.00
TOTAL MAINTENANCE	50,000	50,000	0	0.00	0.00	0.00	50,000.00	0.00
TOTAL HARBOR OF REFUGE	200,000	200,000	0	5,000.00	5,000.00	0.00	195,000.00	2.50

CITY OF PORT LAVACA
 REVENUE AND EXPENDITURES REPORT (UNAUDITED)
 AS OF: JANUARY 31ST, 2025

Item #3.

504-PORT & HARBORS FUND
 SMITH HARBOR
 DEPARTMENTAL EXPENDITURES

	ORIGINAL BUDGET	AMENDED BUDGET	BUDGET ADJUSTMENT	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBRANCE	BUDEGT BALANCE	% OF BUDGET
<u>SERVICES</u>								
50840533.20 CONTRACTED SERV- SMITH	10,000	10,000	0	0.00	0.00	0.00	10,000.00	0.00
TOTAL SERVICES	10,000	10,000	0	0.00	0.00	0.00	10,000.00	0.00
<u>MAINTENANCE</u>								
50840542.21 R & M- INFRAS- SMITH H	1,000	1,000	0	0.00	0.00	0.00	1,000.00	0.00
TOTAL MAINTENANCE	1,000	1,000	0	0.00	0.00	0.00	1,000.00	0.00
TOTAL SMITH HARBOR	11,000	11,000	0	0.00	0.00	0.00	11,000.00	0.00

CITY OF PORT LAVACA
 REVENUE AND EXPENDITURES REPORT (UNAUDITED)
 AS OF: JANUARY 31ST, 2025

Item #3.

504-PORT & HARBORS FUND
 NAUTICAL LANDINGS MARINA
 DEPARTMENTAL EXPENDITURES

	ORIGINAL BUDGET	AMENDED BUDGET	BUDGET ADJUSTMENT	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBRANCE	BUDEGT BALANCE	% OF BUDGET
<u>SERVICES</u>								
50860533.20 CONTRACTED SERV- NL MA	30,000	30,000	0	0.00	4,380.00	0.00	25,620.00	14.60
TOTAL SERVICES	30,000	30,000	0	0.00	4,380.00	0.00	25,620.00	14.60
<u>MAINTENANCE</u>								
50860542.03 R & M- BUILDING- NL MA	2,000	2,000	0	0.00	0.00	0.00	2,000.00	0.00
50860542.21 R & M- INFRAS- NL MAR	3,000	3,000	0	0.00	659.87	0.00	2,340.13	22.00
50860542.25 R & M- BUILD (NAUTICAL	0	0	0	0.00	0.00	0.00	0.00	0.00
50860543.26 R & M- INFRAS- NL MARI	0	0	0	0.00	0.00	0.00	0.00	0.00
50860543.27 R & M- IMPROV OTB- NL	0	0	0	0.00	0.00	0.00	0.00	0.00
TOTAL MAINTENANCE	5,000	5,000	0	0.00	659.87	0.00	4,340.13	13.20
TOTAL NAUTICAL LANDINGS MARINA	35,000	35,000	0	0.00	5,039.87	0.00	29,960.13	14.40

CITY OF PORT LAVACA
 REVENUE AND EXPENDITURES REPORT (UNAUDITED)
 AS OF: JANUARY 31ST, 2025

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504-PORT & HARBORS FUND
 OPERATIONS
 DEPARTMENTAL EXPENDITURES

	ORIGINAL BUDGET	AMENDED BUDGET	BUDGET ADJUSTMENT	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBRANCE	BUDEGT BALANCE	% OF BUDGET
PERSONNEL SERVICES								
51000511.01 SALARIES & WAGES	119,672	119,672	0	13,805.15	30,614.84	0.00	89,057.16	25.58
51000511.06 SALARIES & WAGES-TEMP	0	0	0	0.00	0.00	0.00	0.00	0.00
51000511.07 SALARIES & WAGES-OVERT	0	0	0	120.56	120.56	0.00	120.56	0.00
51000512.05 EMPLOYER-SOCIAL SECURI	9,155	9,155	0	691.29	2,481.42	0.00	6,673.58	27.10
51000512.10 EMPLOYER-T.M.R.S.	7,276	7,276	0	825.81	2,125.44	0.00	5,150.56	29.21
51000512.20 GROUP H/D INS PREMIUMS	20,797	20,797	0	1,734.56	5,007.63	0.00	15,789.37	24.08
51000512.30 WORKER'S COMPENSATION	255	255	0	0.00	1,470.95	0.00	1,215.95	576.84
51000512.31 UNEMPLOYMENT INSURANCE	0	0	0	0.00	0.00	0.00	0.00	0.00
51000512.40 SAFETY PAY	500	500	0	0.00	0.00	0.00	500.00	0.00
TOTAL PERSONNEL SERVICES	157,655	157,655	0	17,177.37	41,820.84	0.00	115,834.16	26.53
MATERIALS & SUPPLIES								
51000521.01 OFFICE	1,000	1,000	0	22.19	260.42	0.00	739.58	26.04
51000523.03 CLEANING & JANITORIAL	11,000	11,000	0	768.08	2,474.76	0.00	8,525.24	22.50
51000524.19 COVID-19 EXPENDITURES	0	0	0	0.00	0.00	0.00	0.00	0.00
51000525.01 FUEL	500	500	0	0.66	33.43	0.00	466.57	6.69
51000526.01 GENERAL SAFETY & TOOLS	150	150	0	0.00	0.00	0.00	150.00	0.00
51000528.03 NON-CAPITALIZED ASSETS	1,500	1,500	0	0.00	0.00	0.00	1,500.00	0.00
51000529.11 LIGHTING & DECORATION	2,000	2,000	0	0.00	0.00	0.00	2,000.00	0.00
TOTAL MATERIALS & SUPPLIES	16,150	16,150	0	745.23	2,768.61	0.00	13,381.39	17.14
SERVICES								
51000531.01 TRAVEL & TRAINING	500	500	0	0.00	0.00	0.00	500.00	0.00
51000531.04 DUES, SUBSCR., & PUBLI	5,500	5,500	0	0.00	199.95	0.00	5,300.05	3.64
51000531.05 ADVERTISING & LEGAL NO	0	0	0	409.25	409.25	0.00	409.25	0.00
51000532.01 AUDIT FEES	6,000	6,000	0	0.00	0.00	0.00	6,000.00	0.00
51000532.06 HEALTH & FITNESS	0	0	0	0.00	0.00	0.00	0.00	0.00
51000532.07 LEGAL- REGULAR	3,000	3,000	0	0.00	343.00	0.00	2,657.00	11.43
51000533.14 CONTRACTED SERVICES	31,960	31,960	0	6,577.63	12,425.52	0.00	19,534.48	38.88
51000535.01 GENERAL LIABILITY INSU	3,849	3,849	0	0.00	4,995.02	0.00	1,146.02	129.77
51000535.10 WINDSTORM INS	20,000	20,000	0	0.00	14,555.69	0.00	5,444.31	72.78
51000535.11 FLOOD INS	2,250	2,250	0	0.00	0.00	0.00	2,250.00	0.00
51000536.01 ELECTRICITY	31,627	31,627	0	1,883.43	6,094.83	0.00	25,532.17	19.27
51000536.02 TELEPHONE	2,100	2,100	0	80.46	701.47	0.00	1,398.53	33.40
51000536.03 WATER	6,200	6,200	0	441.70	1,288.93	0.00	4,911.07	20.79
51000536.07 CABLE & INTERNET	0	0	0	0.00	0.00	0.00	0.00	0.00
TOTAL SERVICES	112,986	112,986	0	9,392.47	41,013.66	0.00	71,972.34	36.30
MAINTENANCE								
51000541.02 LANDSCAPING	5,000	5,000	0	0.00	0.00	0.00	5,000.00	0.00
51000542.25 R & M- BUILD (NAUTICAL	80,000	80,000	0	0.00	13,242.00	0.00	66,758.00	16.55
51000543.04 R & M IMPROVEMENT OTB	2,500	2,500	0	0.00	0.00	0.00	2,500.00	0.00
51000543.06 R & M- IMPROVEMENTS (	0	0	0	0.00	0.00	0.00	0.00	0.00
51000544.50 R & M- FURNITURE & EQU	4,000	4,000	0	352.75	352.75	0.00	3,647.25	8.82
51000544.55 R & M- VEHICLES & TRAI	500	500	0	22.02	43.04	0.00	456.96	8.61
51000544.65 R & M- MACHINERY & EQU	200	200	0	0.00	0.00	0.00	200.00	0.00
51000544.75 DREDGING	0	0	0	0.00	0.00	0.00	0.00	0.00
TOTAL MAINTENANCE	92,200	92,200	0	374.77	13,637.79	0.00	78,562.21	14.79

CITY OF PORT LAVACA
 REVENUE AND EXPENDITURES REPORT (UNAUDITED)
 AS OF: JANUARY 31ST, 2025

Item #3.

504-PORT & HARBORS FUND
 OPERATIONS
 DEPARTMENTAL EXPENDITURES

	ORIGINAL BUDGET	AMENDED BUDGET	BUDGET ADJUSTMENT	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBRANCE	BUDEGT BALANCE	% OF BUDGET
SUNDRY								
51000551.11	VEHICLE LEASES	11,500	11,500	0	893.89	3,698.05	0.00	7,801.95 32.16
51000552.02	PRI & INT EXPENSE	0	0	0	0.00	0.00	0.00	0.00
51000552.03	BOND ISSUANCE COST- AM	0	0	0	0.00	0.00	0.00	0.00
51000552.15	DEBT SERVICE- PRINCIP	0	0	0	0.00	0.00	0.00	0.00
51000552.25	DEBT SERVICE- INTEREST	0	0	0	0.00	0.00	0.00	0.00
51000553.01	XFER OUT- FD 001- ADMI	22,321	22,321	0	1,860.08	7,440.32	0.00	14,880.68 33.33
51000553.02	XFER OUT- FD 310- '08	126,560	126,560	0	0.00	0.00	0.00	126,560.00 0.00
51000553.05	XFER OUT- FD 322 - 201	133,776	133,776	0	0.00	0.00	0.00	133,776.00 0.00
51000553.60	XFER OUT- FD 165 HAZAR	0	0	0	0.00	0.00	0.00	0.00 0.00
51000553.65	XFER OUT- FD 210 EDA G	0	0	0	0.00	0.00	0.00	0.00 0.00
51000553.80	XFER OUT- FD 220	0	0	0	0.00	0.00	0.00	0.00 0.00
51000554.81	DEPRECIATION EXPENSE	0	0	0	0.00	0.00	0.00	0.00 0.00
51000554.84	BAD DEBT EXPENSE	0	0	0	0.00	0.00	0.00	0.00 0.00
TOTAL SUNDRY	294,157	294,157	0	2,753.97	11,138.37	0.00	283,018.63	3.79
CAPITAL EXPENDITURES								
51000561.02	CE- LAND & IMPROVEMENT	50,000	50,000	0	0.00	0.00	49,800.00	200.00 99.60
51000562.03	CE- BUILDING & IMPROV	0	0	0	9,750.00	9,750.00	0.00	(9,750.00) 0.00
51000563.05	CE- INFRASTRUCTURE	667,000	667,000	0	0.00	0.00	0.00	667,000.00 0.00
TOTAL CAPITAL EXPENDITURES	717,000	717,000	0	9,750.00	9,750.00	49,800.00	657,450.00	8.31
TOTAL OPERATIONS	1,390,148	1,390,148	0	40,193.81	120,129.27	49,800.00	1,220,218.73	12.22
TOTAL EXPENDITURES	1,644,570	1,644,570	0	47,704.64	133,354.25	49,800.00	1,461,415.75	0.00
REVENUES OVER/(UNDER) EXPENDITURES	(123,331)	(123,331)	0	34,510.94	295,874.13	(49,800.00)	(369,405.13)	199.52-

*** END OF REPORT ***

BALANCE SHEET - UNAUDITED

AS OF: JANUARY 31ST, 2025

Item #3.

504-PORT & HARBORS FUND

ACCOUNT# TITLE

ASSETS

111.21	CLAIM ON CONS CASH	348,595.80
112.11.6001	INVESTMENTS-LOGIC	599,367.25
113.22	ALLOWANCE FOR UNCOLLECT(	14,575.43)
113.24	UNAPPLIED CREDITS (	6,835.02)
113.27	PTC ACCTS RECEIVABLE (UB	74,626.43
113.27.1004	ACCTS REC-HARBOR OF REFU	1,087,224.00
113.29.1000	ACCOUNTS RECEIVABLE-MIS(	12,306.19)
116.01.0001	PREPAID INSURANCE	796.27
151.01.1000	LAND	1,919,338.57
152.01.1000	BUILDINGS	1,462,446.39
152.02.2000	ACCUM DEPRECIATION-BUIL(	924,215.47)
153.01.1000	IMPROVEMENTS OTHER THAN	2,050,980.24
153.02.2000	ACCUM DEPR-IMPR OTHER T(	1,796,040.80)
154.01.1000	MACHINERY & EQUIPMENT	24,707.00
154.02.2000	ACCUM DEPR-MACHINERY & (	14,570.52)
155.01.1000	CONSTRUCTION IN PROGRESS	100,951.67
156.01.1000	INFRASTRUCTURE	7,996,420.23
156.02.2000	ACCUM DEPREC.- INFRASTR(	3,168,908.42)

348,595.80
599,367.25
947,983.05*

9,728,002.00

TOTAL ASSETS

9,728,002.00

LIABILITIES

207.21	CUSTOMER DEPOSIT (	50.00)
211.10	AP PENDING (DUE TO CONS	3,699.13
211.99	YMCA (	4.35)
212.30	ACCRUED VACATION	5,382.72
213.01	BOND PREMIUM (SERIES '18	75,866.89
215.90.1004	DEFERRED REV-HARBOR OF R	1,087,224.00
216.20.3006	BONDS PAYABLE-CURRENT	190,000.00
217.11	NL MARINA DEPOSITS	2,091.50
221.20	BONDS PAYABLE NON-CURREN	1,555,000.00

2,919,209.89

TOTAL LIABILITIES

2,919,209.89

FUND EQUITY/BALANCE

BALANCE SHEET - UNAUDITED

AS OF: JANUARY 31ST, 2025

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504-PORT & HARBORS FUND

ACCOUNT#	TITLE		
320.07	ENCUMBRANCES	(244,850.30)	
320.08	RESERVE FOR ENCUMBRANCES	244,850.30	
320.09	PRIOR YEAR ENCUMBRANCE	188,424.23	
320.10	PRIOR YEAR RESERV/ENC	(188,424.23)	
320.60	FUND BALANCE COMMITTED	90,552.00	
320.65	NET INVEST. IN CAPITAL A	3,393,536.00	
320.98	FUND BALANCE UNRESV	3,028,829.98	
	TOTAL FUND EQUITY/BALANCE		<u>6,512,917.98</u>
	TOTAL REVENUES	429,228.38	
	TOTAL EXPENSES	133,354.25	
	EXCESS REVENUES OVER EXPENDITURES		<u>295,874.13</u>
	TOTAL LIABILITIES & FUND EQUITY/BALANCE		<u><u>9,728,002.00</u></u>

BALANCE SHEET - UNAUDITED

AS OF: JANUARY 31ST, 2025

Item #3.

210-PORT COMMISSION PROJECTS

ACCOUNT# TITLE

ASSETS

111.21	CLAIM ON CONS CASH	(52,700.00)	
113.29.1000	ACCOUNTS RECEIVABLE- MIS	2,500.00	
155.01.1000	CONSTRUCTION IN PROGRESS	40,200.00	
			(10,000.00)
TOTAL ASSETS			(10,000.00)

LIABILITIES

			0.00
TOTAL LIABILITIES			0.00

FUND EQUITY/BALANCE

320.07	ENCUMBRANCES	(1,144,330.36)	
320.08	RESERVE FOR ENCUMBRANCES	1,144,330.36	
TOTAL FUND EQUITY/BALANCE			0.00
TOTAL REVENUES			0.00
TOTAL EXPENSES			10,000.00
EXCESS REVENUES OVER EXPENDITURES			(10,000.00)
TOTAL LIABILITIES & FUND EQUITY/BALANCE			(10,000.00)

BALANCE SHEET - UNAUDITED

AS OF: JANUARY 31ST, 2025

Item #3.

310-08 PC DEBT SERVICE

ACCOUNT# TITLE

ASSETS

111.21	CLAIM ON CONS CASH	(28,516.65)	
			(28,516.65)
	TOTAL ASSETS		(28,516.65)

LIABILITIES

212.60	ACCRUED BOND INTEREST	3,824.00	
			3,824.00
	TOTAL LIABILITIES		3,824.00

FUND EQUITY/BALANCE

320.01	FUND BAL-RSRV'D/DEBT SER	24,244.46	
320.10	PRIOR YEAR RESERV/ENC (	1,320.75)	
320.98	FUND BALANCE UNRESV	63,710.17	
	TOTAL FUND EQUITY/BALANCE		86,633.88
	TOTAL REVENUES	260.97	
	TOTAL EXPENSES	119,235.50	
	EXCESS REVENUES OVER EXPENDITURES	(118,974.53)	
	TOTAL LIABILITIES & FUND EQUITY/BALANCE		(28,516.65)

BALANCE SHEET - UNAUDITED
AS OF: JANUARY 31ST, 2025

Item #3.

322-SERIES 2018 DEBT SERVICE

ACCOUNT# TITLE

ASSETS

111.21	CLAIM ON CONS CASH	(112,813.00)	
			(112,813.00)
	TOTAL ASSETS		(112,813.00)

LIABILITIES

212.60	ACCRUED INTEREST PAYABLE	7,068.00	
			7,068.00
	TOTAL LIABILITIES		7,068.00

FUND EQUITY/BALANCE

320.98	FUND BALANCE	(6,818.99)	
	TOTAL FUND EQUITY/BALANCE		(6,818.99)
	TOTAL REVENUES	0.49	
	TOTAL EXPENSES	113,062.50	
	EXCESS REVENUES OVER EXPENDITURES		(113,062.01)
	TOTAL LIABILITIES & FUND EQUITY/BALANCE		(112,813.00)

Port Commission Snapshot

	November	December	January	FYTD	
City Harbor					
Revenue	\$ 12,417.38	\$ 11,222.60	\$ 11,222.60	\$ 48,223.03	
Expenses	\$ 1,387.14	\$ 1,703.74	\$ 2,818.15	\$ 7,767.86	
Gain / (Loss)	\$ 11,030.24	\$ 9,518.86	\$ 8,404.45	\$ 40,455.17	
Harbor of Refuge					
Revenue	\$ 33,379.62	\$ 43,610.10	\$ 52,128.11	\$ 166,362.71	
Expenses	\$ 6,899.00	\$ 8,387.25	\$ 18,627.55	\$ 42,651.52	
Gain / (Loss)	\$ 26,480.62	\$ 35,222.85	\$ 33,500.56	\$ 123,711.19	
Nautical Landings					
Revenue	\$ 14,239.07	\$ 13,618.15	\$ 14,775.04	\$ 56,712.37	
Expenses	\$ 17,558.22	\$ 13,917.31	\$ 15,859.41	\$ 71,394.52	
Gain / (Loss)	\$ (3,319.15)	\$ (299.16)	\$ (1,084.37)	\$ (14,682.15)	
Smith Harbor					
Revenue	\$ 1,484.86	\$ 1,484.86	\$ 1,484.86	\$ 5,939.44	
Expenses	\$ 319.71	\$ 392.68	\$ 649.53	\$ 1,790.35	
Gain / (Loss)	\$ 1,165.15	\$ 1,092.18	\$ 835.33	\$ 4,149.09	
Interest Income	\$ 2,628.86	\$ 3,376.04	\$ 2,604.97	\$ 10,606.83	
Property Tax Revenue	\$ -	\$ -	\$ -	\$ 116,184.00	
Grant Revenue	\$ -	\$ -	\$ -	\$ 25,200.00	
Total Gain / (Loss)	\$ 37,985.73	\$ 48,910.77	\$ 44,260.94	\$ 305,624.13	\$ 429,228.38

* This report does not conform to GAAP and is unaudited.

Cash Profit and Loss Statement

	November	December	January	FYTD
City Harbor				
Dock Lease	\$ 12,417.38	\$ 11,222.60	\$ 11,222.60	\$ 48,223.03
Oyster Tarrifs	\$ -	\$ -	\$ -	\$ -
Late Payment Penalties	\$ -	\$ -	\$ -	\$ -
Total City Harbor	\$ 12,417.38	\$ 11,222.60	\$ 11,222.60	\$ 48,223.03
Harbor of Refuge				
Tarrifs				
Oil	\$ -	\$ 10,788.75	\$ 5,989.50	\$ 16,778.25
Fertilizer	\$ 3,569.26	\$ -	\$ 15,017.26	\$ 26,047.42
Oyster	\$ -	\$ -	\$ -	\$ -
Rentals				
Daily Dock Rental	\$ 7,975.00	\$ 9,700.00	\$ 8,000.00	\$ 33,675.00
Dock Rentals	\$ -	\$ -	\$ -	\$ -
Dock Leases	\$ 20,835.36	\$ 22,121.35	\$ 22,121.35	\$ 85,862.04
Railroad Fee	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00	\$ 4,000.00
Late Payment Penalties	\$ -	\$ -	\$ -	\$ -
Total Harbor of Refuge	\$ 33,379.62	\$ 43,610.10	\$ 52,128.11	\$ 166,362.71
Nautical Landings				
Dock Rent	\$ -	\$ -	\$ -	\$ -
Dock Lease	\$ 6,400.88	\$ 6,470.00	\$ 6,774.50	\$ 26,130.08
Building Lease	\$ 7,838.19	\$ 7,148.15	\$ 7,713.65	\$ 30,212.90
Building Rentals	\$ -	\$ -	\$ -	\$ -
Washer-Dryer	\$ -	\$ -	\$ 87.00	\$ 169.50
Miscellaneous	\$ -	\$ -	\$ -	\$ -
Late Payment Penalties	\$ -	\$ -	\$ 199.89	\$ 199.89
Auction Proceeds	\$ -	\$ -	\$ -	\$ -
Total Nautical Landings	\$ 14,239.07	\$ 13,618.15	\$ 14,775.04	\$ 56,712.37
Smith Harbor				
Rent	\$ 1,484.86	\$ 1,484.86	\$ 1,484.86	\$ 5,939.44
Late Payment Penalties	\$ -	\$ -	\$ -	\$ -
Total Smith Harbor	\$ 1,484.86	\$ 1,484.86	\$ 1,484.86	\$ 5,939.44
Interest Income	\$ 2,628.86	\$ 3,376.04	\$ 2,604.97	\$ 10,606.83
Property Tax Revenue	\$ -	\$ -	\$ -	\$ 116,184.00
Total Income	\$ 64,149.79	\$ 73,311.75	\$ 82,215.58	\$ 429,228.38

* This report does not conform to GAAP and is unaudited.

Cash Profit and Loss Statement

Item #3.

	November	December	January	FYTD	
City Harbor					
Overhead Allocation	\$ 1,387.14	\$ 1,703.74	\$ 2,818.15	\$ 7,767.86	
R&M Infrastructure	\$ -	\$ -		\$ -	
R&M Building	\$ -	\$ -		\$ -	
Contracted Services	\$ -	\$ -		\$ -	
Total City Harbor	\$ 1,387.14	\$ 1,703.74	\$ 2,818.15	\$ 7,767.86	
Harbor of Refuge					
Overhead Allocation	\$ 6,520.43	\$ 8,008.68	\$ 13,247.10	\$ 36,513.93	
Electricity	\$ 378.57	\$ 378.57	\$ 380.45	\$ 1,137.59	
R&M Infrastructure	\$ -	\$ -		\$ -	
Contracted Services	\$ -	\$ -	\$ 5,000.00	\$ 5,000.00	
Total Harbor of Refuge	\$ 6,899.00	\$ 8,387.25	\$ 18,627.55	\$ 42,651.52	
Nautical Landings					
Overhead Allocation	\$ 2,675.28	\$ 3,285.90	\$ 5,435.18	\$ 14,981.38	
Cable & Internet	\$ -	\$ 123.44	\$ 291.38	\$ 550.26	
R&M Building	\$ 6,982.00	\$ 6,260.00		\$ 13,242.00	
R&M Infrastructure	\$ -	\$ 659.87		\$ 659.87	
R&M Furniture & Equip	\$ -	\$ 415.40	\$ 352.75	\$ 768.15	
Cleaning & Janitorial	\$ 694.04	\$ 694.04	\$ 768.08	\$ 2,474.76	
Lighting & Decoration	\$ -	\$ -		\$ -	
Contracted Services	\$ 4,662.63	\$ 282.63	\$ 6,986.88	\$ 17,214.77	
Windstorm Insurance	\$ -	\$ -		\$ 14,555.69	
Flood Insurance	\$ -	\$ -	\$ -	\$ -	
Electricity	\$ 1,879.34	\$ 1,574.92	\$ 1,502.98	\$ 4,957.24	
Telephone	\$ 217.52	\$ 221.29	\$ 80.46	\$ 701.47	
Water	\$ 447.41	\$ 399.82	\$ 441.70	\$ 1,288.93	
Landscaping	\$ -	\$ -		\$ -	
R&M Improvement OTB	\$ -	\$ -		\$ -	
Total Nautical Landings	\$ 17,558.22	\$ 13,917.31	\$ 15,859.41	\$ 71,394.52	
Smith Harbor					
Overhead Allocation	\$ 319.71	\$ 392.68	\$ 649.53	\$ 1,790.35	
Contracted Services	\$ -	\$ -		\$ -	
Total Smith Harbor	\$ 319.71	\$ 392.68	\$ 649.53	\$ 1,790.35	
Total Expenses	\$ 26,164.06	\$ 24,400.98	\$ 37,954.64	\$ 123,604.25	
Operating Cash Flow	\$ 37,985.73	\$ 48,910.77	\$ 44,260.94	\$ 305,624.13	
CE- Land & Improvements	\$ -	\$ -		\$ -	
CE - Buildings	\$ -	\$ -	\$ 9,750.00	\$ 9,750.00	
CE - Infrastructure	\$ -	\$ -		\$ -	
Dredging	\$ -	\$ -		\$ -	
Transfer Out Fund 310	\$ -	\$ -		\$ -	
Transfer Out Fund 322	\$ -	\$ -		\$ -	
Net Cash Flow	\$ 37,985.73	\$ 48,910.77	\$ 34,510.94	\$ 295,874.13	\$ 133,354.25

* This report does not conform to GAAP and is unaudited.

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PORT COMMISSION MONTHLY OVERHEAD

Personnel Services	\$	17,177.37
Techonology Equipment	\$	2,219.45
Office	\$	(22.19)
Travel & Training		
Fuel	\$	(0.66)
General safety and tools		
Non -Capitalized Assets		
Dues & Subscriptions		
Audit Fees		
Health & Fitness		
Legal - Regular		
General Liability Ins.		
R & M Vehicles	\$	22.02
Vehicle Leases	\$	893.89
Administrative costs	\$	1,860.08
Total	\$	<u>22,149.96</u>

	% allocation	Allocation amount
City Harbor	12.72%	\$ 2,818.15
Harbor of Refuge	59.81%	\$ 13,247.10
Nautical Landings	24.54%	\$ 5,435.18
Smith Harbor	2.93%	\$ 649.53
	100.00%	\$ 22,149.96

Cash, Encumbrances, Budgeted CIP, & Bond Payments

Ending Cash Assets	As of 11/30/2024	As of 12/31/2024	As of 01/31/2025
Ending Cash	\$ 257,495.75	\$ 298,362.69	\$ 348,595.80
Inventments Logic	\$ 593,963.84	\$ 597,065.84	\$ 599,367.25
Fund 210 Port Projects	\$ (42,700.00)	\$ (52,700.00)	\$ (52,700.00) *1
Debt Service Funds (310 & 322)	\$ 90,885.17	\$ 90,869.35	\$ (141,329.65)
Total Ending Cash Assets	\$ 899,644.76	\$ 933,597.88	\$ 753,933.40

Current Encumbrances	PO#	Task Order	Contractor	Project Description	Ordered	Received	Outstanding
	25-00028		Jimmy Ramirez	Lighting Improvements - NL	\$ 6,100.00	\$ 6,100.00	\$ -
	25-00029		Mitchell Glass Company	Door Installation - NL	\$ 9,750.00	\$ 9,750.00	\$ -
	25-00042		Victoria Engineering	Downtown WaterFront Public Access	\$ 75,000.00	\$ 25,200.00	\$ 49,800.00
	25-00036		Victoria Engineering	Breakwater Engineering	\$ 40,000.00	\$ 20,000.00	\$ 20,000.00
				Total		\$ 69,800.00	

Budgeted Capital Improvement Projects	Total
1 Texas Parks & Wildlife Match	\$ 167,000.00
Total	\$ 167,000.00

Remaining Bond Payments	Total
1 FY 24/25 Remaining Bond Payments	\$ 28,438.00
Total	\$ 28,438.00

*1 This amount represents the negative fund balance in Fund 210 to be reimbursed by Fund 504. This amount includes Engineering for Breakwater for \$40,000, and CDBG- MIT application of \$30,400 that has been fully paid. We received reimbursement of \$120,000 for the EDA Grant on 04/25/2023 which reduced the negative fund balance in Fund 210.

* This report does not conform to GAAP and is unaudited.

POST	DATE	TRAN #	REFERENCE	PACKET	DESCRIPTION	VEND	INV/PO/JE #	NOTE	AMOUNT	BALANCE	Item #3
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111.21

CLAIM ON CONS CASH

BEGINNING BALANCE

298,362.69

1/02/25	12/30	U34901	M-UTILITY SYS	35927	BILLING ZONE 99 REGULAR				606.36	298,969.05	
1/02/25	12/30	U34902	DEPOSIT	35928	DRAFT POSTING				3,662.30	302,631.35	
1/02/25	1/02	A46661	TRANSFER	11566	504-703 A/P REIMBURSEMEN				6,308.75CR	296,322.60	
1/02/25	1/02	A46725	TRANSFER	11568	504-703 A/P REIMBURSEMEN				2,288.06CR	294,034.54	
1/03/25	1/06	U34930	DEPOSIT	13537	DAILY RECEIPT POSTING				1,205.40	295,239.94	
1/06/25	1/07	U34948	DEPOSIT	13539	DAILY RECEIPT POSTING				634.20	295,874.14	
1/08/25	1/09	U34959	DEPOSIT	13548	DAILY RECEIPT POSTING				342.30	296,216.44	
1/13/25	1/14	C49468	DEPOSIT	13566	DAILY CASH POSTING 1/13/2025				76.30	296,292.74	
1/13/25	1/14	U34991	DEPOSIT	13566	DAILY RECEIPT POSTING				1,770.00	298,062.74	
1/13/25	1/15	B49493	Misc 000000	21208	REC WIRE FEE		JE# 029511		2.00CR	298,060.74	
1/14/25	1/15	C49487	DEPOSIT	13570	DAILY CASH POSTING 1/14/2025				87.00	298,147.74	
1/14/25	1/14	A46741	TRANSFER	11574	504-703 A/P REIMBURSEMEN				4,500.42CR	293,647.32	
1/16/25	1/16	A47076	TRANSFER	11580	504-703 A/P REIMBURSEMEN				7,879.61CR	285,767.71	
1/17/25	1/20	C49499	DEPOSIT	13586	DAILY CASH POSTING 1/17/2025				7,500.00	293,267.71	
1/17/25	1/20	U35012	DEPOSIT	13586	DAILY RECEIPT POSTING				140.60	293,408.31	
1/17/25	1/20	U35013	DEPOSIT	13575	DAILY RECEIPT POSTING				251.79	293,660.10	
1/22/25	1/27	B49522	Misc 000000	21218	HELENA TARIFF PMT DEC 2024		JE# 029520		11,089.56	304,749.66	
1/24/25	1/27	R00179	DEPOSIT-UNAPPL	13612	PAYMENT				2,460.00	307,209.66	
1/24/25	1/27	C49503	DEPOSIT	13612	DAILY CASH POSTING 1/24/2025				6,489.50	313,699.16	
1/28/25	1/29	U35066	DEPOSIT	13613	DAILY RECEIPT POSTING				176.40	313,875.56	
1/28/25	1/28	A47090	TRANSFER	11583	504-703 A/P REIMBURSEMEN				4,764.44CR	309,111.12	
1/29/25	1/29	R00217	DEPOSIT	00072	PAYMENT				10,426.89	319,538.01	
1/30/25	1/30	R00221	DEPOSIT	00076	PAYMENT				54.69	319,592.70	
1/30/25	1/31	R00222	DEPOSIT	13627	SPIRETEK INTER. INC				2,267.19	321,859.89	
1/30/25	1/31	U35091	DEPOSIT	13627	DAILY RECEIPT POSTING				266.70	322,126.59	
1/30/25	1/30	A47374	TRANSFER	11590	504-703 A/P REIMBURSEMEN				14,543.21CR	307,583.38	
1/31/25	1/31	R00150	M-ITEM POSTING	00053	POOR BOY'S BAIT SHOP		PC01-25		1,484.86	309,068.24	
					AR CUSTOMER 02-5001		POOR BOY'S BAIT SHOP				
1/31/25	1/31	R00151	M-ITEM POSTING	00053	PORTS & HARBOR LEASES		PC01-25		3,700.00	312,768.24	
					AR CUSTOMER 02-5002		THE FEDERATION OF SOUTHERN COO				
1/31/25	1/31	R00152	M-ITEM POSTING	00053	PORTS & HARBOR LEASES		PC01-25		409.56	313,177.80	
					AR CUSTOMER 02-5003		BIG BEAR SHRIMP & SEAFOOD				
1/31/25	1/31	R00153	M-ITEM POSTING	00053	PORTS & HARBOR LEASE		PC01-25		2,500.39	315,678.19	
					AR CUSTOMER 02-5004		MILLER SEAFOOD CO INC				
1/31/25	1/31	R00154	M-ITEM POSTING	00053	PORTS & HARBOR LEASES		PC01-25		6,063.90	321,742.09	
					AR CUSTOMER 02-5005		ENCORE DREDGING PARTNERS LLC				
1/31/25	1/31	R00155	M-ITEM POSTING	00053	PORTS & HARBOR LEASES		PC01-25		2,819.39	324,561.48	
					AR CUSTOMER 02-5006		EQUALIZER INC				
1/31/25	1/31	R00156	M-ITEM POSTING	00053	PORTS & HARBOR LEASES		PC01-25		7,608.11	332,169.59	
					AR CUSTOMER 02-5007		PRESTIGE OYSTER, INC				
1/31/25	1/31	R00157	M-ITEM POSTING	00053	PORTS & HARBOR LEASES		PC01-25		10,426.89	342,596.48	
					AR CUSTOMER 02-5008		HELENA CHEMICAL COMPANY				
1/31/25	1/31	R00158	M-ITEM POSTING	00053	PORTS & HARBOR LEASES		PC01-25		1,398.46	343,994.94	
					AR CUSTOMER 02-5010		EDWARD JONES & CO (HEADQTRS)				
1/31/25	1/31	R00159	M-ITEM POSTING	00053	PORTS & HARBOR LEASES		PC01-25		807.50	344,802.44	
					AR CUSTOMER 02-5011		SOMETHING MORE MEDIA, INC				

FUND : 504-PORT & HARBORS FUND

PERIOD TO USE: Jan-2025 THRU Jan-2025

DEPT : N/A

SUPPRESS ZEROS

ACCOUNTS: 111.21

THRU 112.11.6001

POST DATE TRAN # REFERENCE PACKET====DESCRIPTION==== VEND INV/PO/JE # NOTE =====AMOUNT=====BALANCE=

Item #3.

111.21 CLAIM ON CONS CASH * (CONTINUED) *

1/31/25	1/31	R00160	M-ITEM POSTING	00053	PORTS & HARBOR LEASES	PC01-25		747.50	345,549.94
					AR CUSTOMER 02-5013	ALLIED UNIVERSAL SECURITY SVS			
1/31/25	2/03	U35095	DEPOSIT		13635	DAILY RECEIPT POSTING		684.60	346,234.54
1/31/25	2/03	B49576	Misc	000000	21235	INTEREST EARNED	JE# 029548	303.56	346,538.10
1/31/25	2/03	B49581	E.F.T.	000000	21239	POSTAGE EXPENSE - JAN 2025	JE# 029574	9.92CR	346,528.18
1/31/25	2/03	B49586			21236	ADMINISTRATIVE FEES	JE# 029563	766.75	347,294.93
1/31/25	2/03	B49586			21236	ADMINISTRATIVE FEES	JE# 029563	22,551.17	369,846.10
1/31/25	2/03	B49586			21236	ADMINISTRATIVE FEES	JE# 029563	25,178.00CR	344,668.10
1/31/25	2/04	B49604	Misc	000000	21241	HELENA TARIFF PMT JAN 2025	JE# 029576	3,927.70	348,595.80
					=====	JANUARY ACTIVITY DB: 115,707.52	CR: 65,474.41CR	50,233.11	

112.11.6001

INVESTMENTS-LOGIC

BEGINNING BALANCE

597,065.84

1/31/25	2/06	B49617	Interest	000000	21242	LOGIC INTEREST EARNED	JE# 029577	2,301.41	599,367.25
					=====	JANUARY ACTIVITY DB: 2,301.41	CR: 0.00	2,301.41	

----*--*--*--*--*--*--*--*

000 ERRORS IN THIS REPORT!

----*--*--*--*--*--*--*--*

** REPORT TOTALS **	---	DEBITS ---	---	CREDITS ---
BEGINNING BALANCES:		895,428.53		0.00
REPORTED ACTIVITY:		118,008.93		65,474.41CR
ENDING BALANCES:		1,013,437.46		65,474.41CR
TOTAL FUND ENDING BALANCE:		947,963.05		

COMMUNICATION

SUBJECT: CITY MANAGER'S REPORT

INFORMATION:

CITY OF PORT LAVACA

MEETING: FEBRUARY 18, 2025 **AGENDA ITEM** ____

DATE: 2.18.2025

TO: PORT COMMISSION BOARD MEMBERS CC: JIM RUDELLAT, HARBOR MASTER

FROM: JODY WEAVER, INTERIM CITY MANAGER

SUBJECT: **CITY MANAGER'S MONTHLY REPORT**

- TPWL Grant – Renovations to the Nautical Landings Marina Breakwater:
At the City Council meeting on February 10, Council awarded a construction contract to Derrick Construction for \$445,162.00. We are working on getting the contract signed and scheduling a pre-construction conference. Would the Commission like to select a member to attend the pre-construction conference as a representative of the Port Commission?
- CDBG-MIT Coastal Resilience Living Shoreline Project
No new update information.
- ReStore (cleanup of old barge(s) in Smith Harbor)
Our consultant Kim Griffith reported last week that the National Wide Permit application was ready for submittal except she was waiting on one last piece of information from the COE before having us sign and finally submit. This delay will translate into a delay in receiving authorization to bid as well.
- CDBG-MIT Round 2 Application for use of funds for Replacement of culverts under rail at Corporation Ditch and Voluntary Restoration of Refuge Shoreline. No new information.
- GLO CEPRA GRANT (Harbor of Refuge Shoreline Protection): Attached is the final Alternative Analysis Report. Alternative 4A has been selected (see pg. 30). This is a breakwater configuration along the harbor peninsula and southern shoreline consisting of 6 shingles segmented rubble mounds breakwaters providing fish gaps with an extended gap protection overlap. The shingle orientation is to protect against the largest waves which come from the SE direction.
- MBMT Grant Downtown Waterfront Public Access Improvement:
We have received the Nationwide permit for the bulkhead but are waiting on the permit for the docks.
- TxDOT Truck Route signs: I reached out to TxDOT for an update yesterday and received an email back that a pre-construction conference had not been scheduled yet and it was copied to the TxDOT PM asking him to provide an update for us.

City of Port Lavaca – Harbor of Refuge Project

Coastal Engineering Analysis and Alternatives Analysis

Project:	City of Port Lavaca – Harbor of Refuge Project		
Prepared by:	C. Johnson, A. Hnatow, T. Everett	Date:	1/24/2024
Approved by:	J. Carter	Checked by:	T. Everett
Subject:	Coastal Engineering Analysis and Alternatives Analysis		

1 Introduction

A coastal engineering and alternatives analysis was conducted by Mott MacDonald (MM) and Coast and Harbor Engineering (CHE) to develop shoreline protection measures along the Harbor of Refuge shoreline. The analysis was performed to increase project site understanding, aid in numerical modeling, evaluate alternatives, and develop a shoreline protection system. The purpose of the shoreline protection system is to reduce wave energy during strong cold fronts and tropical cyclones (TC) while maintaining existing aquatic habitat. Note that the breakwater systems investigated are not designed to reducing tidal or storm driven water levels along the project shoreline.

The goal of the data collection and modeling efforts were to select a preferred alternative. The data collection analysis characterized daily environmental conditions and wave climate at the project site. Various survey data were compiled to create a continuous bathymetry model for the project vicinity that was then used as input for modeling efforts. Numerical models, such as SWAN and XBeach, were used to generate boundary conditions, simulate design conditions, and evaluate shore protection alignments. Wave transmission behind the breakwater system was used as the key performance criterion to evaluate the alternatives.

2 Data Collection and Analysis

Wind, water level, sea level rise, tidal datum, and wave data near the project site were collected from a variety of sources to characterize extremal and day-to-day conditions at the project site. The results of this analysis will be used as input for the numerical modeling to aid in alternative design and are summarized in the following sections.

2.1 Datums

Based on its proximity to the project site, the tidal datums for the project site were acquired from the National Oceanic and Atmospheric Administration (NOAA) Station No. 8773259 at Port Lavaca, TX. Tidal datums for the tidal epoch of 2002-2006, relative to the North American Vertical Datum of 1988 (NAVD88) were collected via the NOAA Tides and Currents website and are presented in Table 2.1. All elevations reported within this memorandum are referenced to NAVD88, unless otherwise specified.

Table 2.1: Tidal Datums at the Port Lavaca Station referenced to NAVD88.

Datum	Elevation [ft NAVD88]
Mean Higher High Water (MHHW)	1.2
Mean Sea Level (MSL)	0.79
Mean Lower-Low Water (MLLW)	0.3
North American Vertical Datum of 1988 (NAVD88)	0

2.2 Wind, Water Level, and Wave Data

Wind, water level, and wave data were collected from a variety of sources. Historical wind and water level data were collected from nearby NOAA stations as shown in Table 2.1. The low frequency of occurrence (extremal) water levels and waves were calculated using data from the NOAA stations and other sources as described in Section 2.3.

Table 2.2: Summary of historical gauge and probabilistic data collected.

Source	Data Type	Data Range
Port Lavaca, TX NOAA 8773259	Water level	2015 – 2024
	Wind	2013 – 2024
Port O'Connor, TX NOAA 8773701	Water level	2015 – 2024
	Wind	2013 – 2024

2.2.1 Water Level Data & Relative Sea Level Rise

Water level data from the Port Lavaca NOAA station was analyzed to characterize day-to-day conditions. The Port Lavaca NOAA Gauge 8773259 shows a tidal range of approximately 0.81 feet from MHHW to MLLW. Extremal conditions were developed with the Port Lavaca NOAA station's data using the methodology described in Section 2.3.

In addition to the water level analysis, relative sea level rise (RSLR) predictions were calculated for the project site. RSLR reflects changes in local mean sea level (LMSL) over time and is a combination of eustatic sea level rise and local land movement, e.g., subsidence. The Special Report of the Intergovernmental Panel on Climate Change (SROCC) projects future eustatic Sea Level Rise (SLR) rates up to the year of 2100 and include an intermediate (RCP4.5) and a high (RCP8.5) emission scenario, the latter leading to more severe sea-level rise than the former.

Vertical Land Movement (VLM) is monitored at Rockport, TX and Freeport, TX by means of a Continuously Operating GPS Reference Station (CORS). The VLM rate of Rockport and Freeport is -2.88 mm/yr and -2.45 mm/yr, respectively. The CORS VLM rates generally agree with those estimated from collocated, long-term NOAA tide gauges: -5.97 mm/yr and -3.66 mm/yr, respectively. The CORS VLM rates are direct observations and are preferred to the NOAA estimations. The VLM rate observed at Rockport was selected as the conservative choice. Further, the VLM rate is assumed to be constant throughout the project lifetime.

Using the SLR and VLM data discussed above, the future RSLR projections were calculated to the year 2100. The projections are shown in Figure 2.1.

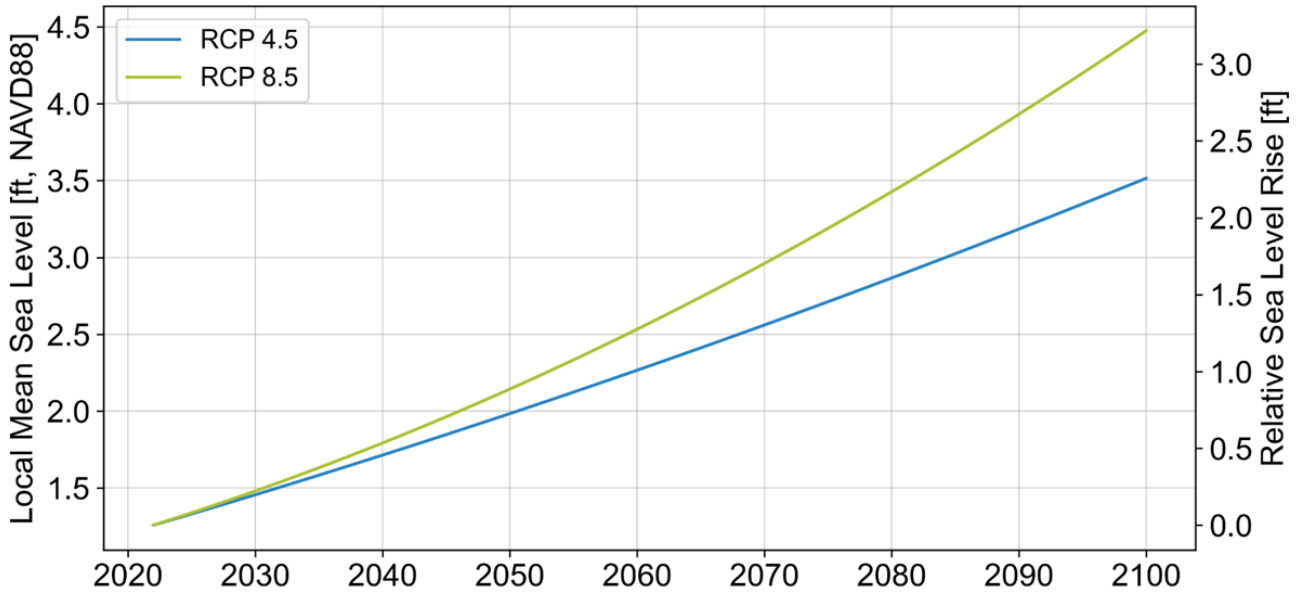


Figure 2.1: SROCC RSLR Projections for Port Lavaca, TX.

Assuming RSLR at the intermediate rate, water levels at the project site will be approximately 0.3 ft higher in 10 years and 1.4 ft higher in 50 years. Assuming the RSLR at the high rate, water levels at the project site will be approximately 0.3 ft higher in 10 years and 1.8 ft higher in 50 years. The intermediate RSLR projections will be taken into consideration for design of any alternatives to ensure the longevity of the design over the life of the project. See Table 2.3 for projected values of RSLR and LMSL at the project site.

Table 2.3: Projected relative sea level rise and local mean sea level at Port Lavaca.

Year	RSLR [RCP 4.5] (ft)	LMSL [RCP 4.5] (ft, NAVD88)	RSLR [RCP 8.5] (ft)	LMSL [RCP 8.5] (ft, NAVD88)
2024	0.00	1.3	0.00	1.3
2034	0.3	1.5	0.3	1.5
2049	0.6	1.9	0.8	2.1
2074	1.4	2.6	1.8	3.1

2.2.2 Wind Data

Wind data were collected from the Port Lavaca and Port O'Connor NOAA stations. The Port Lavaca station is the closest to the project site and was therefore used to quantify typical wind patterns. A wind rose for this station is shown in Figure 2.2, which illustrates the relative frequency of observed winds within 16 directional bins and 5 magnitude bins separated by month. As shown in the wind rose, stronger winds at the project site are predominantly from the south to southeast, typically associated with tropical storm events that occur during the summer months.

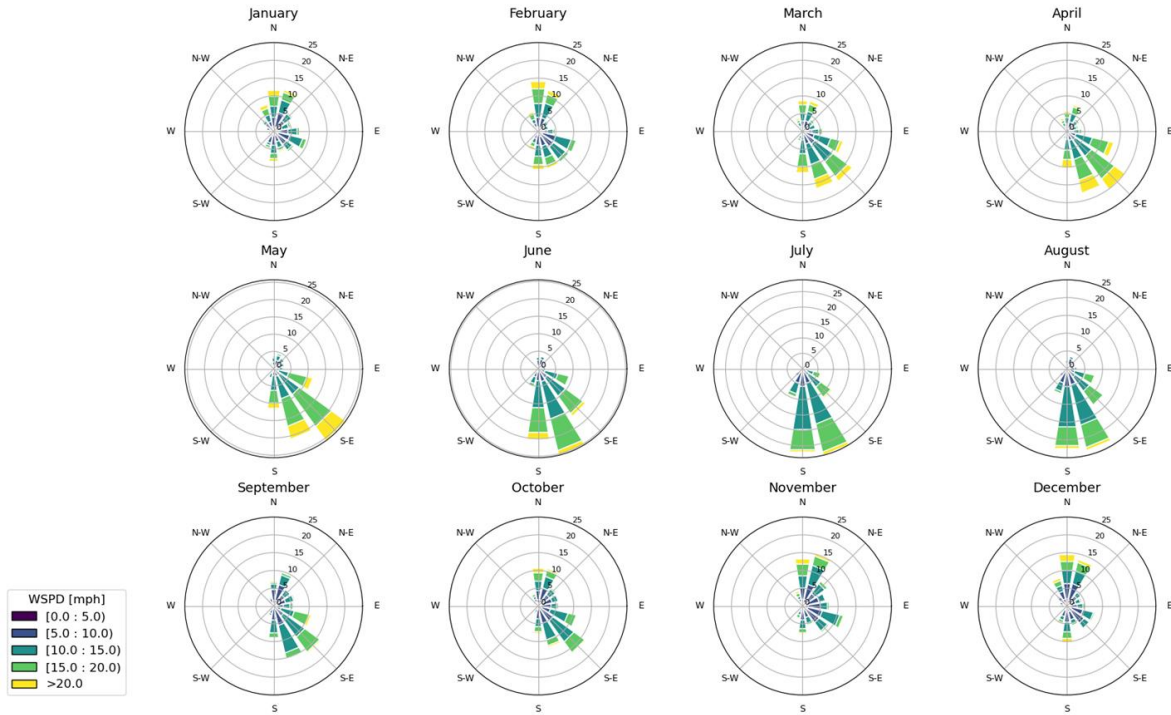


Figure 2.2: Seasonal wind rose at NOAA Station 8773259.

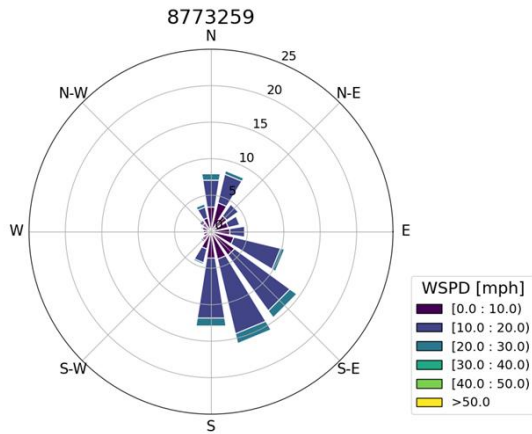


Figure 2.3: Overall wind rose at NOAA Station 8773259.

2.2.3 Wave Climate

The wave climate for Lavaca Bay was simulated using the SWAN (Simulating WAVes Nearshore) wave model driven by the wind and water level data from nearby the NOAA gauge. The details of the long-term wave model can be found in Section 3.1.1.

Winds and water levels from 2016 to 2024 were acquired from the Port Lavaca NOAA gauge. The winds were corrected to 10 meters above the sea surface and applied uniformly to the model. The water levels were also imposed uniformly across the model domain. Wave parameters were extracted offshore of the project shoreline at approximately -2.25 ft NAVD88 (see Figure 3.1 for the extraction location). The time series of the wind and water level inputs and simulated wave parameters are presented in Figure 2.4.

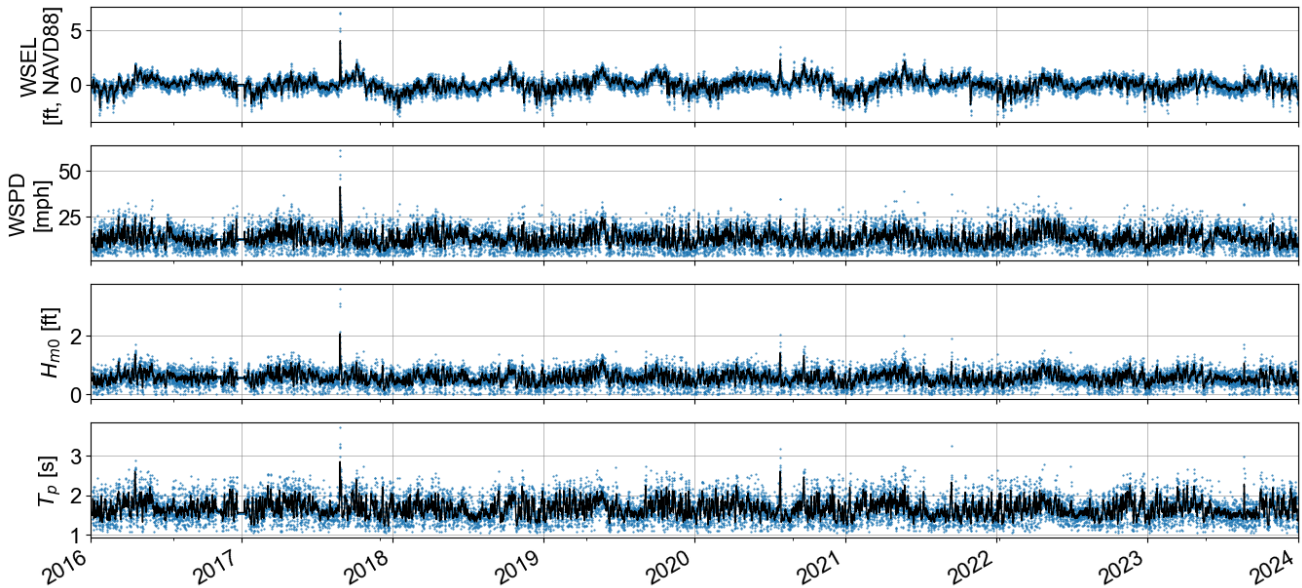


Figure 2.4: Wave hindcast results used to determine the wave climate. WSEL is water surface elevation, WSP is wind speed, H_{m0} is the zero-moment (significant) wave height, and T_p is the peak wave period. The blue dots indicate individual data points, and the black line is a running average provided for visual clarity. The WSP and WSEL data were observed at the Port Lavaca NOAA gauge and wave parameters were extracted from the long-term wave model offshore of the site (see Figure 3.1).

To characterize the wave climate, the time series wave parameters were analyzed and converted into a wave rose. A wave rose, similar to a wind rose, shows the percentage of occurrence of a given wave state in terms of magnitude and direction. Figure 2.5 shows the wave roses (wave height and wave period) for the project site.

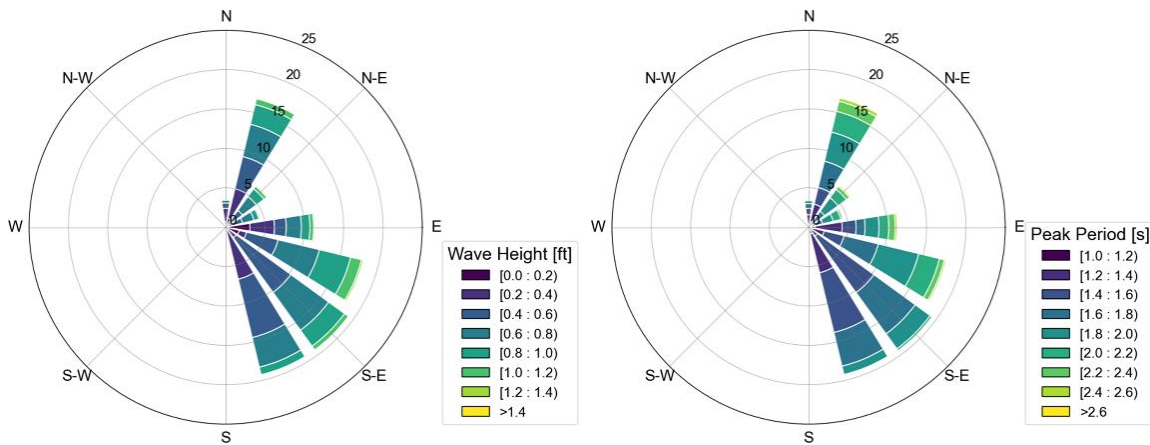


Figure 2.5: Wave roses for project site with wave height and peak period on the left and right, respectively.

The wave roses show two sea-states which characterize the wave climate at the project site. The first is southeasterly waves which are generated by winds out of the southeast blowing across Matagorda and Lavaca Bay. The strongest waves in this mode are from the east-southeast. The second sea-state is comprised of northeasterly waves, presumably generated by the passage of cold fronts driving northerly winds across Lavaca Bay.

Due to the limited northern fetch at the project site (approximately 8.5 miles), the cold-front generated sea-state is less energetic and comprises a smaller percentage of the wave rose than is observed in other parts of

Matagorda Bay. Also, due to long south-easterly fetches (the site is exposed to 25 miles of open Matagorda Bay fetch from the ESE), the first sea-state is more energetic and forms a larger percentage of the typical seas.

2.3 Extremal Analysis

An extremal analysis was conducted to develop extremal water surface elevation, wind, and waves at the project site. The extremal analysis used the Yearly Maximum and Peaks Over Threshold Methods. An extremal analysis of winds and water levels used multiple data sources to obtain low frequency return period events, i.e., return period (T_r) greater than 10 years. The extremal analysis of the wave conditions builds on the water level and wind analysis by utilizing those return period conditions to drive simulated wave conditions at the site. The wind and water level and wave extremal analyses are described in Section 2.3.1 and Section 2.3.2, respectively.

2.3.1 Wind and Water Level

The extremal analysis of the Port Lavaca NOAA gauge data excludes TCs due to the insufficient length of the gauge's observation record. Observational record length determines the accuracy and confidence associated with estimating low-probability events such as hurricanes and tropical storms. To characterize extreme events, the gauge data analysis was supplemented with additional data sources. The average of extremal water level conditions across the project location is summarized in Table 2.4. The extremal wind conditions are also shown in Table 2.4.

TC track data from the National Hurricane Center's (NHC) International Best Track Archive for Climate Stewardship (IBTrACS) database (NOAA, 1987) were analyzed to provide extremal wind speed values for $T_r > 10$ years. The IBTrACS database spans from 1842 to 2015 and contains storm track, wind speed, and pressure data. Wind speeds were extracted for all storms passing within 75 nautical miles of the project site. Wind speeds from the IBTrACS database were used in the extremal analysis and the results are summarized in Table 2.4.

To supplement the extremal water level analysis, the Sabine to Galveston (S2G) storm-induced coastal flooding study was utilized ($T_r \geq 10$ years). The S2G study was conducted by the United States Army Corps of Engineers (USACE) as part of their Coastal Hazards System (CHS). The S2G study simulated coastal flooding generated by an exhaustive set of TC tracks, enhancing the set of known historical storms with synthetic TC tracks of known likelihood. The enhanced dataset allows for inferring low-probability storm-induced water levels along the coast. Extremal water levels with return periods between 10 and 100 years in Table 2.4 were extracted from the S2G study in close proximity to the project area (save point 1274).

Table 2.4: Summary of extremal statistics at project site. Note that the extremal statistics are representative of normal conditions at the project site. NOAA gauge data do not include the effects of tropical cyclones.

Return Period [year]	Water Level (non-TC) [ft NAVD88] ¹	Water Level (TC) [ft NAVD88] ²	Wind Speed [mph] ³
1	2.7	-	25 (NOAA)
5	3.7	-	33 (NOAA)
10	4.0	2.0	37 (NOAA)
25	4.4	4.9	79 (NHC)
50	4.8	7.4	92 (NHC)
100	5.2	8.9	105 (NHC)

¹ Hurricane Bill (2005), Hurricane Harvey (2017), and Hurricane Hannah (2020) were removed from the extremal water level analysis.

² S2G study was used to determine water levels for tropical cyclones for $T_r > 10$ yr.

³ Extremal wind speeds from NOAA gauge data ($T_r = 1 - 10$ yr) and NHC data ($T_r > 10$ yr).

2.3.2 Waves

An extremal analysis on the wave hindcast is of limited value due to the length of the record. Therefore, an alternative approach was followed. The results of the extremal wind and water level analysis were used to model wave generation at the project site. Since the project site is within an enclosed coastal embayment, the sea-state will be governed by local winds for a given water level. While water level and local wind are not as correlated as local winds and sea-state, the probability of a given extremal wind and water level (e.g., a 20-year return period) occurring simultaneously is lower than an independent occurrence. Therefore, this assumption will lead to conservative design values.

The extremal analysis of the wind does not consider wind direction, but rather wind speed alone. Therefore, a set of wind directions corresponding to the maximum fetches at the project site were modelled for each return period condition.

A separate wave model was created for the extremal wave modeling which used finer resolution at the project site and within Lavaca Bay (see Section 3.1.2 for model details). This was done to achieve sufficient resolution at the project site for additional detailed modeling of the alternatives. Since the extremal wave modeling and alternative analysis required only modeling tens of wave conditions, it was computationally feasible. However, modeling waves at this resolution for the hindcast, which simulated tens of thousands of wave conditions, was not computationally feasible and was not necessary for characterizing the project site’s wave climate. The results of the extremal wave modeling are presented within alternatives analysis section (Section 5.2) in Figure 5.4 through Figure 5.7 for return periods of 1-, 5-, 25-, and 100-year, respectively.

2.4 Habitat Survey

A habitat survey of the project site and vicinity was conducted between June 24 – 25 and July 17 – 25, 2024 by Triton Environmental. The habitat survey boundaries are shown in Figure 2.6 which includes data from National Wetland Inventory (NWI). The overall habitat survey results are shown in Figure 2.7. A total of 87 transects and 3,420 sample stations were taken. The results found a total of 9.12 acres of live oyster reef. No seagrass was encountered. The sensitive habitat found is shown in Figure 2.8. The survey identify a live oyster bed near the southern end of the proposed breakwater. The breakwater alignment will include the appropriate buffer to avoid any impacts to this oyster bed.

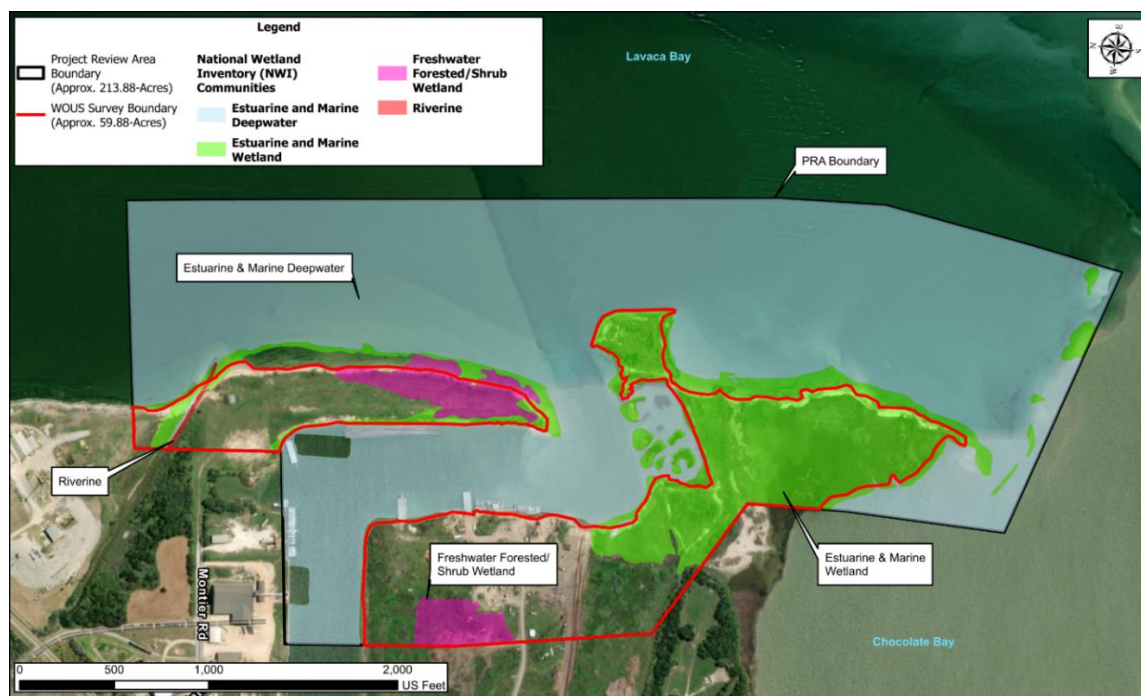


Figure 2.6: Habitat survey boundary and National Wetland Inventory (NWI) data.

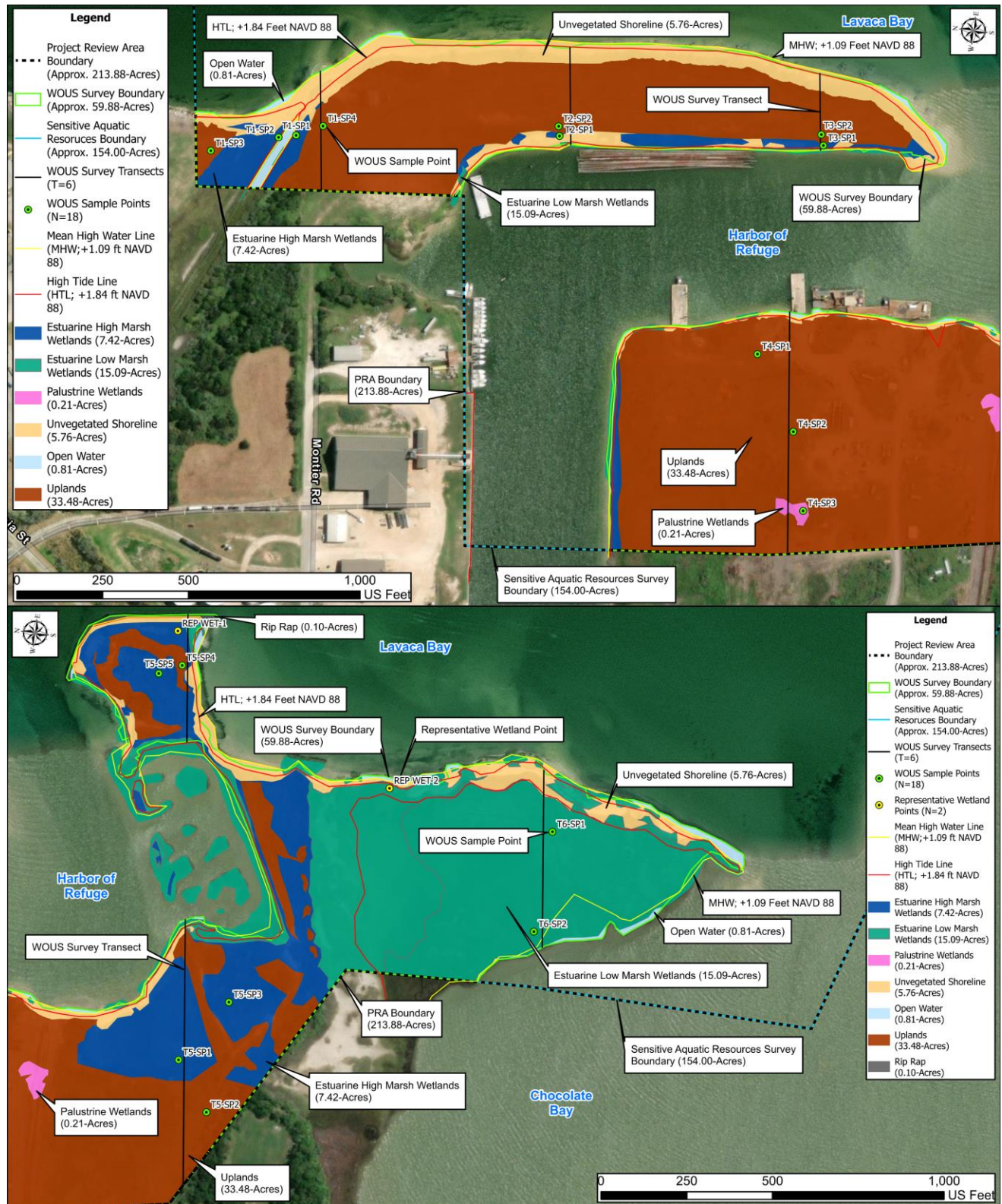


Figure 2.7: Overall habitat survey results.

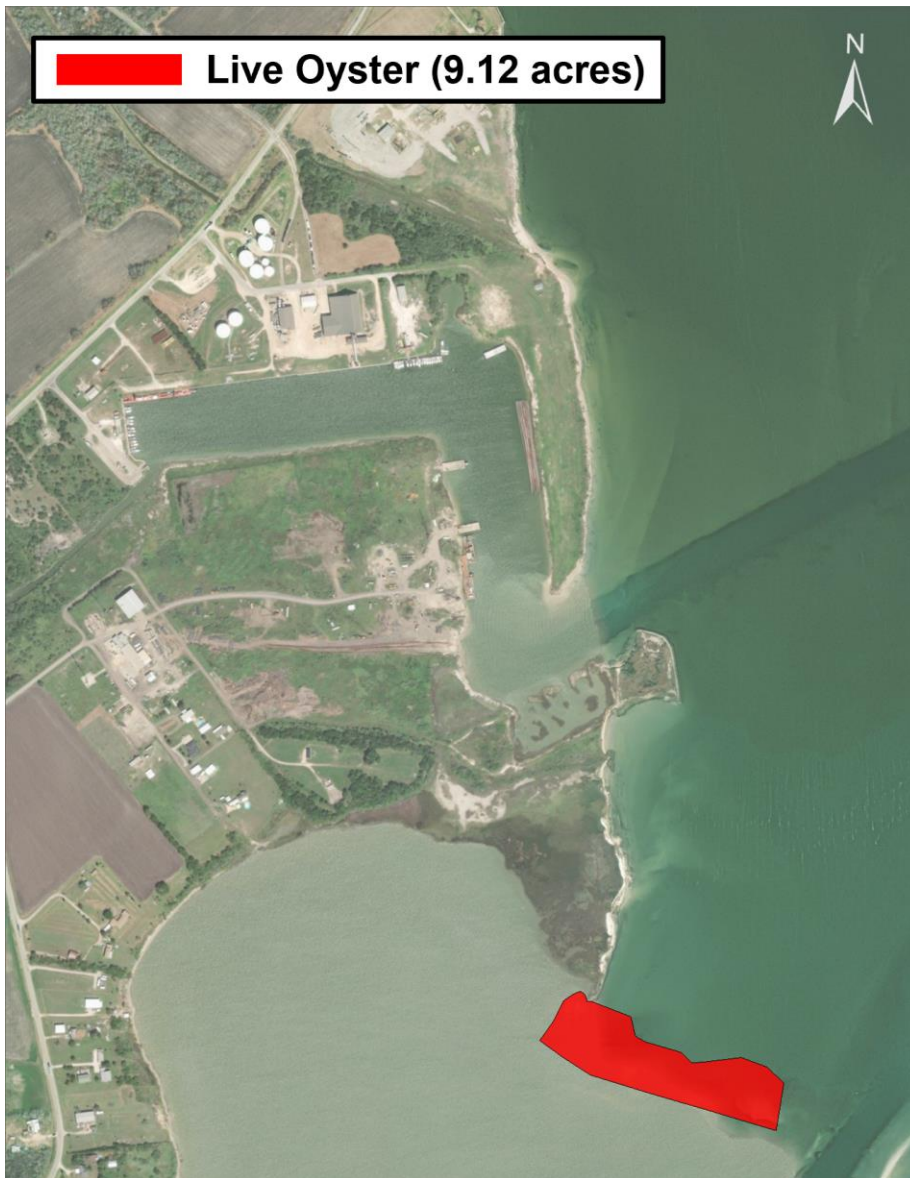


Figure 2.8: Sensitive oyster bed habitat survey results.

2.5 Bathymetric Data

Bathymetric and topographic conditions were compiled using recent field data acquired by T. Baker Smith (TBS) during July 2022, as well as the Continuously Updated Digital Elevation Model (CuDEM), a product produced and regularly updated by NOAA. The 2024 TBS survey data includes bathymetric transects spaced at approximate 50 – 100 ft intervals along the project shoreline and is shown in Figure 2.9: T. Baker Smith survey data collected July 2022.

. The CuDEM has continuous coverage at a resolution of 3 m (~10 ft). The CuDEM bathymetry surface was used to extend coverage across Lavaca Bay and Matagorda Bay as shown in Figure 2.10. The CuDEM and newly collected survey data were merged to provide an accurate and continuous bathymetric surface for the project vicinity. The complete bathymetric surface was used in the numerical modeling of wind-waves.

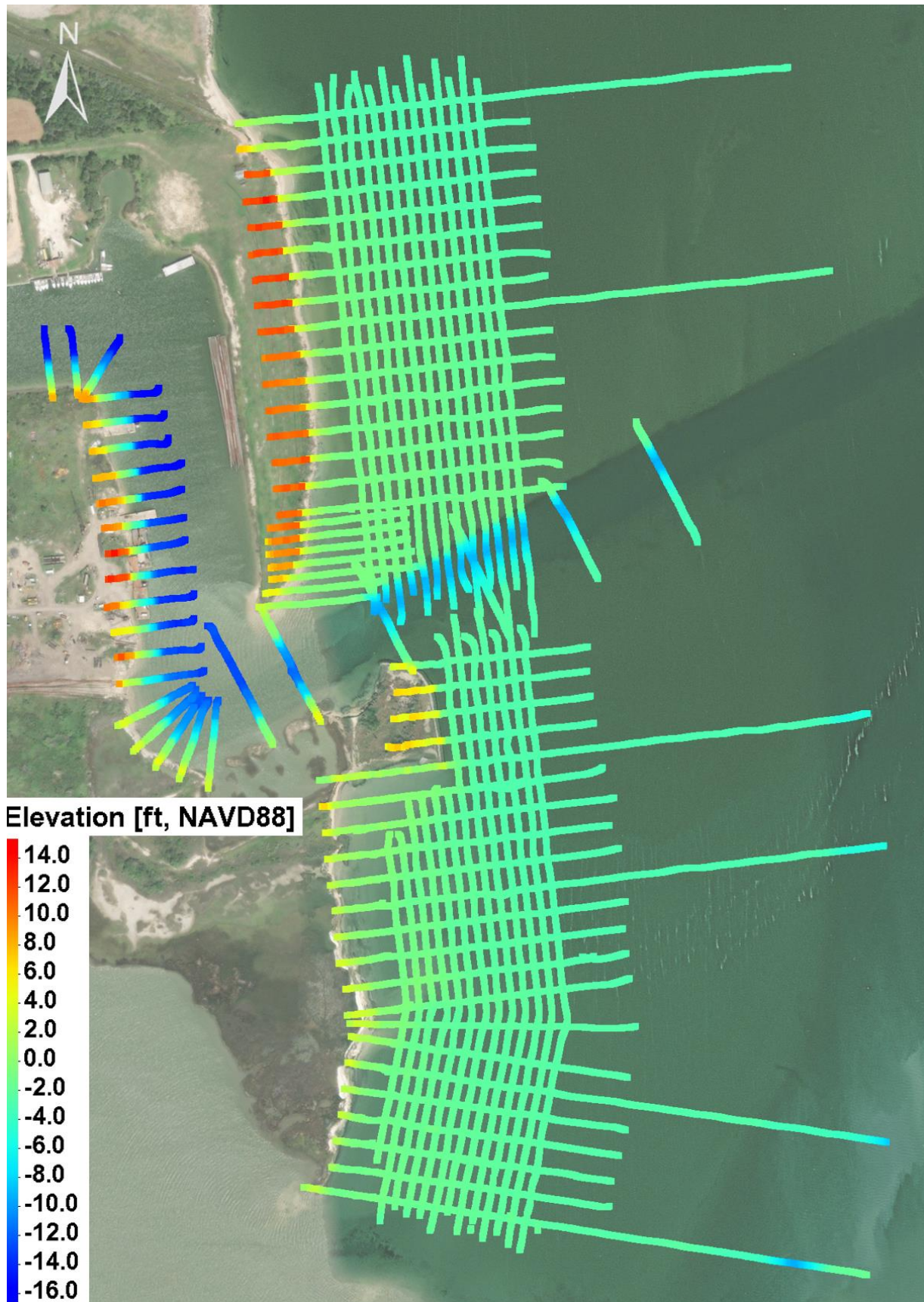


Figure 2.9: T. Baker Smith survey data collected July 2022.

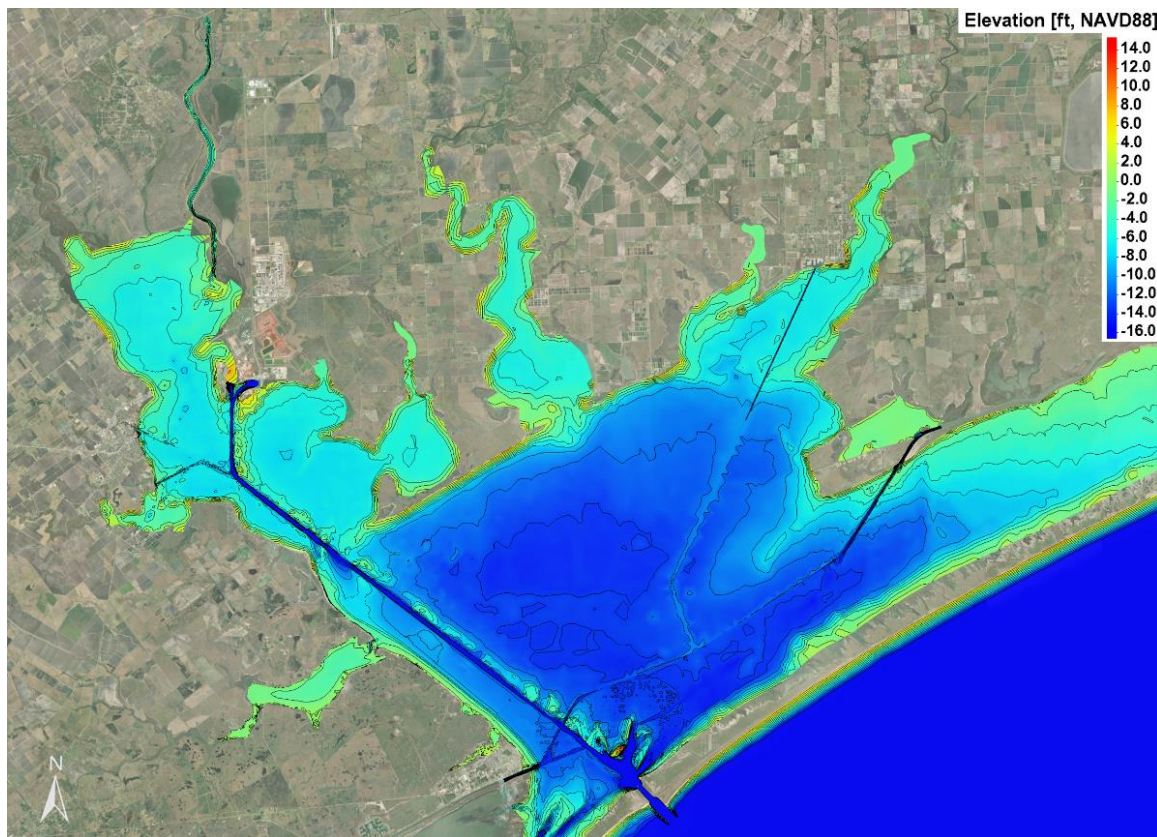


Figure 2.10: NOAA NCEI CuDEM bathymetry surface of Matagorda Bay.

3 Numerical Modeling

Numerical models were utilized to enhance the understanding of the coastal processes at the project site. Two nested SWAN models were constructed. The first, a lower resolution model, was designed to analyze the wave climate, calculate long-term alongshore sediment transport potential, and evaluate benefits of the alternatives to coastal ecosystems. The second, a high-resolution wave model, was set up to resolve the alternative coastal protection structures in detail and evaluate their performance in terms of wave attenuation. An XBeach model, which simulates the coastal morphodynamics of storm impacts, was created to analyze the performance of the alternatives in terms of storm-driven erosion protection. The overall goal of the numerical modeling was to evaluate the performance of the alternatives and establish a preferred alternative.

3.1 Wind-Wave Modeling

The primary consideration for structural design against coastal processes is the impact from tropical cyclones and the resulting wave attack. SWAN is a third-generation wave model utilized for obtaining realistic estimates of wave parameters in coastal areas due to wind-wave generation, propagation, and transformation. The model is based on the wave action balance equation with sources and sinks.

3.1.1 Long-term Wave Model Setup

A nesting approach was used to determine the wave climate of wind waves generated within Matagorda and Lavaca Bay and propagated to the project site. Waves were computed on a coarse grid ($dx = 800$ ft) for a larger region in Matagorda and Lavaca Bay (outer grid) and then computed on a finer grid ($dx = 164$ ft) for a smaller region comprising Chocolate Bay and parts of Lavaca Bay (inner grid) and then at an even finer resolution ($dx = 50$ ft) at the project site (inner grid L2) – see Figure 3.1 for the layout of the nested grid.

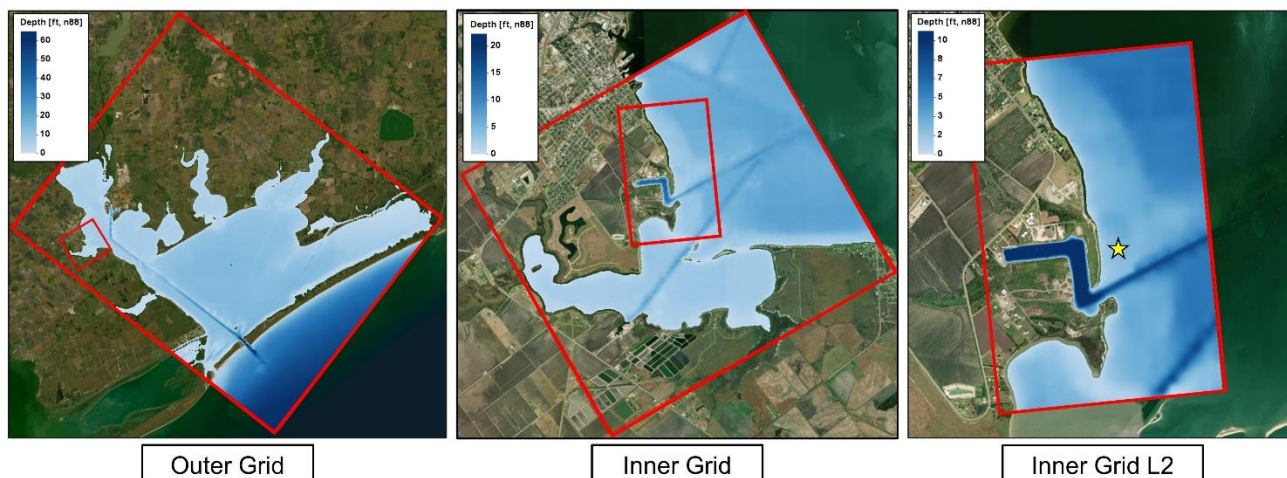


Figure 3.1: Long-term wave model grids. The red boxes indicate model domain boundaries. The yellow star indicates the output location for the wave climate analysis.

The long-term model was forced with hourly observed water levels and winds at the Port Lavaca NOAA gauge as shown in Figure 2.4. The SWAN model was run in non-stationary mode with a 1-hour timestep. The bathymetry was constructed by blending the TBS survey of the project site with NOAA's CuDEM project for the larger region.

3.1.2 Detailed Wave Model

To simulate detailed wave transformation processes at the project site, including the influence of the alternative coastal protection structures, a higher-resolution (compared to the long-term model setup in Section 3.1.1) wave model was created. SWAN was used for simulating the wave fields and a nested grid approach was again employed. Figure 3.2 shows the layout of the nested grids. The outer grid has a resolution of 330 ft, the inner grid has a resolution of 50 ft, and the level 2 inner grid has a resolution of 6 ft.

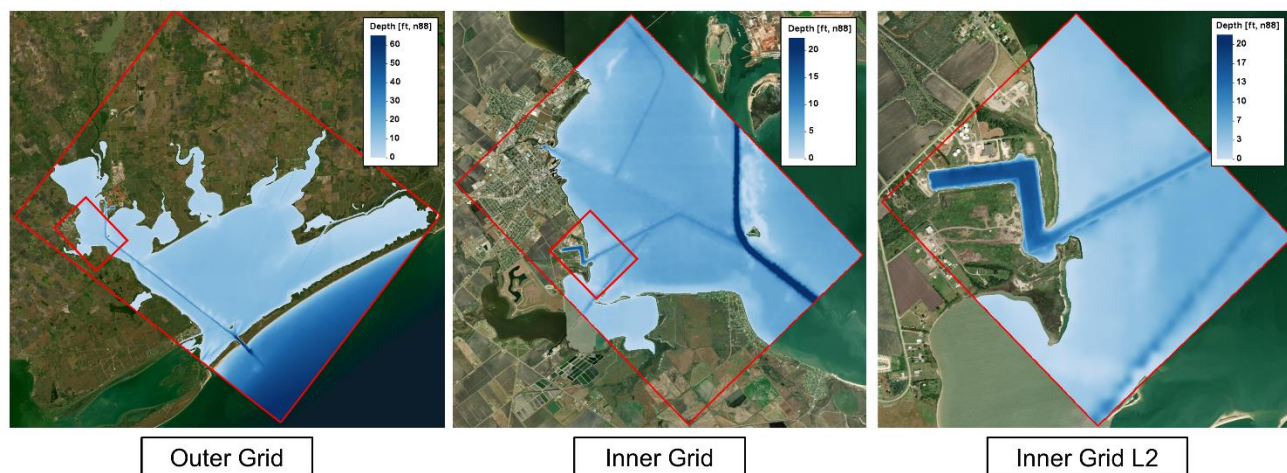


Figure 3.2: Detailed wave model grids. The red boxes indicate model domain boundaries.

3.1.3 Model Results

The wave modeling results were used in a number of applications. Besides the project site's wave climate (see Section 2.2.3) and extremal analysis (see Section 2.3.2), the detailed wave model was used to model alongshore transport potential (see Section 3.2), evaluate the performance of the alternatives in terms of wave energy attenuation (see Section 5.2), provide boundary conditions for the XBeach model (see Section 5.3),

provide data for analyzing habitat suitability for marsh grass growth (see Section 5.4) and determine the stable stone size and cross-sectional geometry (see Section 4.1).

The layout of the alternatives and other relevant features of the wave modeling analysis are depicted in Figure 3.3. The colored arcs (labelled South, Inner, and North) indicate where wave heights are extracted when comparing the existing conditions to the wave conditions for each alternative. The dashed pink line is the one-dimensional XBeach model's domain where wave conditions are extracted at its seaward end and imposed as boundary conditions. Figure 3.3 should be used as a reference for interpreting the analysis of the wave modeling results.



Figure 3.3: Detailed wave model features and alternative alignments. The black lines indicate the alignment for Alternatives 1, 3A, and 3B and the gray line represents Alternative 2 (see Section 5 for the alternative analysis.) The dashed pink line is the XBeach model domain (see Section 3.3 for the XBeach modeling). The remaining lines represent analysis arcs for the alternatives analysis.

3.2 Longshore Transport

The longshore sediment transport (LST) patterns at the project site were calculated using the CERC equation (USACE, 2002). Longshore sediment transport defines the rate at which sediment, i.e., sand and fines, is moved parallel to the shoreline. Changes in the rate along the shoreline lead to either shoreline erosion or accretion for increases and decreases in sediment transport, respectively. This is due to the conservation of sediment mass as either more or less sediment is transported out of a shoreline reach which is then either eroded from or deposited within the reach causing erosion or accretion, respectively.

Calculation of actual LST rates necessarily involve extensive field data collection and numerical model calibration, which is expensive and outside the scope of this project. However, calculating the potential for alongshore transport, which elides much of the complex sedimentological processes and is based instead on well understood hydrodynamic principles, is feasible and yields useful quantitative results. Therefore, in this analysis, alongshore sediment transport potential is estimated with the long-term wave model, and interpretation of the results provides a general picture of sediment flow along the project shoreline.

The CERC calculations depend on the wave height at breaking, local water depth, and breaking wave angle which were extracted along the project shoreline from the long-term wave model for the 8 years of the simulated wave hindcast. These values were used in the CERC calculations where northward transport was defined as positive by convention. The results of the calculations can be seen in Figure 3.4.

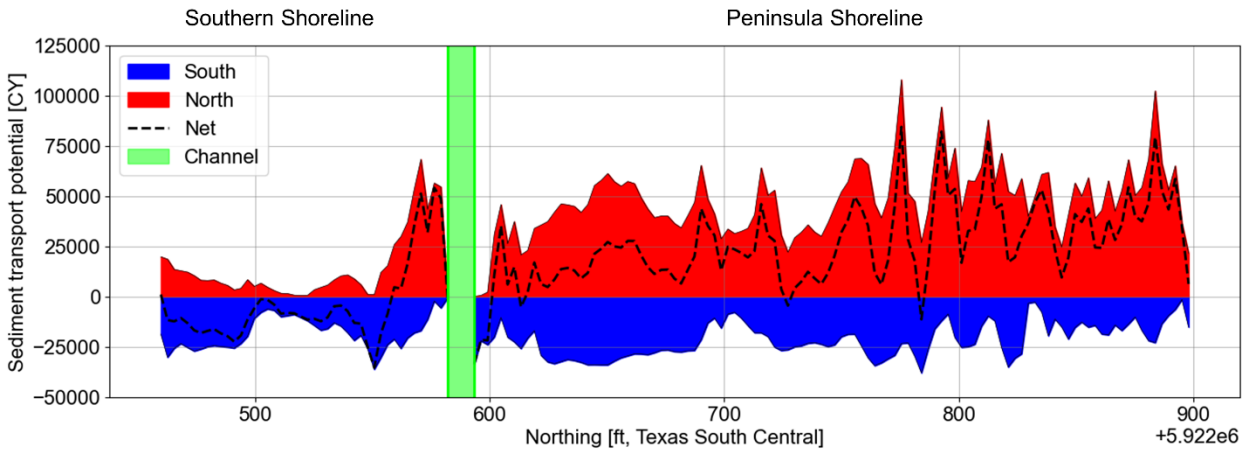


Figure 3.4: Integrated sediment transport potential from 2016 to 2024. The blue shaded area indicates transport to the south (left on the figure) and the red indicates northward transport (to the right). The black dashed line is the net transport potential. The channel shown is the one that enters the harbor (see Figure 4.1 for reach orientation at the project site).

The LST results show gross transport to both the north and south. The net transport is mostly to the north, suggesting that this is the direction of alongshore drift. However, north of the channel (indicated by the green band), the net transport is directed to the south. Additionally, the fact that there exists a degree of LST to the south, north of the channel, suggest that a jetty or other shore-normal structure is required to mitigate sedimentation in the channel.

3.3 XBeach Model

XBeach is a storm impact model which simulates wave- and current-driven sediment transport and the resulting morphological change. XBeach is used to simulate storm impacts in non-hydrostatic mode. Non-hydrostatic mode simulates individual waves, requiring very fine resolution in both space and time, which were approximately 9 inches and 0.003 seconds, respectively. A storm impact to a 1D cross-shore profile was simulated (see Figure 3.3 for the location) instead of simulating storm impacts to the entire project site as this would have been computationally unfeasible.

The cross-shore profile was selected along the northern reach (see Figure 3.3) where a steep bluff is critically eroding and vulnerable to storm impacts. The cross-section was interpolated from the bathymetric surface and can be seen in Figure 3.5. The offshore boundary is set to the location of the alternatives' alignment (see Section 4.2 and Figure 3.3). The nearshore profile is shallow with a mild slope and transitions into a shear bluff after approximately 50 ft of beach.

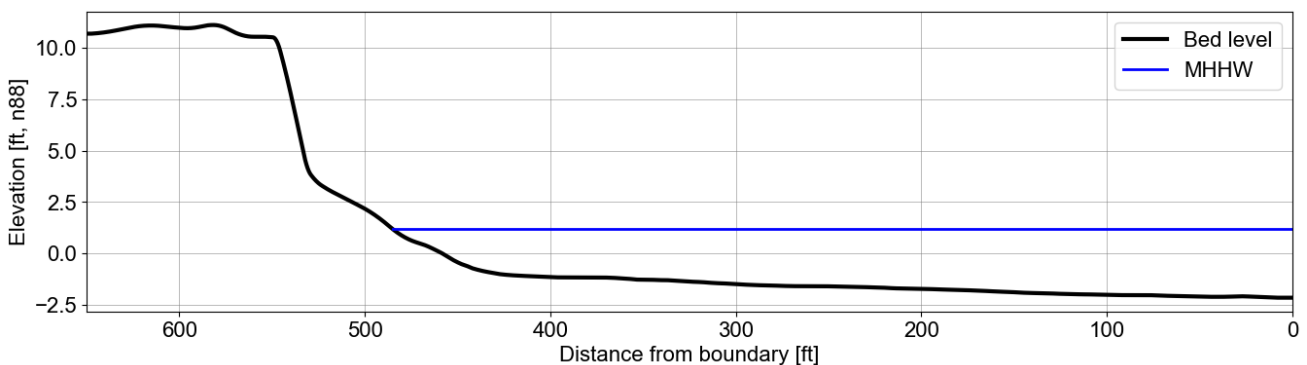


Figure 3.5: Bathymetric input for the 1D XBeach model. MHHW = mean high high-water.

Specification of the forcing conditions was synthesized from the extremal analysis (see Section 2.3) and an assumed hydrograph shape based on observed TC events in Lavaca Bay. The 25-year water level and

significant wave height were used as the peak value of a Gaussian curve and the peak period was held constant at the 25-year extremal value. The storm duration was set to 24 hours and the shape of the Gaussian was determined by approximating observed TC hydrographs where the peak water level exceeded 3.28 ft NAVD88 at the Port Lavaca NOAA gauge (see Figure 3.6).

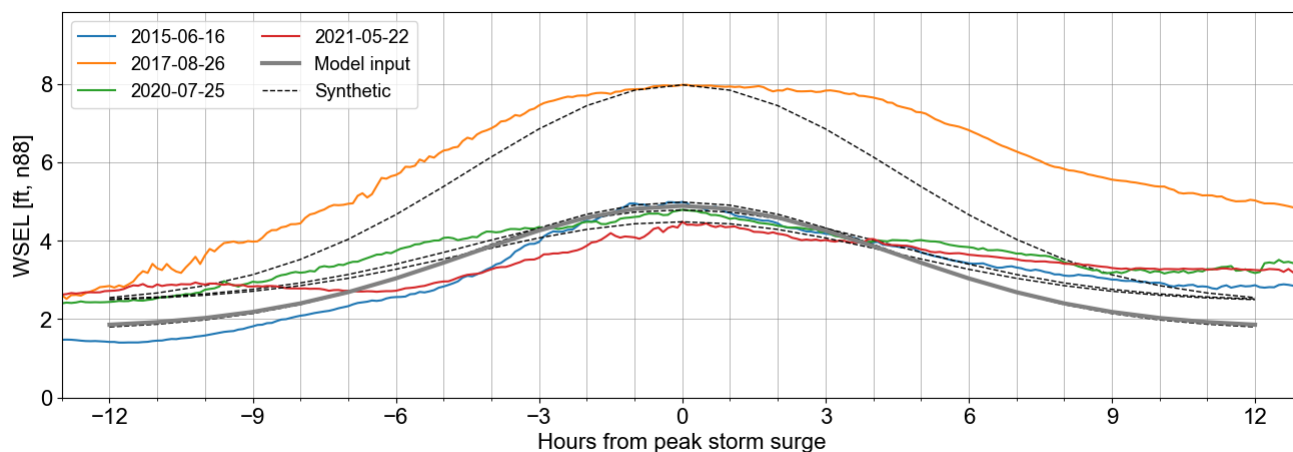


Figure 3.6: Model input, example synthetic, and observed storm hydrographs.

4 Alternatives Development

4.1 Common Design Elements

4.1.1 Rock Size

The stable rock size was selected to maintain stability of the structure during the 25-year design event and maximize constructability at the selected 3H:1V (seaward) and 1.5H:1V (landward) slopes. The stable rock size was selected in accordance with The Rock Manual (CIRIA, 2007) analytical stone sizing formulae. The stable median armor stone size was calculated to be 1.25 feet with a median weight of 350 lbs (calculated using the Van der Meer Shallow water stone sizing formula as presented in CIRIA, 2007). During final design, the stone size can be tuned to match the design requirements for stable stone size with commercially available stone gradations in the region.

4.1.2 Crest Elevation

The crest elevation of the structure controls the level of protection provided during daily conditions and storm events. Emergent breakwaters can provide low-energy environments in the lee of the structures, which protects landward facilities and shorelines from direct wave impact as well as encourages the survivability and future growth of seagrass and wetlands. Larger storm events typically have higher water levels that can submerge the breakwater and allow wave energy to impact areas landward of the breakwater. Therefore, structures with a higher crest elevation will help to reduce wave energy during both daily and storm conditions. However, the structure cost increases exponentially with increasing height. The crest elevation was designed to prioritize protection of the project area during daily conditions, while remaining structural stability during the design storm event.

The crest elevation for the breakwaters along the harbor peninsula and southern shoreline were evaluated at +5 feet NAVD88. Crest height may be evaluated further during preliminary design as it is a trade off between cost and performance. At this stage, we assumed a moderate crest elevation as a balance between the two. At a later stage of design, reducing the crest height may prove to be advantageous in a cost-benefit analysis, if the relevant reach of protected shoreline is assessed to be more resilient. For instance, the milder slope of the

southern shoreline's beach and nearshore is typically understood to be less susceptible to scarping as the peninsula shoreline.

4.1.3 Slope

Side slopes for the rubble mound breakwater were selected to minimize the potential for scour, meet the necessary design life, and allow for a constructible rock size to be used. An appropriate structure slope was determined based on design wave heights and water levels at the project site. Generally, steeper slopes need larger rocks compared to shallower slopes to be stable for the same wave condition.

An appropriate slope of the breakwater face was selected to meet the 25-year design event and allow for a constructible rock size to be used in construction of the breakwater. The final seaward slope of the proposed structure is 3H:1V to keep the stone size in a reasonable range, and the landward slope is 1.5H:1V to reduce required volume of the structure.

4.2 Alternatives

All alternatives consist of approximately 300 linear feet of reef breakwater along the inner harbor shoreline, 1,300 linear feet of ACBM, and 1,900 linear feet of vegetated slope (Figure 4.1). Breakwater configurations along the harbor peninsula and southern shoreline are different between the alternatives.

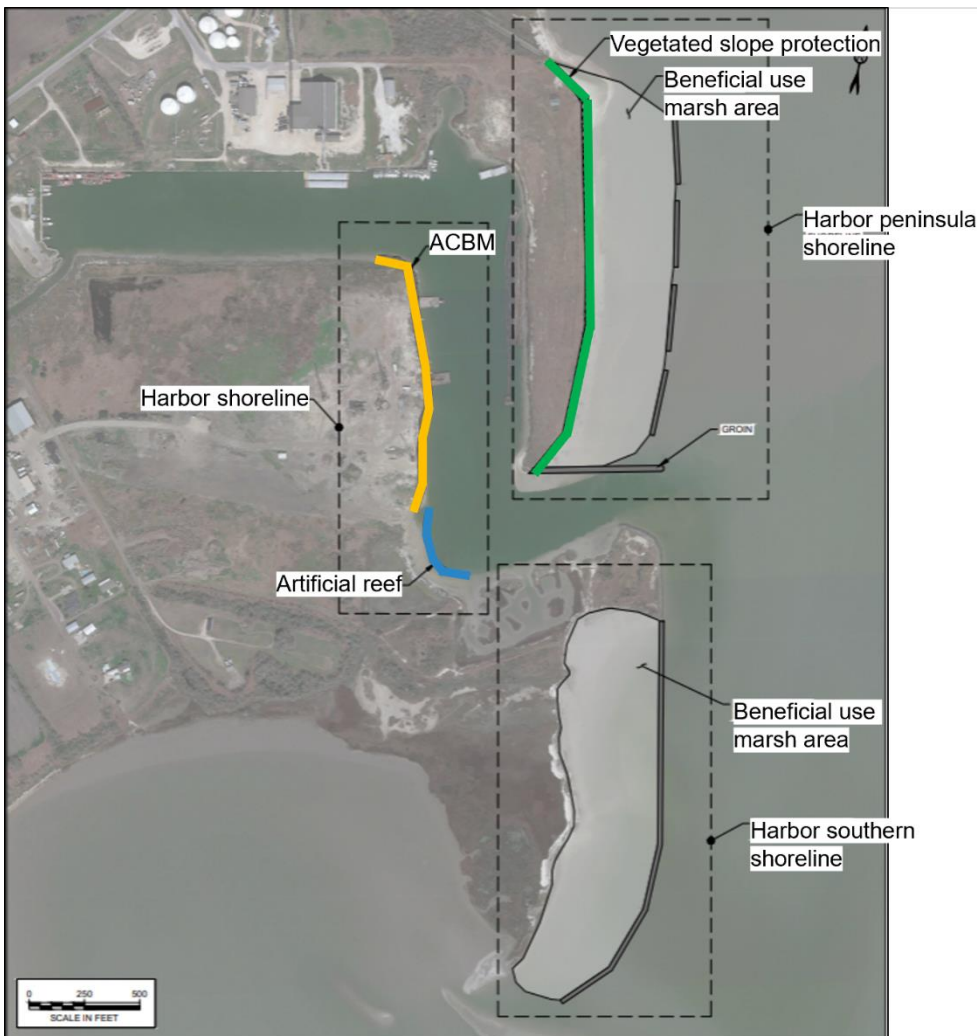


Figure 4.1: Concept design developed at project conception. Inner harbor shoreline reef breakwater (blue), ACBM (orange), and vegetated slope (green) for all alternatives.

4.2.1 Alternative 1

Alternative 1 breakwater configuration (Figure 4.2) along the harbor peninsula and southern shoreline consists of 6 segmented rubble mound breakwaters for a total length of approximately 3,645 linear feet.



Figure 4.2: Alternative 1 breakwater configuration. Rubble mound breakwater is shown as the magenta line.

4.2.2 Alternative 2

Alternative 2 breakwater configuration (Figure 4.3) along the harbor peninsula and southern shoreline consists of 6 shingled segmented rubble mound breakwaters for a total length of approximately 3,977 linear feet. The shingled configuration serves as gap protection and can be refined in 30% design as needed. The shingle orientation is to protect against the largest waves which come from the SE direction.



Figure 4.3: Alternative 2 breakwater configuration. Rubble mound breakwater is shown as the magenta line.

4.2.3 Alternative 3

4.2.3.1 Concept A

Alternative 3A breakwater configuration (Figure 4.4) consists of 4 segmented rubble mound breakwaters in the north (approximately 2,045 linear feet) and 2 segmented artificial reef unit breakwaters in the south (approximately 1,600 linear feet). The artificial reef is assuming 3 rows of 6.5' tall Wave Attenuation Devices (WAD) for construction.



Figure 4.4: Alternative 3A breakwater configuration. Rubble mound breakwater is shown as the magenta line and artificial reef unit breakwater is shown as the blue line.

4.2.3.2 Concept B

Alternative 3B breakwater configuration (Figure 4.5) consists of 4 segmented rubble mound breakwaters in the north, 1 rubble mound breakwater in the south, and 1 reef unit breakwater in the south. The rubble mound breakwater length is approximately 2,795 linear feet and the artificial reef unit breakwater length is approximately 850 linear feet.



Figure 4.5: Alternative 3B breakwater configuration. Rubble mound breakwater is shown as the magenta line and artificial reef unit breakwater is shown as the blue line.

5 Alternatives Analysis

5.1 Performance Criteria

The project should meet a set of performance criteria developed during conceptual design. Based on internal discussions of the project goals and objectives, the project performance criteria were determined to be:

1. Attenuate waves for the design storm event.
2. Protect against storm-driven erosion.
3. Transmitted wave height is within tolerable limits for marsh vegetation colonization.

5.2 Wave Attenuation

The wave modeling approach developed in Section 3.1 was applied to each of the alternatives to quantify their wave energy attenuation performance during extreme events. Waves were simulated for each set of return period conditions (water level and wind speed) from four wind directions and the maximum wave parameters along each alternative's alignment (see Section 4.2) was extracted. These wave conditions, along with design parameters for the alternatives, were used to estimate the wave attenuation afforded by the alternative coastal protection structure per return period condition.

The alternative coastal protection structures were then built into the SWAN model as obstructions with prescribed wave attenuation coefficients (k_t). Wave attenuation is the ratio of the transmitted wave height to the incident wave height, $k_t = H_t/H_i$, where H_t is the transmitted wave height and H_i is the incident wave height. The method of Buccino and Calabrese (2007) was used to calculate k_t for the rubble mound structures and Mott MacDonald (2019) was used to calculate k_t for the artificial reef units. With the alternatives in place, the return period conditions were again simulated at the four wind directions.

Figure 2.1 shows Alternative 1 during 1-year conditions from the east-southeast (105°). The lack of gap protection is obvious in the wave field leeward of the breakwater, where significant wave energy is allowed to propagate towards the shoreline. Figure 5.2 shows Alternative 2 with the same forcing conditions. In contrast to Alternative 1, the gap protection in Alternative 2 is effective in attenuating waves from this direction. This can clearly be seen in the difference plot in Figure 5.2.

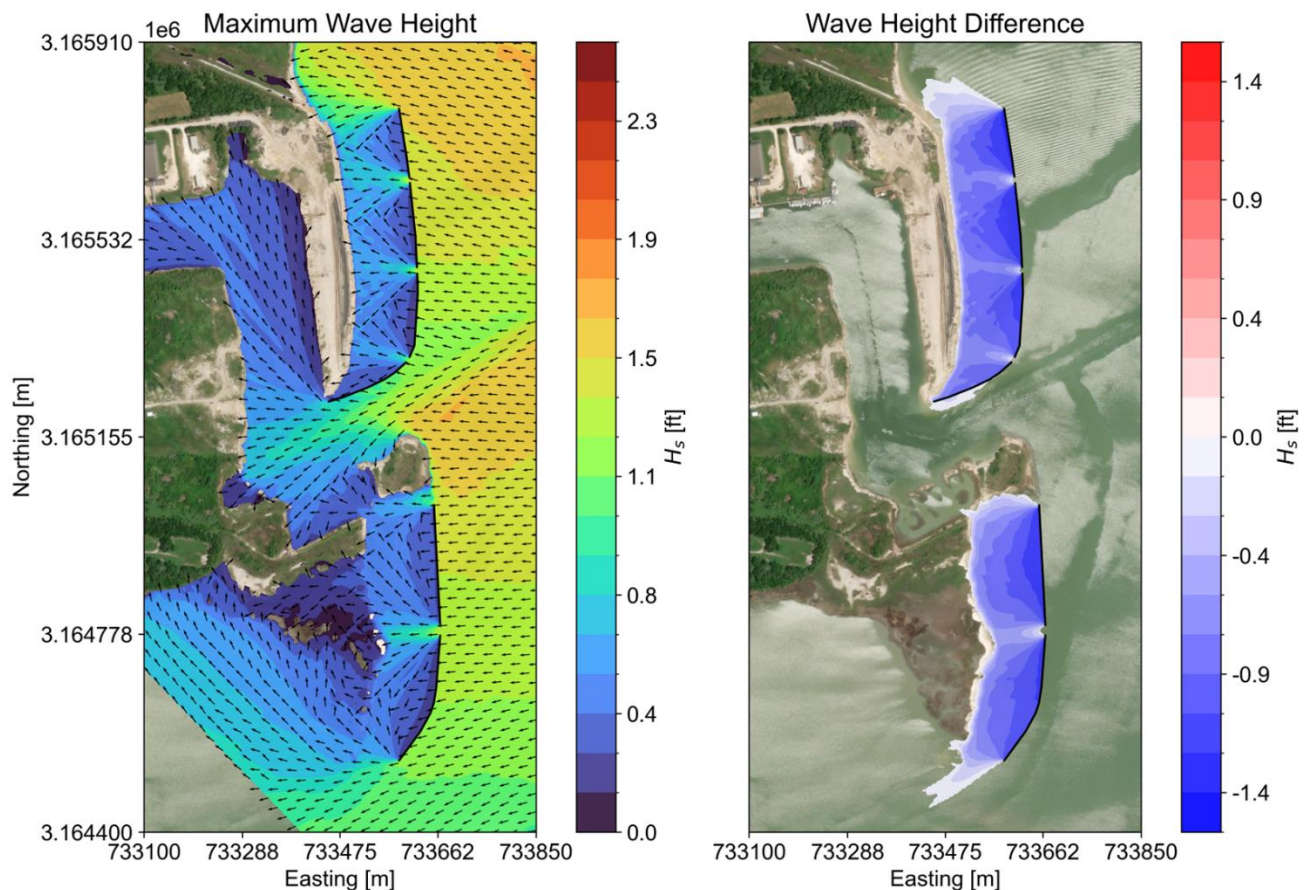


Figure 5.1: Simulated wave height and difference with existing conditions for Alternative 1 with the 1-year return period conditions from the east-southeast (105°).

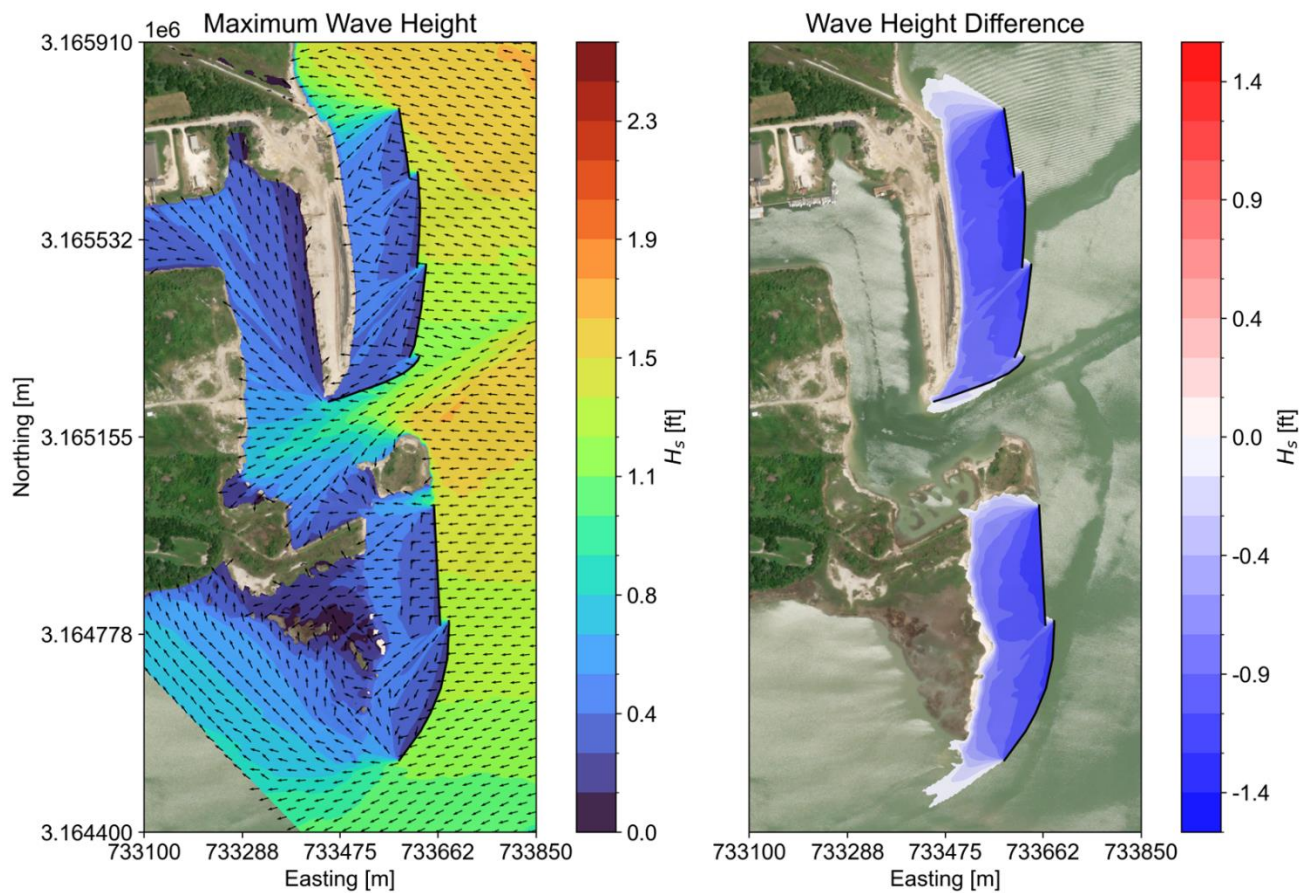


Figure 5.2: Simulated wave height and difference with existing conditions for Alternative 2 with the 1-year return period conditions from the east-southeast (105°).

Figure 5.3 shows Alternative 2 with 1-year forcing conditions out of the north-northeast (10°). Waves from this direction can freely propagate behind the structure. The gap protection requires adjustment in order to address this wave condition. Further refinement, which is designed to shelter the project shoreline from northern and northeastern waves, is planned in the next phase of design (see Section 5.6 for recommended refinements). For completeness, the maximum transmitted wave height and difference from existing conditions for all the simulation results for the all the return period conditions can be found in Appendix A.1.

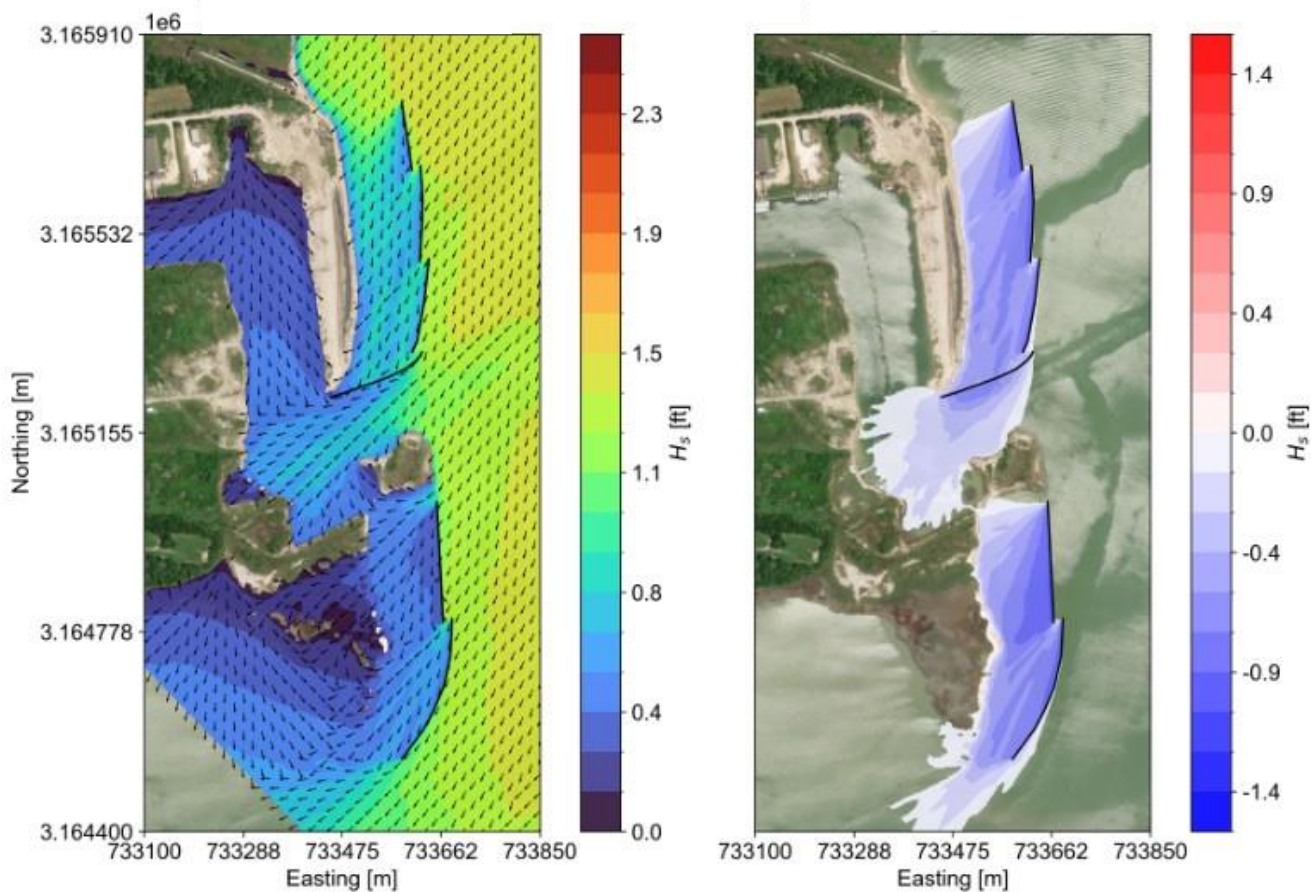


Figure 5.3: Simulated wave height and difference with existing conditions for Alternative 2 with the 1-year return period conditions from the north-northeast (10°).

There is significant spatial variability along the project shoreline in terms of wave height for each alternative. In order to visualize this variability, wave height was extracted along three reaches (see Figure 3.3 for the reach extents). The range of wave heights due to differences in wave direction and alternative alignment layout are plotted as a band of possible wave heights. See Figure 5.4 through Figure 5.7 for the alternatives' wave attenuation performance for the 1- (annual cold front), 5- (large cold front), 25- and 100-year return period conditions, respectively. Table 5.1 shows the wave height reduction for each alternative under the 25-year

design case (results in this table are associated with Figure 5.6, remaining tabulated results can be found in Table A.1).

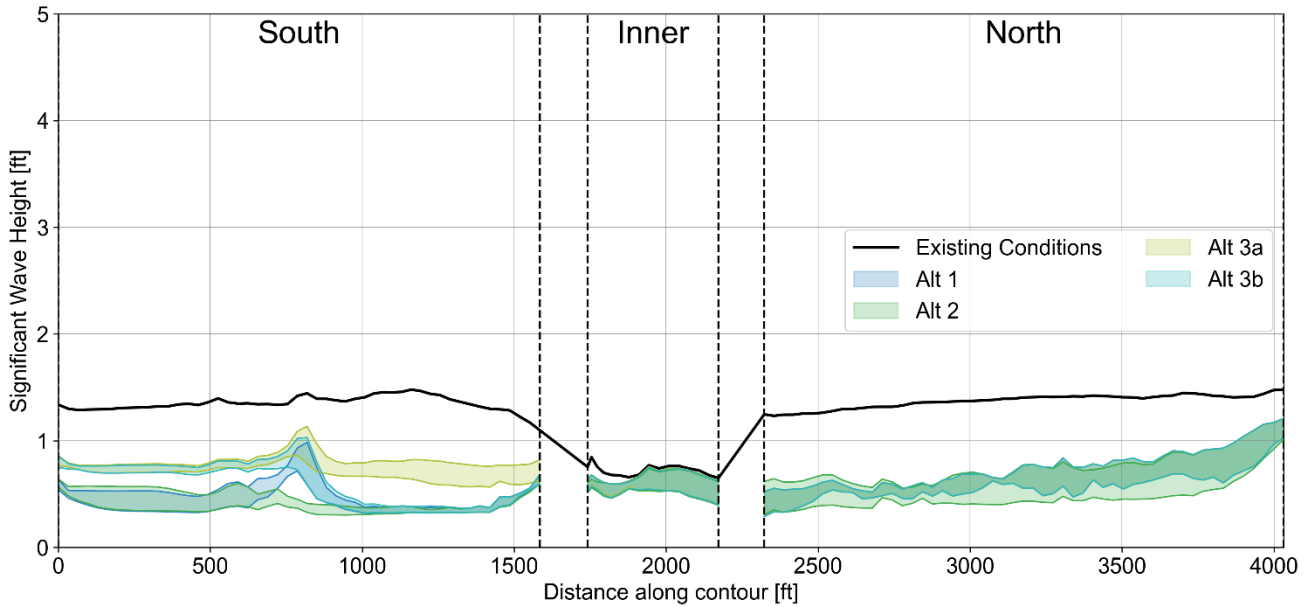


Figure 5.4: Wave height distribution along shoreline reaches for 1-year return period conditions. The maximum wave height for existing conditions is shown as a black line.

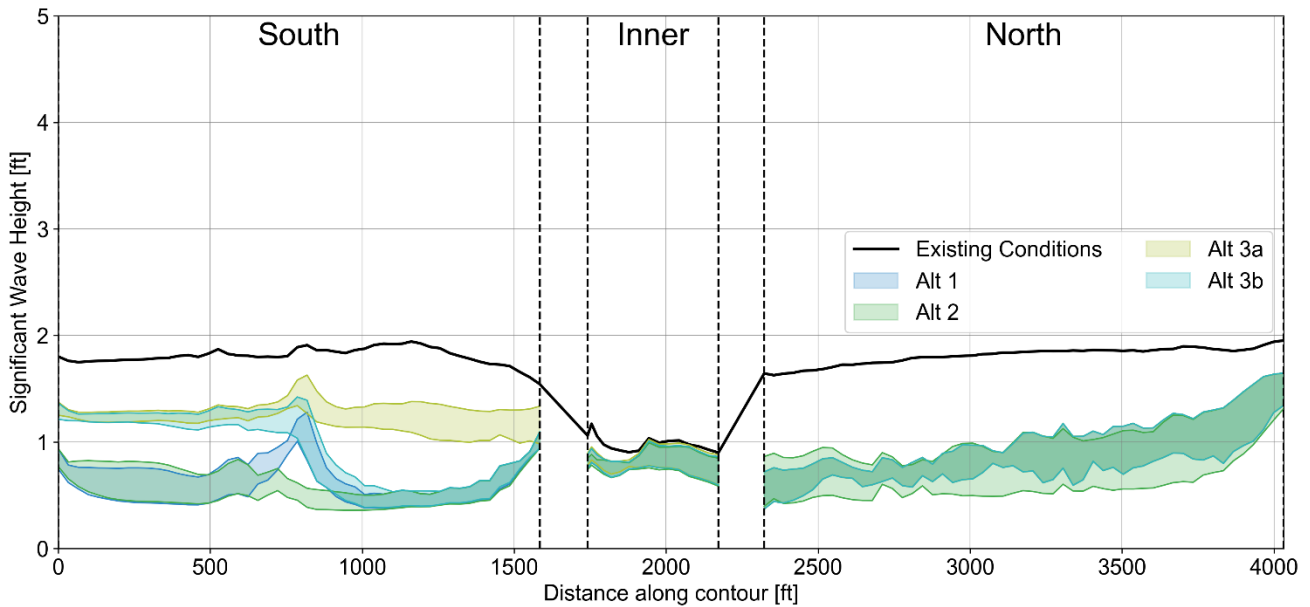


Figure 5.5: Wave height distribution along shoreline reaches for 5-year return period conditions. The maximum wave height for existing conditions is shown as a black line.

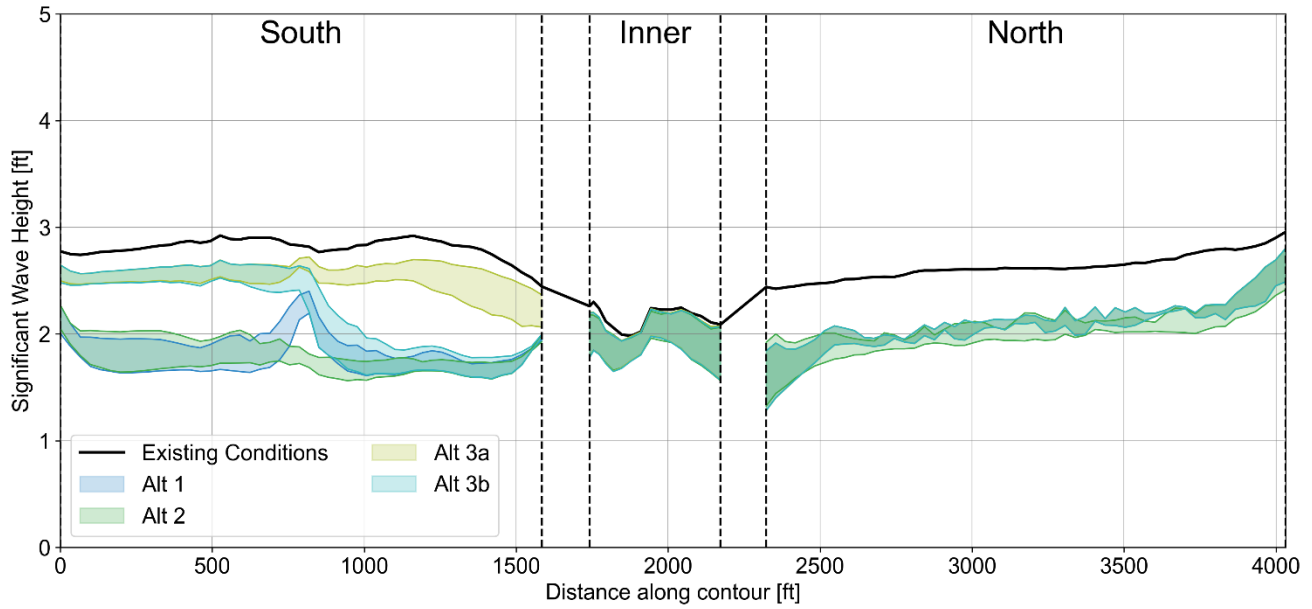


Figure 5.6: Wave height distribution along shoreline reaches for 25-year return period conditions. The maximum wave height for existing conditions is shown as a black line.

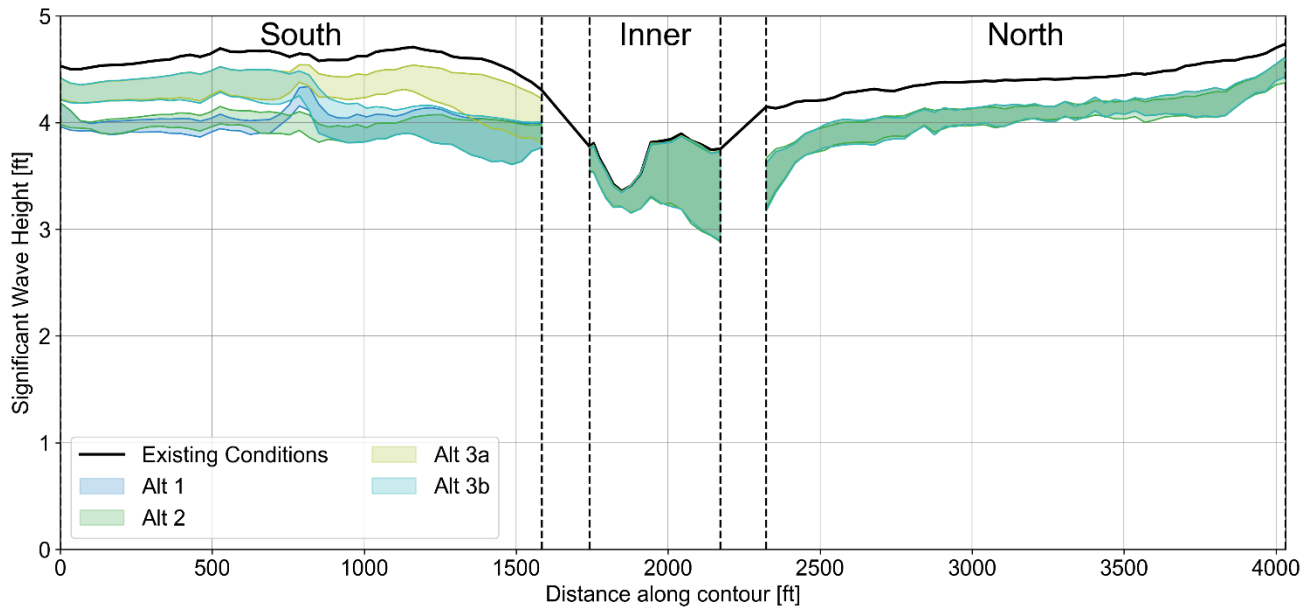


Figure 5.7: Wave height distribution along shoreline reaches for 100-year return period conditions. The maximum wave height for existing conditions is shown as a black line.

Table 5.1: Alternative wave height reduction from Existing Conditions for 25-year design case.

Alternative	Reach	Absolute Hs diff [ft]	% Difference
Alternative 1	South	-0.88	-31.1
Alternative 2	South	-0.92	-32.8
Alternative 3A	South	-0.19	-6.7
Alternative 3B	South	-0.52	-18.4
Alternative 1	Inner	-0.05	-2.1
Alternative 2	Inner	-0.05	-2.4
Alternative 3A	Inner	-0.04	-1.8
Alternative 3B	Inner	-0.05	-2.1
Alternative 1	North	-0.88	-18.1
Alternative 2	North	-0.92	-18.7
Alternative 3A	North	-0.19	-18.1
Alternative 3B	North	-0.52	-18.1

There is a reduction in wave height across all the return period conditions for all the alternatives, indicating that each alternative would offer some level of protection. In general, the protection afforded by the alternatives decreases with increasing return period as increased water levels relative to the structure's crest elevation reduce wave attenuation.

Alternative 1 and Alternative 2 show similar performance, but Alternative 2 has a lower lower-bound within the wave height band due the gap protection. However, the upper-bound between the two alternatives is similar. This difference in protection appears marginal for the extremal return period conditions but may result in larger net benefits to shoreline protection through time.

The major difference in wave attenuation performance can be seen on the southern reach with Alternative 3A and 3B. Alternative 3A uses artificial reef units (ARU) for the entire southern reach and Alternative 3B uses them for the southern segment (see Section 4.2.3). Artificial reef units which offer increased habitat and aesthetics at the cost of reduced wave reduction performance for most cases. For the lower return periods ($Tr = 1$ to 5 years), the ARU performs only slightly worse than the rubble mounds, but the difference in performance decreases for larger return periods (Table A.1).

5.3 Erosion Protection

The XBeach modeling approach developed in Section 3.3 was applied to Alternative 1 and 2 to quantify their performance in terms of storm-driven erosion control. Note that this analysis does not consider the effects of a vegetated shoreline or a marsh creation cell. The maximum and average horizontal, linear bluff retreat within the simulations was calculated above the +4 ft NAVD88 contour. The results are presented in Table 5.2. In terms of bluff retreat, the alternatives both offer a good level of protection, reducing the average retreat by 50% and maximum by 33%. Both Alternative 1 and 2 exhibit the same performance, according to these metrics, within the uncertainty of the model.

Table 5.2: XBeach linear bluff retreat during a 25-year event.

Case	Average linear retreat [ft]	Maximum linear retreat [ft]
Existing Conditions	3.0	4.9
Alternative 1	1.5 (50%)	3.3 (33%)
Alternative 2	1.5 (50%)	3.3 (33%)

The volume of material above MHHW after the simulation was calculated for existing conditions and Alternatives 1 and 2 to determine erosion (ft³/ft) for a 25-year event (Table 5.3). Figure 5.8 plots the cross-shore profile for the initial bed level (black dashed line) prior to the 25-year event and the bed level after the 25-year event for the alternative (blue line) and existing conditions (green line).

Table 5.3: XBeach erosion rates for 25-year event.

Case	Erosion [ft ³ /ft]
Existing Conditions	14.5
Alternative 1	1.0 (-93%)
Alternative 2	1.4 (-91%)

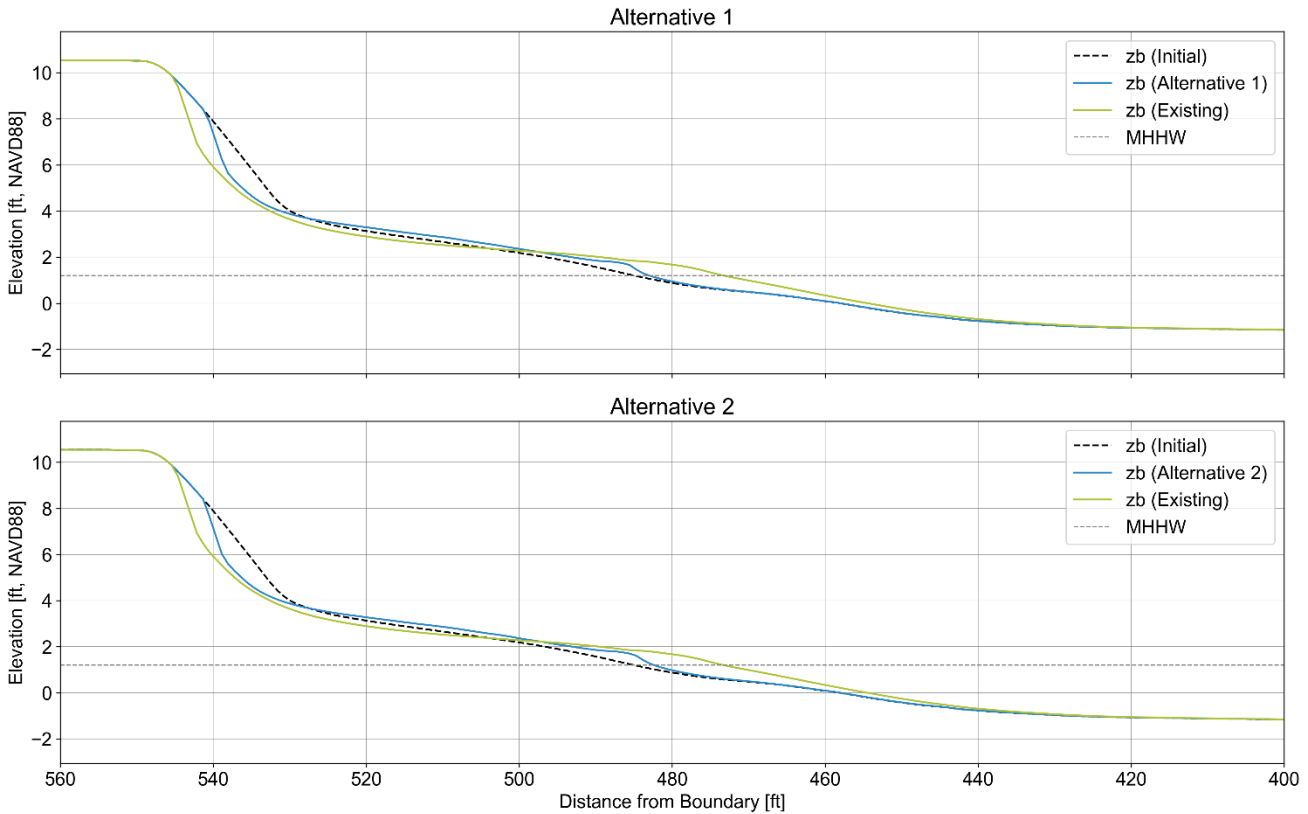


Figure 5.8: XBeach profile model results for Alternatives 1 and 2.

From Table 5.3 and Figure 5.8, both Alternative 1 and 2 perform well in retaining sediment above MHHW during a 25-year event. Both alternatives are able to reduce linear erosion by 50% compared to existing conditions.

5.4 Marsh Creation

The alternative’s performance in terms of marsh creation primarily depends on the coastal protection’s capacity for reducing incident wave heights to be within the threshold for typical inter-tidal vegetation colonization.

Figure 5.9 plots the transmitted wave height for existing conditions (incident waves), rubble mound breakwater, and oyster reef breakwater. The gray polygon represents the Roland and Douglass (2005) tolerance for marsh vegetation. The existing condition is near the upper limits of the tolerance, which indicates the existing marsh is in an intermediate zone, tending towards erosion. Introducing a rubble mound or oyster reef breakwater would result in conditions well below the tolerance limits, which suggests new marsh would be stable under typical wave conditions. Note at the upper end of the exceedance curve (Figure 5.9, 99-100%) are associated with infrequent extremal events. For these events, the marsh is typically resilient since it is likely submerged and not exposed to direct wave attack.

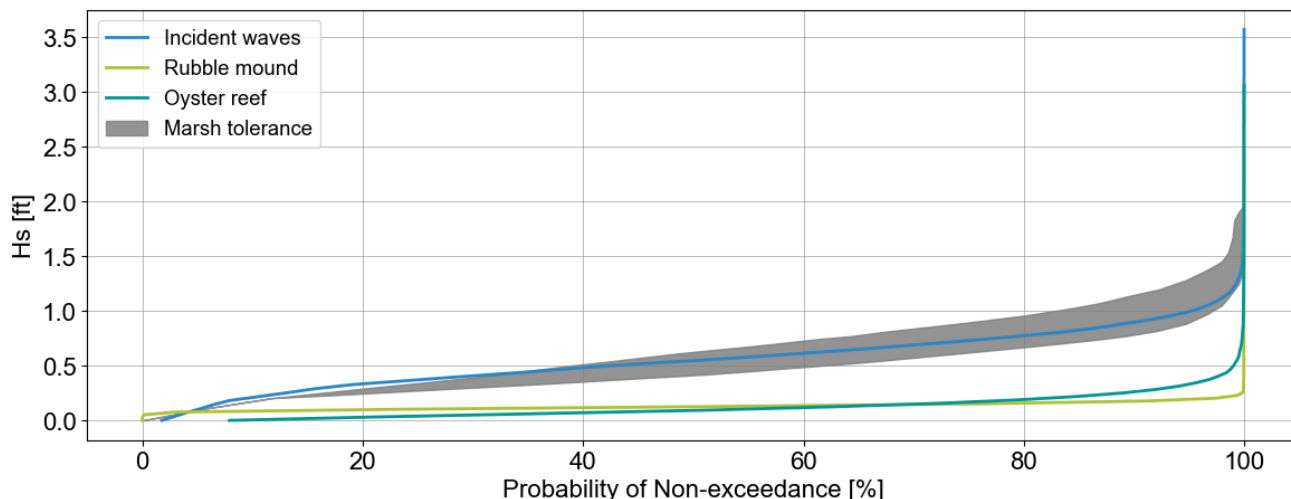


Figure 5.9: Marsh tolerance of wave height with transmitted wave heights from a rubble mound structure and an artificial oyster reef.

5.5 Discussion & Performance Assessment

5.5.1 Cost

Costs for the rock and reef breakwaters, ACBM, and vegetated slope were established through contractor estimates and contractor bids from similar recent projects from 2020 onward. These costs were adjusted for inflation using the U.S. Bureau of Labor Statistics inflation calculator. All costs are in 2024 dollars. Assuming a 2026 construction timeline, the costs can be adjusted for the future, assuming 3% annual inflation, by multiplying the total cost by 1.061. Costs do not include final engineering, bidding phase support, construction oversight, or construction administration. Actual quantities at time of construction may vary due to change in site conditions. Unit costs fluctuate and may be different at the time of construction.

Alternative 3A has the highest cost at approximately \$11.6 million while Alternative 1 – 5ft Crest Elevation Rock Breakwater has the lowest cost at approximately \$8.8 million. The cost estimate breakdown for each alternative is shown in Table 5.4 through Table 5.7.

Table 5.4: Alternative 1 – 5ft Crest Elevation Rock Breakwater

Item Description	Quantity	Unit	Unit Cost	Total
Mobilization and Demobilization	1	LS	\$662,830.00	\$662,830.00
Construction Surveying	5	EA	\$20,000.00	\$100,000.00
Environmental Protection	1	LS	\$46,080.00	\$46,080.00
Rock Breakwaters - Stone	28,336	TON	\$176.00	\$4,987,136.00
Rock Breakwaters - Geotextile	14,378	SY	\$14.00	\$201,292.00
Inner Harbor Reef Breakwater - Units	300	LF	\$850.00	\$255,000.00
Inner Harbor Reef Breakwater - Bedding Stone	223	TON	\$99.00	\$22,077.00
Inner Harbor Reef Breakwater - Geotextile	289	SY	\$14.00	\$4,046.00
ACBM	13,942	SF	\$23.00	\$320,666.00
ACBM - Geotextile	1,550	SY	\$14.00	\$21,700.00
ACBM – Bedding Stone	403	TON	\$99.00	\$39,897.00
Vegetated Slope – Soil Bags	19,539	SF	\$32.00	\$625,248.00
Vegetated Slope – Planting	0.5	AC	\$10,209.00	\$5,104.50
			Contingency (20%)	\$1,458,215.30
			Total	\$8,749,291.80

Table 5.5: Alternative 2 – 5ft Crest Elevation Rock Breakwater with gap protection

Item Description	Quantity	Unit	Unit Cost	Total
Mobilization and Demobilization	1	LS	\$710,440.00	\$710,440.00
Construction Surveying	5	EA	\$20,000.00	\$100,000.00
Environmental Protection	1	LS	\$49,390.00	\$49,390.00
Rock Breakwaters - Stone	30,918	TON	\$176.00	\$5,441,568.00
Rock Breakwaters - Geotextile	15,688	SY	\$14.00	\$219,632.00
Inner Harbor Reef Breakwater - Units	300	LF	\$850.00	\$255,000.00
Inner Harbor Reef Breakwater - Bedding Stone	223	TON	\$99.00	\$22,077.00
Inner Harbor Reef Breakwater - Geotextile	289	SY	\$14.00	\$4,046.00
ACBM	13,942	SF	\$23.00	\$320,666.00
ACBM - Geotextile	1,550	SY	\$14.00	\$21,700.00
ACBM – Bedding Stone	403	TON	\$99.00	\$39,897.00
Vegetated Slope – Soil Bags	19,539	SF	\$32.00	\$625,248.00
Vegetated Slope – Planting	0.5	AC	\$10,209.00	\$5,104.50
			Contingency (20%)	\$1,562,953.70
			Total	\$9,377,722.20

Table 5.6: Alternative 3A – 5ft Crest Elevation Northern Rock Breakwater, Southern Reef Breakwater

Item Description	Quantity	Unit	Unit Cost	Total
Mobilization and Demobilization	1	LS	\$878,570.00	\$878,570.00
Construction Surveying	5	EA	\$20,000.00	\$100,000.00
Environmental Protection	1	LS	\$61,080.00	\$61,080.00
Rock Breakwaters - Stone	15,898	TON	\$176.00	\$2,798,048.00
Rock Breakwaters - Geotextile	8,067	SY	\$14.00	\$112,938.00
Southern Reef Breakwater - Units	4,800	LF	\$850.00	\$4,080,000.00
Southern Reef Breakwater - Bedding Stone	2,779	TON	\$99.00	\$275,121.00
Southern Reef Breakwater - Geotextile	4,623	SY	\$14.00	\$64,722.00
Inner Harbor Reef Breakwater - Units	300	LF	\$850.00	\$255,000.00
Inner Harbor Reef Breakwater - Bedding Stone	223	TON	\$99.00	\$22,077.00
Inner Harbor Reef Breakwater - Geotextile	289	SY	\$14.00	\$4,046.00
ACBM	13,942	SF	\$23.00	\$320,666.00
ACBM - Geotextile	1,550	SY	\$14.00	\$21,700.00
ACBM – Bedding Stone	403	TON	\$99.00	\$39,897.00
Vegetated Slope – Soil Bags	19,539	SF	\$32.00	\$625,248.00
Vegetated Slope – Planting	0.5	AC	\$10,209.00	\$5,104.50
			Contingency (20%)	\$1,932,843.50
			Total	\$11,597,061.00

Table 5.7: Alternative 3B – 5ft Crest Elevation Northern Rock Breakwater, Partial Southern Reef Breakwater

Item Description	Quantity	Unit	Unit Cost	Total
Mobilization and Demobilization	1	LS	\$777,490.00	\$777,490.00
Construction Surveying	5	EA	\$20,000.00	\$100,000.00
Environmental Protection	1	LS	\$54,050.00	\$54,050.00
Rock Breakwaters - Stone	21,729	TON	\$176.00	\$3,824,304.00
Rock Breakwaters - Geotextile	11,025	SY	\$14.00	\$154,350.00
Southern Reef Breakwater - Units	2,550	LF	\$850.00	\$2,167,500.00
Southern Reef Breakwater - Bedding Stone	1,480	TON	\$99.00	\$146,520.00
Southern Reef Breakwater - Geotextile	2,456	SY	\$14.00	\$34,384.00
Inner Harbor Reef Breakwater - Units	300	LF	\$850.00	\$255,000.00
Inner Harbor Reef Breakwater - Bedding Stone	223	TON	\$99.00	\$22,077.00
Inner Harbor Reef Breakwater - Geotextile	289	SY	\$14.00	\$4,046.00
ACBM	13,942	SF	\$23.00	\$320,666.00
ACBM - Geotextile	1,550	SY	\$14.00	\$21,700.00
ACBM – Bedding Stone	403	TON	\$99.00	\$39,897.00
Vegetated Slope – Soil Bags	19,539	SF	\$32.00	\$625,248.00
Vegetated Slope – Planting	0.5	AC	\$10,209.00	\$5,104.50
			Contingency (20%)	\$1,710,467.30
			Total	\$10,262,803.80

5.5.2 Alternatives Evaluation Matrix

Alternatives analysis is performed with the goal of objectively choosing a preferred alternative. The criteria and weights used in the evaluation matrix are shown in Table 5.8. These weights are based on our estimation of the relative importance, but the weights should be adjusted by project stakeholders to match the importance to the stakeholders. The preferred alternative was selected based on these metrics.

Table 5.8: Evaluation matrix criteria.

Criteria	Weight
Performance – Wave Reduction	40%
Cost	30%
Habitat Benefits	25%
Aesthetics	5%

Performance – Wave Reduction includes the alternative’s ability to attenuate waves (Section 5.2) and provide erosion protection (Section 5.3). Cost reflects the alternative’s estimated cost for construction (Section 5.5.1). Habitat Benefits were evaluated by the alternative’s potential to create suitable conditions for marsh vegetation (Section 5.4) and provide oyster habitat through the use of ARUs. Aesthetics were rated from the perspective that the use of ARUs is more aesthetically pleasing and considered more natural than rubble mound breakwater. See scoring for each alternative in Figure 5.10.

Criteria	Performance - Wave Reduction		Cost		Habitat Benefits		Aesthetics		TOTAL SCORE
	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	
Weighted Factor:	40%		30%		25%		5%		100%
Alternatives	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	TOTAL SCORE
Alternative 1 - 5ft Crest Elevation Rock Breakwater	4.0	1.6	5.0	1.5	4.0	1.0	3.0	0.2	4.25
Alternative 2 - 5ft Crest Elevation Rock Breakwater	5.0	2.0	4.0	1.2	4.0	1.0	3.0	0.2	4.35
Alt 3A - 5ft Crest Elevation Northern Rock Breakwater, Southern Reef Breakwater	3.0	1.2	2.0	0.6	5.0	1.3	5.0	0.3	3.30
Alt 3B - 5ft Crest Elevation Northern Rock Breakwater, Partial Southern Reef Breakwater	3.0	1.2	3.0	0.9	5.0	1.3	4.0	0.2	3.55

Figure 5.10: Evaluation matrix.

5.5.3 Performance Assessment

As discussed in Section 5.2, along the southern project shoreline, the gaps in Alternatives 1, 3A, and 3B allow more wave energy to propagate towards the shoreline when compared to Alternative 2, which implements shingled gap protection. Furthermore, the artificial reef units (ARUs) used in Alternatives 3A and 3B reduced performance compared to rubble mound breakwater options in Alternatives 1 and 2. Along the northern project shoreline, Alternative 2 performs slightly better than Alternative 1 due to the shingled gap protection. The shingled gap protection can be refined in 30% design to optimize wave attenuation.

In terms of storm-driven erosion control, Alternative 1 and 2 performed well in retaining sediment and were able to reduce erosion by over 90% compared to existing conditions (Section 5.3).

When evaluating the wave tolerance for marsh creation (Section 5.4), both rubble mound and ARU breakwater alternatives would result in conditions well below the marsh tolerance limits, which suggests the marsh would be stable.

5.6 Alternative Selection

The preferred alternative is Alternative 2 with a modification and enhancement of the protection. Alternative 2 performs sufficiently well to attenuate waves, provide erosion control, and create conditions for marsh vegetation while maintaining a moderate estimated construction cost. However, it was identified that significant wave energy could penetrate to the northern project shoreline from the north.

Alternative 4 modifies Alternative 2 to protect against north and northeast wave conditions by extending the gap protection overlap and bending the northernmost breakwater toward the shoreline to protect against waves from the north-northeast direction. Additionally, the effect of increasing the crest elevation was also evaluated by lifting the northern rock breakwater to a +6 ft NAVD88 crest elevation. If additional budget is available, adding artificial reef units in the southernmost reach near the breach location may be worth considering. For clarification, Alternative 4A and 4B refer to the +5 ft and +6 ft crest elevation along the northern harbor peninsula reach, respectively.

5.6.1 Alternative 4A (enhanced gap protection)

Alternative 4A breakwater configuration (Figure 5.11) along the harbor peninsula and southern shoreline consists of 6 segmented rubble mound breakwaters for a total length of approximately 4,493 linear feet. The shingled configuration from Alternative 2 was modified in Alternative 4A by extending the gap protection overlap.



Figure 5.11: Alternative 4A breakwater configuration. Rubble mound breakwater is shown as the magenta line.

The enhanced gap protection of Alternative 4A effectively shelters the entire project shoreline. This can be seen in Figure 5.12 and Figure 5.13 which shows the 1-year wave conditions for the North-northeast (10°) and East-southeast (105°) directions, respectively. The wave fields behind the protection are significantly more attenuated than Alternative 1 or 2 (see Section 5.2). The wave modeling results for the remaining wave conditions are located in Appendix A.1.

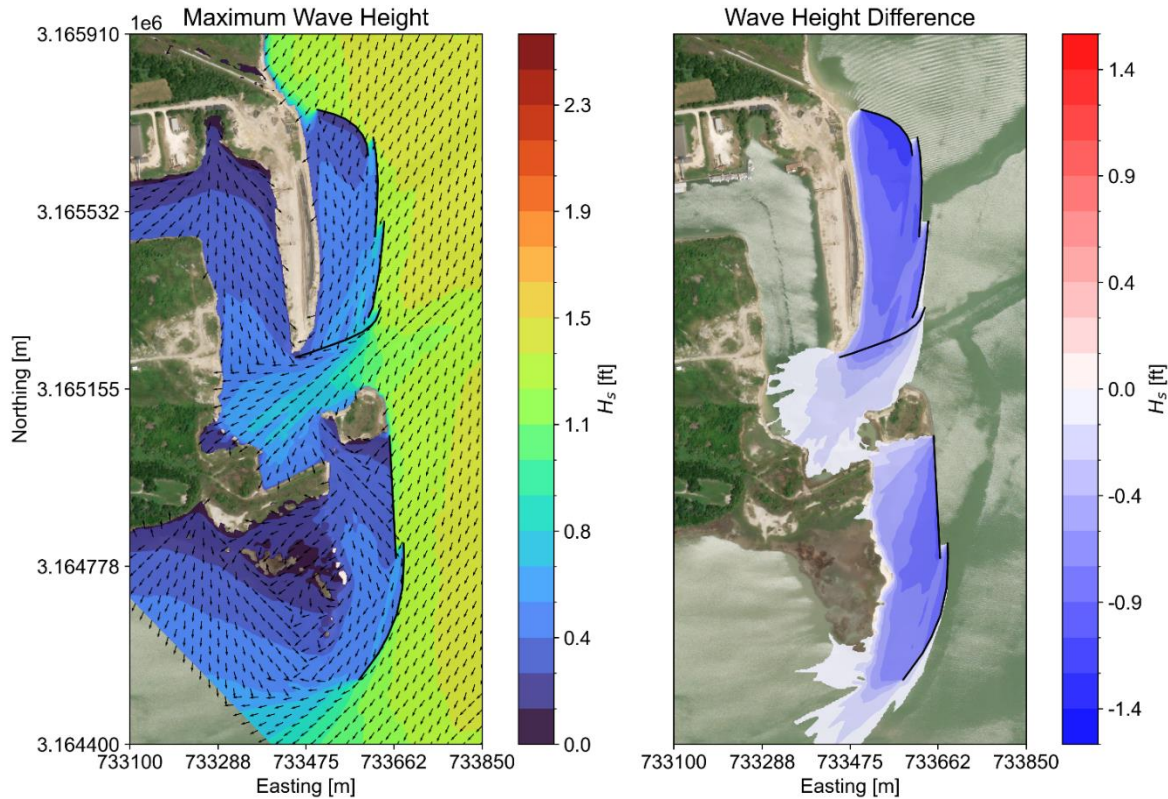


Figure 5.12: Simulated wave height and difference with existing conditions for Alternative 4A with the 1-year return period conditions from the north-northeast (10°).

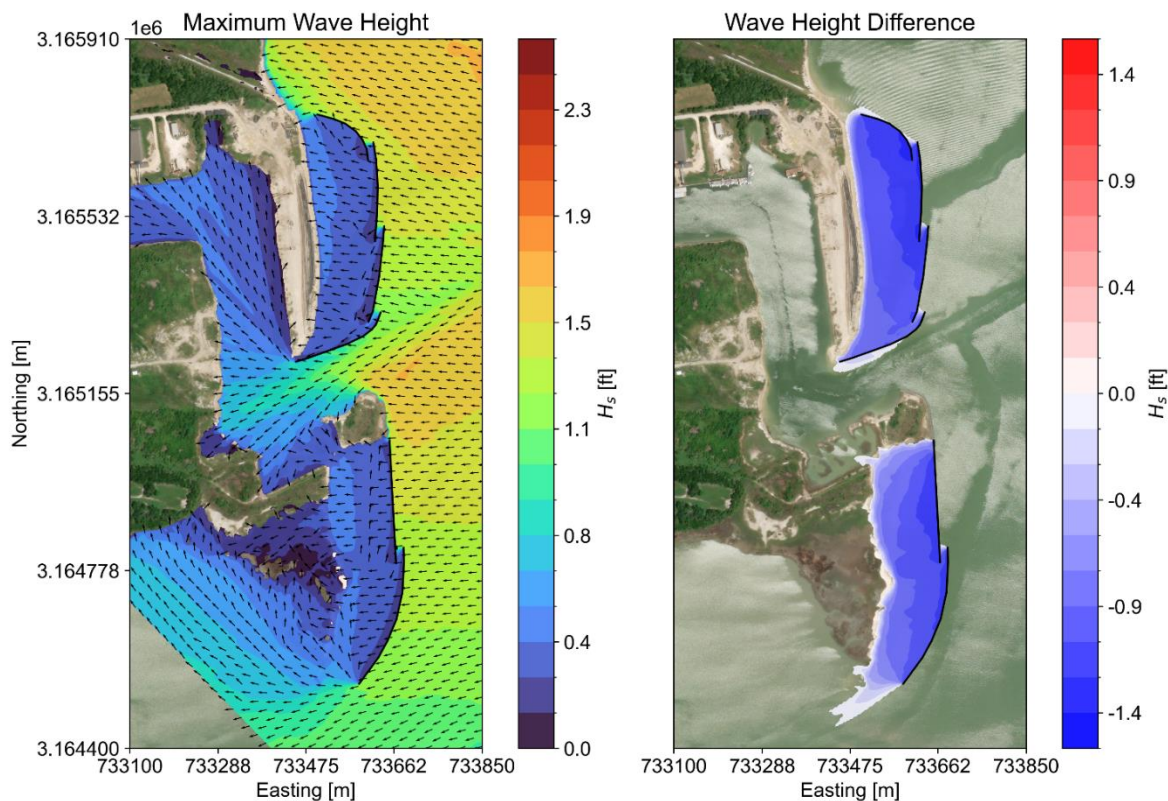


Figure 5.13: Simulated wave height and difference with existing conditions for Alternative 4A with the 1-year return period conditions from the east-southeast (105°).

5.6.2 Alternative 4B Erosion Protection

Alternative 4B, with a +6 ft NAVD88 crest elevation along the northern harbor peninsula, was modeled and analyzed using the methods discussed in Section 5.3. The effect of raising the crest elevation is to enhance wave attenuation during high-water events due to the structure's larger freeboard. Figure 5.14 plots the cross-shore profile for the initial bed level (black dashed line) prior to the 25-year event and the bed level after the 25-year event for the alternative (blue line) and existing conditions (green line).

The volume of material above MHHW after the simulation was calculated for existing conditions and Alternative 4B to determine erosion (ft³/ft) for a 25-year event. The erosion rate for Alternative 4B is 0 ft³/ft, a 100% reduction from existing conditions and approximately 10% more reduction compared to Alternatives 1 and 2 in Table 5.3. Although linear erosion is apparent (Figure 5.14), 100% of the eroded volume remained above the limits of calculation (MHHW). Further, the maximum linear erosion for Alternative 4B was 2.5 ft (a 50% reduction compared to existing conditions) with an average linear erosion of 0.6 ft (81% reduction). Lastly, results from Alternative 4B show that lifting the structure an addition 1 ft can improve protection against the average linear erosion by approximately 30%. Note that these erosion rates do not consider the effects of a vegetated shoreline or a marsh creation cell. Therefore, the simulated erosion reported here can be considered conservative.

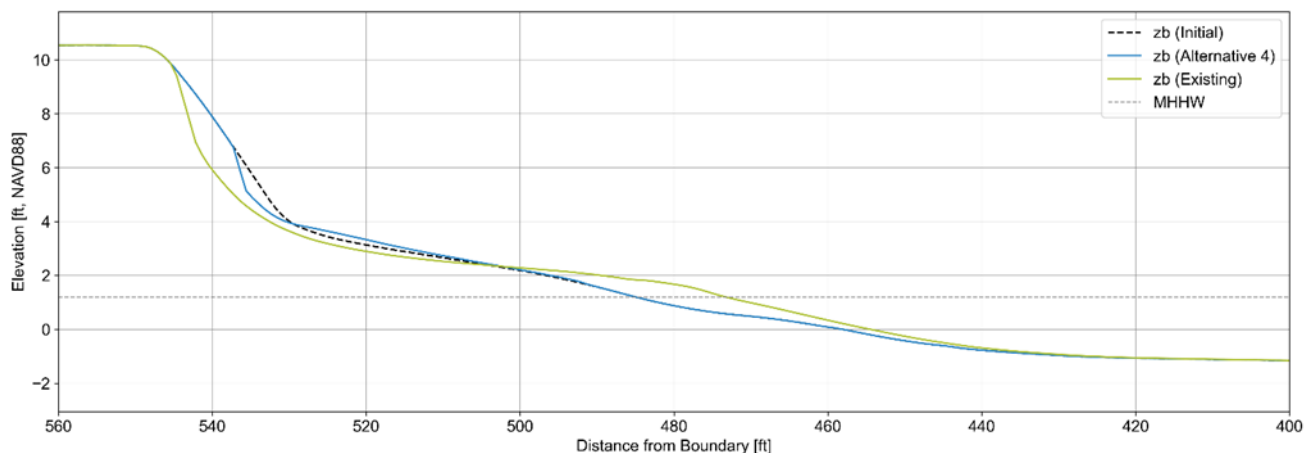


Figure 5.14: XBeach profile model results for Alternative 4B.

5.6.3 Alternative 4A and 4B Cost Adjustment

The cost of Alternative 4A is approximately \$10.4 million (Table 5.9) and the cost of Alternative 4B is approximately \$11.65 million (Table 5.10) while the cost of Alternative 2 is approximately \$9.4 million (Table 5.5). The increased cost for Alternative 4A and 4B is due to the increased crest elevation for the northern rock breakwater and/or increased rock breakwater lengths from extending the gap protection overlap. The cost estimate breakdown for Alternative 4A and 4B is shown in Table 5.9 and Table 5.10.

Table 5.9: Alternative 4A – 5ft Crest Elevation Rock Breakwater

Item Description	Quantity	Unit	Unit Cost	Total
Mobilization and Demobilization	1	LS	\$784,380.00	\$784,380.00
Construction Surveying	5	EA	\$20,000.00	\$100,000.00
Environmental Protection	1	LS	\$54,530.00	\$54,530.00
Rock Breakwaters - Stone	34,928	TON	\$176.00	\$6,147,328.00
Rock Breakwaters - Geotextile	17,723	SY	\$14.00	\$248,122.00
Inner Harbor Reef Breakwater - Units	300	LF	\$850.00	\$255,000.00
Inner Harbor Reef Breakwater - Bedding Stone	223	TON	\$99.00	\$22,077.00
Inner Harbor Reef Breakwater - Geotextile	289	SY	\$14.00	\$4,046.00
ACBM	13,942	SF	\$23.00	\$320,666.00
ACBM - Geotextile	1,550	SY	\$14.00	\$21,700.00
ACBM - Bedding Stone	403	TON	\$99.00	\$39,897.00
Vegetated Slope - Soil Bags	19,539	SF	\$32.00	\$625,248.00
Vegetated Slope - Planting	0.5	AC	\$10,209.00	\$5,104.50
			Contingency (20%)	\$1,725,619.70
			Total	\$10,353,718.20

Table 5.10: Alternative 4B – 6ft Crest Elevation North Rock Breakwater, 5ft Crest Elevation South Rock Breakwater, and no vegetated slope protection along northern harbor shoreline.

Item Description	Quantity	Unit	Unit Cost	Total
Mobilization and Demobilization	1	LS	\$818,480.00	\$818,480.00
Construction Surveying	5	EA	\$20,000.00	\$100,000.00
Environmental Protection	1	LS	\$56,900.00	\$56,900.00
Rock Breakwaters - Stone	40,330	TON	\$176.00	\$7,098,080.00
Rock Breakwaters - Geotextile	19,028	SY	\$14.00	\$266,392.00
Inner Harbor Reef Breakwater - Units	300	LF	\$850.00	\$255,000.00
Inner Harbor Reef Breakwater - Bedding Stone	223	TON	\$99.00	\$22,077.00
Inner Harbor Reef Breakwater - Geotextile	289	SY	\$14.00	\$4,046.00
ACBM	13,942	SF	\$23.00	\$320,666.00
ACBM - Geotextile	1,550	SY	\$14.00	\$21,700.00
ACBM - Bedding Stone	403	TON	\$99.00	\$39,897.00
Vegetated Slope – Soil Bags	0	SF	\$32.00	\$0.00
Vegetated Slope – Planting	0	AC	\$10,209.00	\$0.00
			Contingency (20%)	\$1,800,647.60
			Total	\$10,803,885.60

If construction funds are limited, another option for erosion control along the northern harbor peninsula could be to install a combination of rock revetment (+1 ft to +6 ft NAVD88) and vegetation sandbags (+6 ft to +11.5 ft NAVD88) on the shoreline in place of an offshore breakwater. The cost for this option is summarized in Table 5.11 and would nearly cut the cost of construction in half. The disadvantage is the loss of ecological benefit provided by the rock breakwater with a successful marsh creation along the northern project shoreline, which was a stated project goal. While marsh could be created on the northern project shoreline, without breakwater protection it is expected to erode. However, marsh creation and the beneficial use of dredge material would still be possible along the southern project shoreline.

Table 5.11: Northern harbor peninsula rock revetment, 5ft Crest Elevation South Rock Breakwater option.

Item Description	Quantity	Unit	Unit Cost	Total
Mobilization and Demobilization	1	LS	\$526,900.00	\$526,900.00
Construction Surveying	5	EA	\$20,000.00	\$100,000.00
Environmental Protection	1	LS	\$36,630.00	\$36,630.00
Rock Breakwaters - Stone	14,638	TON	\$176.00	\$2,576,288.00
Rock Breakwaters - Geotextile	7,428	SY	\$14.00	\$103,992.00
Inner Harbor Reef Breakwater - Units	300	LF	\$850.00	\$255,000.00
Inner Harbor Reef Breakwater - Bedding Stone	223	TON	\$99.00	\$22,077.00
Inner Harbor Reef Breakwater - Geotextile	289	SY	\$14.00	\$4,046.00
ACBM	13,942	SF	\$23.00	\$320,666.00
ACBM - Geotextile	1,550	SY	\$14.00	\$21,700.00
ACBM - Bedding Stone	403	TON	\$99.00	\$39,897.00
Vegetated Slope - Soil Bags	10,419	SF	\$32.00	\$333,408.00
Vegetated Slope - Planting	0.3	AC	\$10,209.00	\$3,062.70
Revetment - Stone	7,865	TON	\$176.00	\$1,384,240.00
Revetment - Geotextile	4,856	SY	\$14.00	\$67,984.00
			Contingency (20%)	\$868,733.34
			Total	\$5,212,400.04

5.7 Recommended Alternative

The recommended alternative is Alternative 4A. This option, constructed with the vegetated slope along the northern harbor shoreline, is expected to perform similarly to Alternative 4B without vegetated slope protection and is over \$500,000 cheaper.

5.8 Next Steps in Design

The following actions, at a minimum, are anticipated to be performed to advance the feasibility level design to a permit level design package:

- Layout refinements during preliminary design
- Refine breakwater toe design based on scour analysis.
- Conduct settlement analysis and slope stability analysis.
- Conduct breakwater foundation design based on geotechnical data.
- Finalize cost estimate based on available funding for permit level design.

6 References

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A. Appendix A

A.1 Alternative performance - Wave Attenuation

Table A.1 Wave height reduction and % reduction between Alternatives and Existing Conditions

Tr [year]	Alternative	Reach	Absolute Hs diff [ft]	% Difference
1	Alternative 1	Inner	-0.06	-7.8
1	Alternative 2	Inner	-0.07	-9.1
1	Alternative 3A	Inner	-0.05	-7.1
1	Alternative 3B	Inner	-0.06	-7.8
1	Alternative 1	North	-0.63	-46.0
1	Alternative 2	North	-0.62	-45.2
1	Alternative 3A	North	-0.63	-46.0
1	Alternative 3B	North	-0.63	-46.0
1	Alternative 1	South	-0.83	-61.2
1	Alternative 2	South	-0.87	-64.1
1	Alternative 3A	South	-0.53	-39.3
1	Alternative 3B	South	-0.71	-52.3
5	Alternative 1	Inner	-0.09	-8.7
5	Alternative 2	Inner	-0.10	-10.1
5	Alternative 3A	Inner	-0.07	-7.1
5	Alternative 3B	Inner	-0.09	-8.6
5	Alternative 1	North	-0.77	-42.8
5	Alternative 2	North	-0.75	-41.8
5	Alternative 3A	North	-0.77	-42.8
5	Alternative 3B	North	-0.77	-42.8
5	Alternative 1	South	-1.06	-58.6
5	Alternative 2	South	-1.12	-61.4
5	Alternative 3A	South	-0.47	-25.9
5	Alternative 3B	South	-0.80	-44.1
25	Alternative 1	Inner	-0.05	-2.1
25	Alternative 2	Inner	-0.05	-2.4
25	Alternative 3A	Inner	-0.04	-1.8
25	Alternative 3B	Inner	-0.05	-2.1
25	Alternative 1	North	-0.47	-18.1
25	Alternative 2	North	-0.49	-18.7
25	Alternative 3A	North	-0.47	-18.1
25	Alternative 3B	North	-0.47	-18.1
25	Alternative 1	South	-0.88	-31.1
25	Alternative 2	South	-0.92	-32.8
25	Alternative 3A	South	-0.19	-6.7
25	Alternative 3B	South	-0.52	-18.4
100	Alternative 1	Inner	-0.02	-0.5
100	Alternative 2	Inner	-0.02	-0.5
100	Alternative 3A	Inner	-0.01	-0.3
100	Alternative 3B	Inner	-0.02	-0.5
100	Alternative 1	North	-0.25	-5.7
100	Alternative 2	North	-0.26	-5.9
100	Alternative 3A	North	-0.25	-5.8
100	Alternative 3B	North	-0.25	-5.8
100	Alternative 1	South	-0.53	-11.5
100	Alternative 2	South	-0.55	-11.9
100	Alternative 3A	South	-0.15	-3.3
100	Alternative 3B	South	-0.31	-6.7

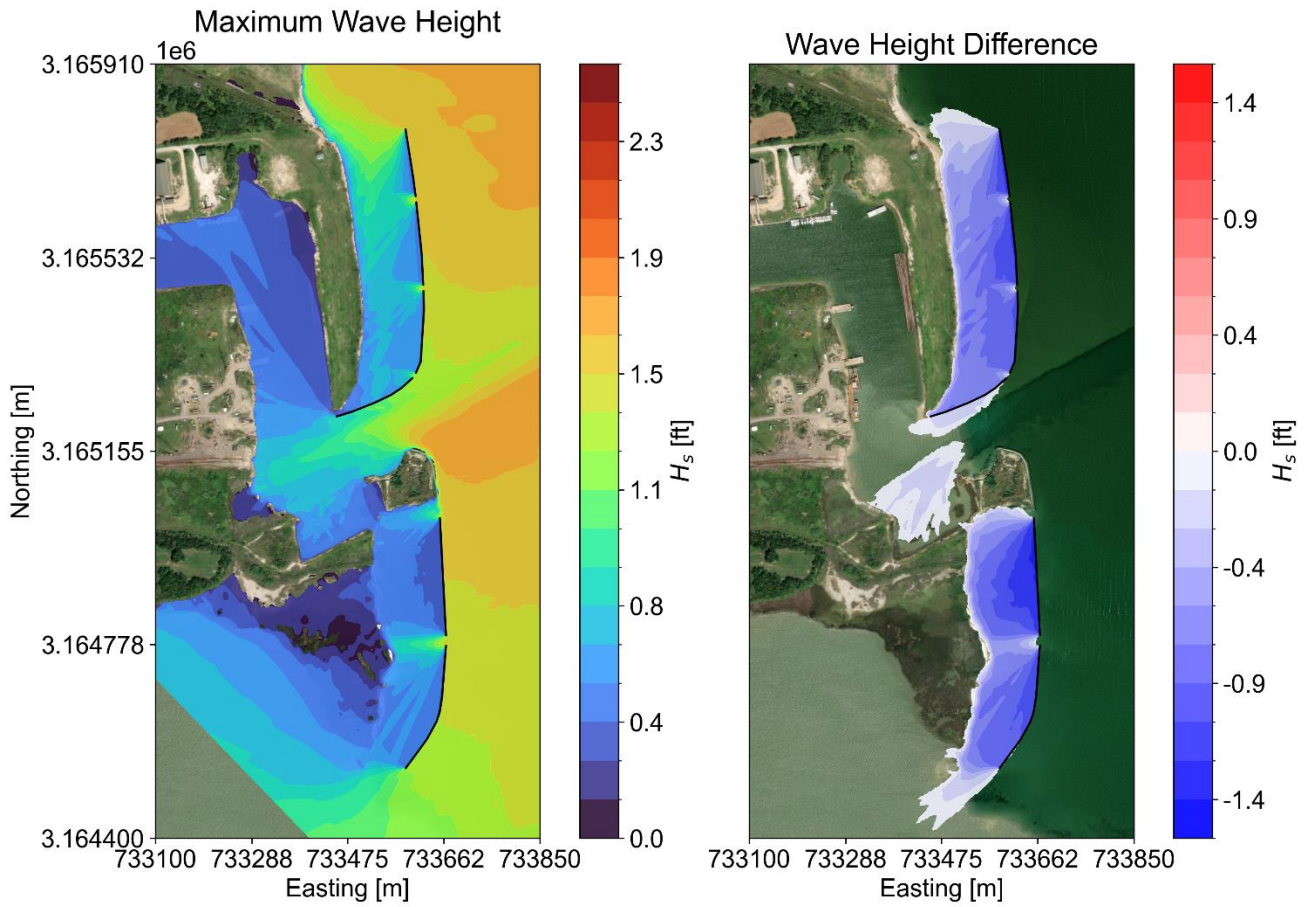


Figure A.1: Simulated wave height and difference with existing conditions for Alternative 1 with the 1-year return period conditions.

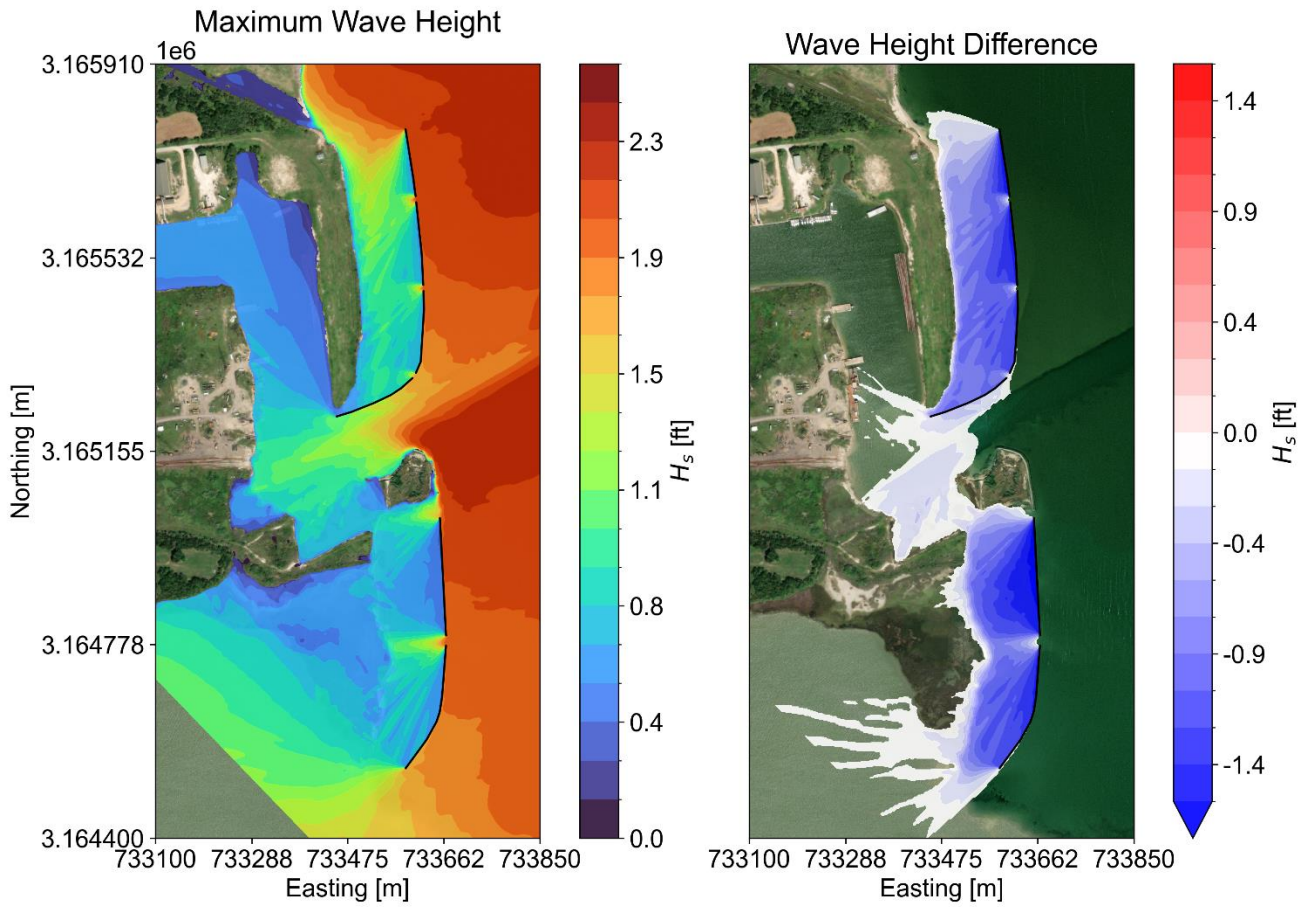


Figure A.2: Simulated wave height and difference with existing conditions for Alternative 1 with the 5-year return period conditions.

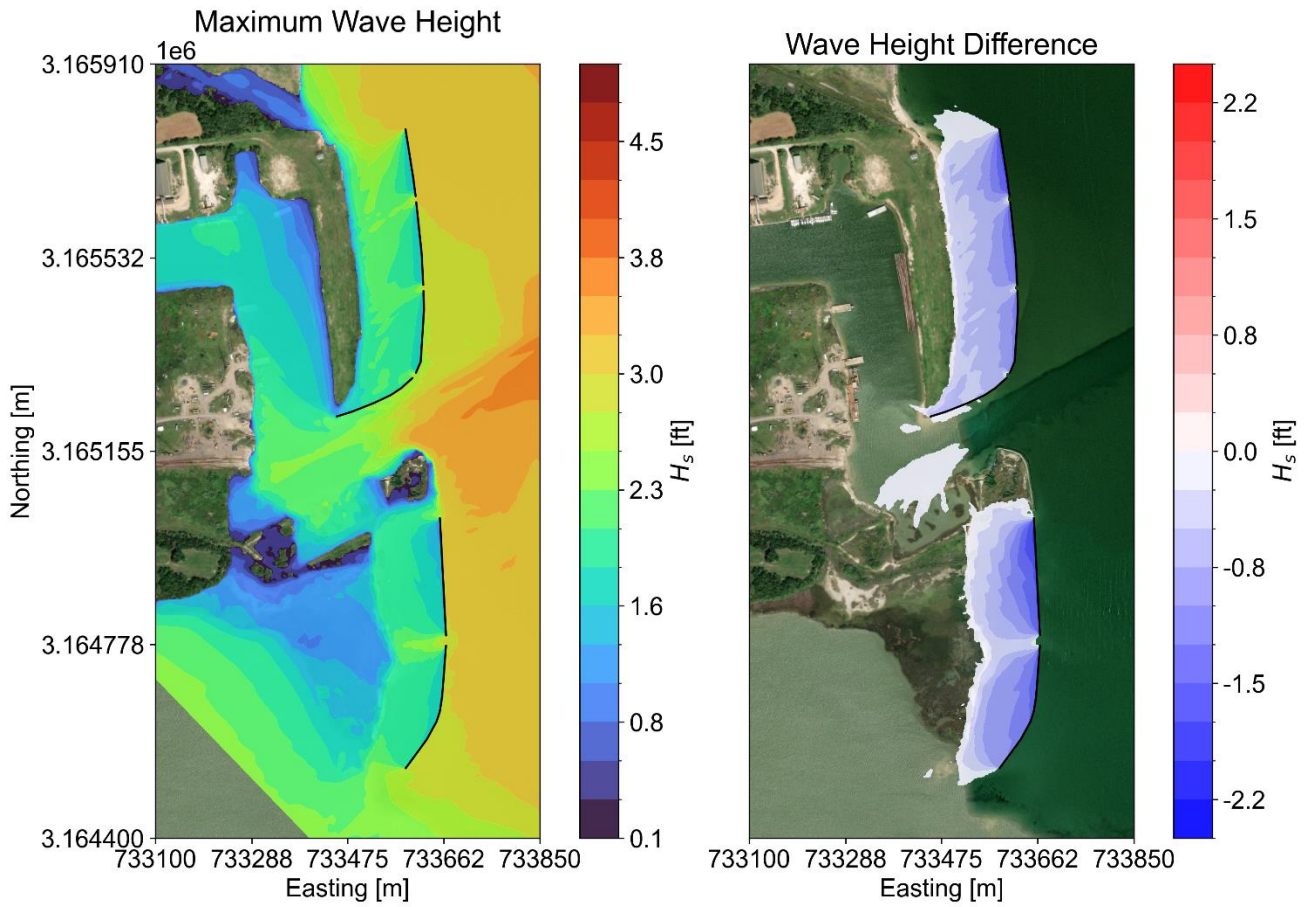


Figure A.3: Simulated wave height and difference with existing conditions for Alternative 1 with the 25-year return period conditions.

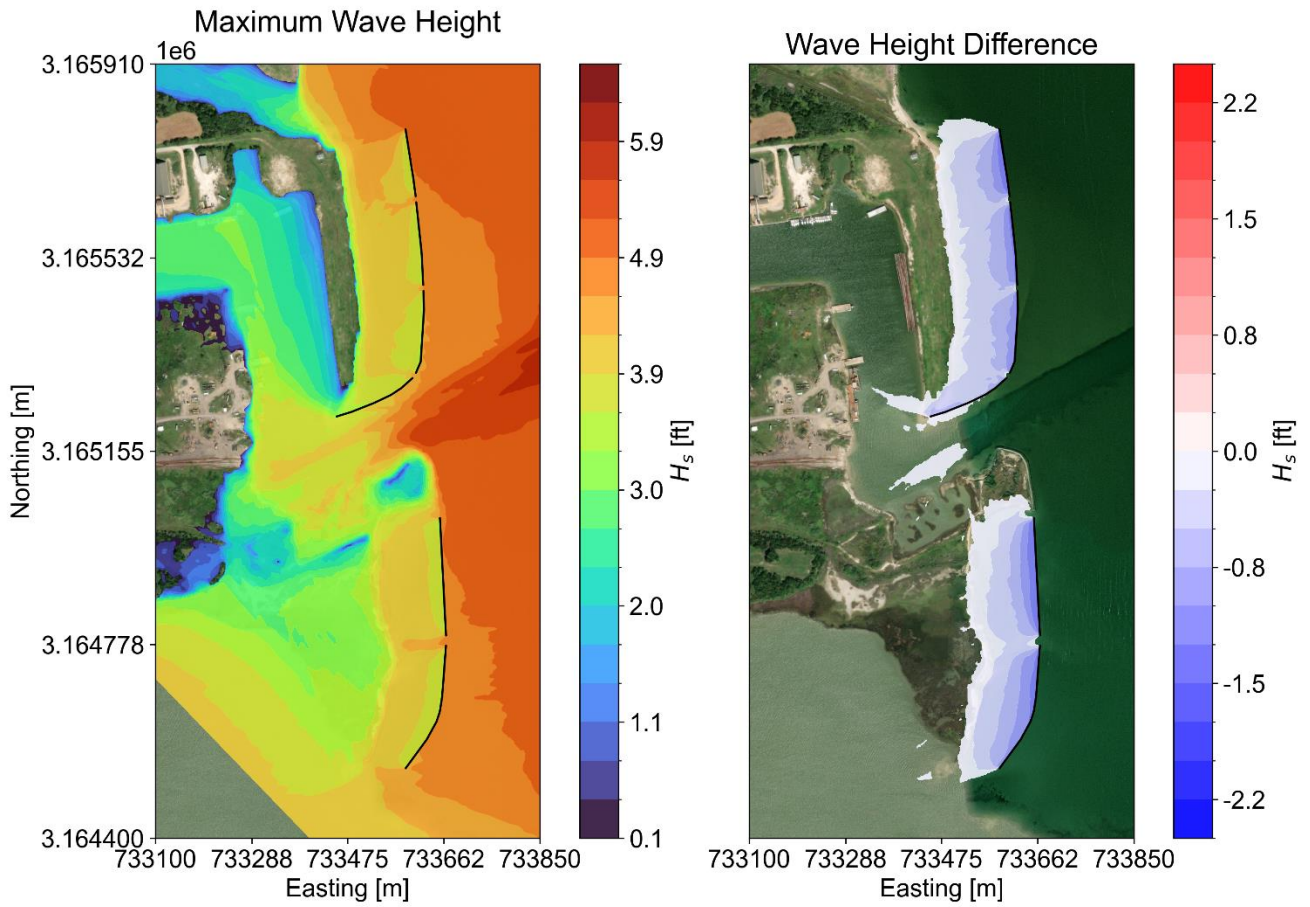


Figure A.4: Simulated wave height and difference with existing conditions for Alternative 1 with the 100-year return period conditions.

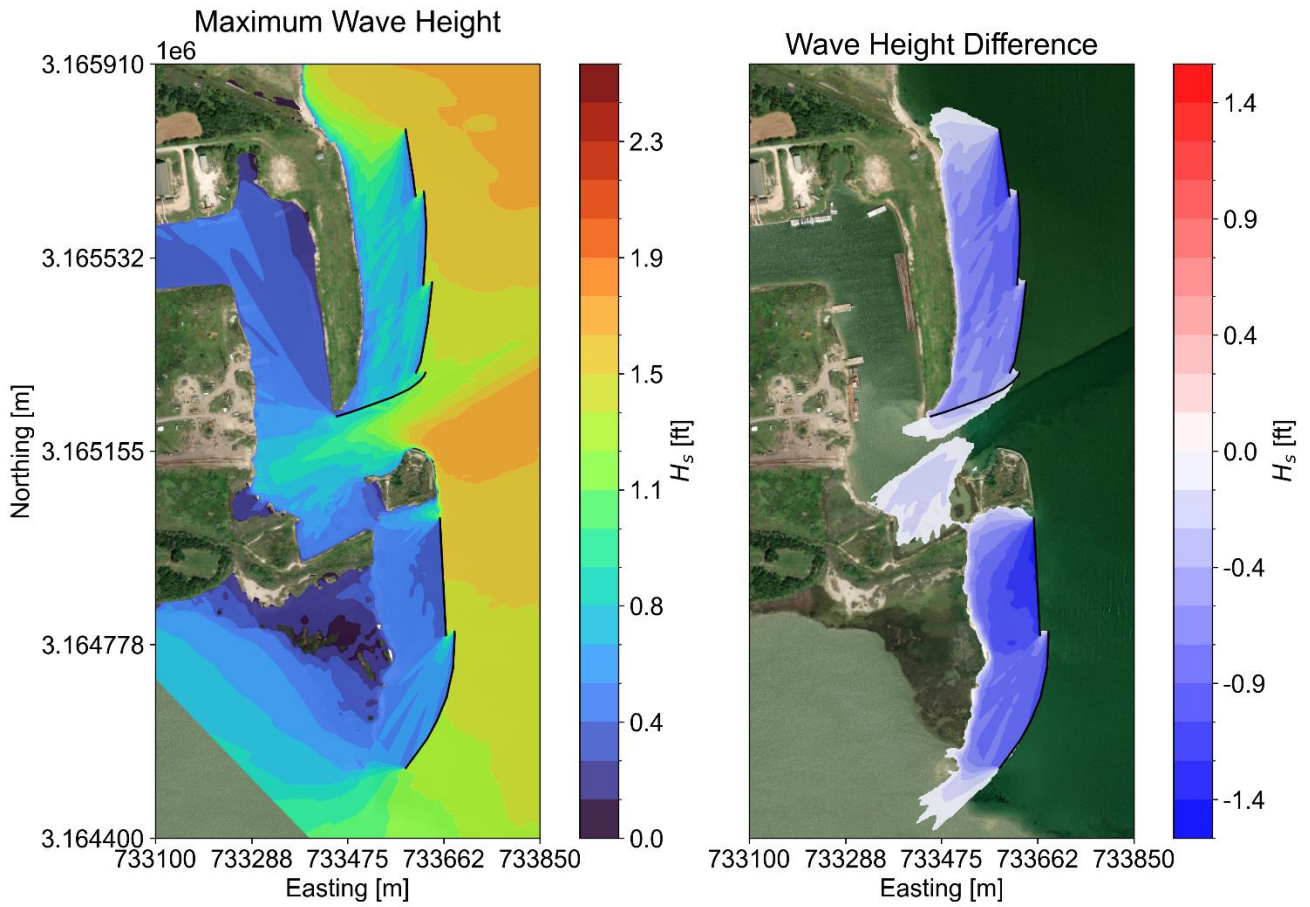


Figure A.5: Simulated wave height and difference with existing conditions for Alternative 2 with the 1-year return period conditions.

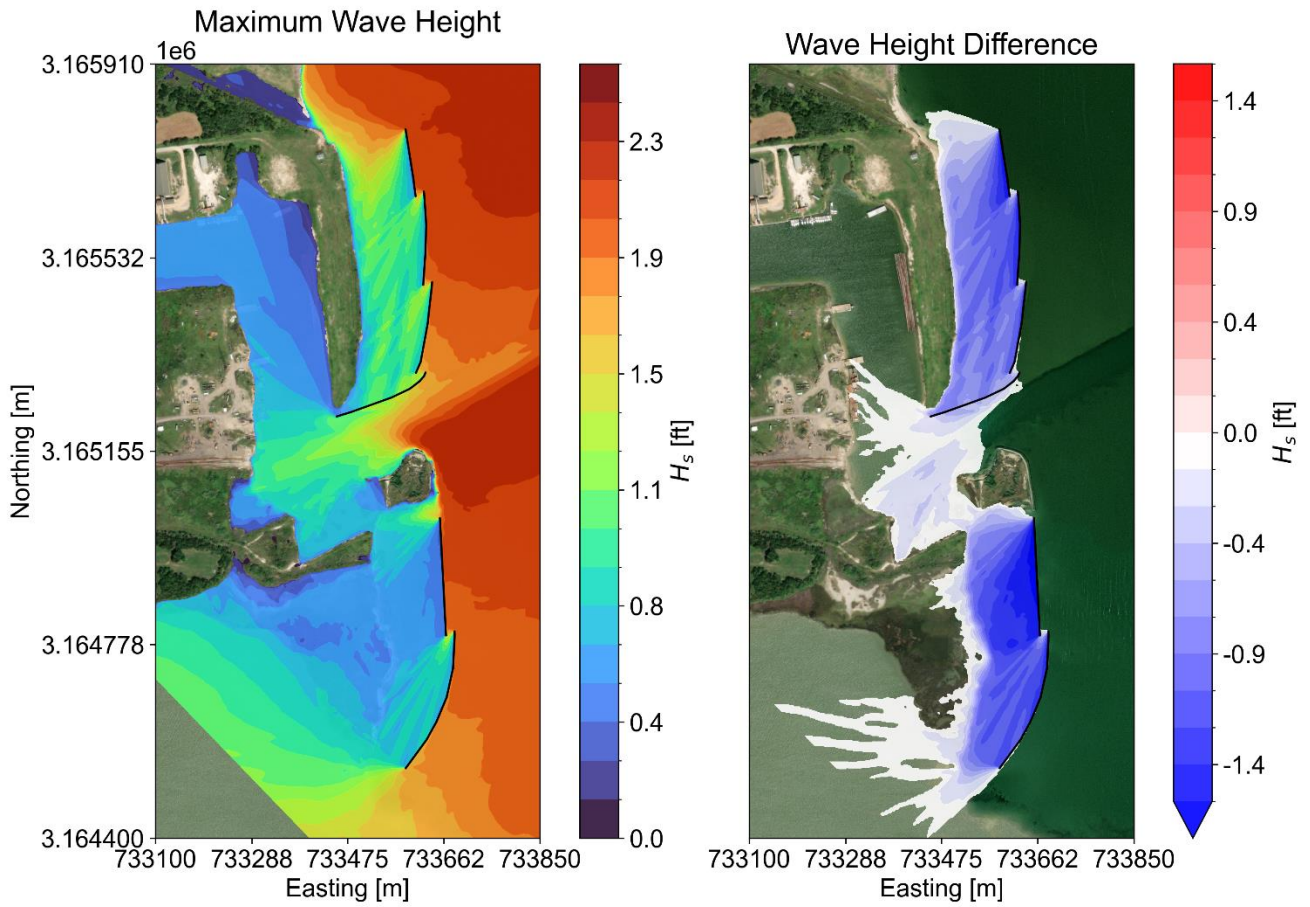


Figure A.6: Simulated wave height and difference with existing conditions for Alternative 2 with the 5-year return period conditions.

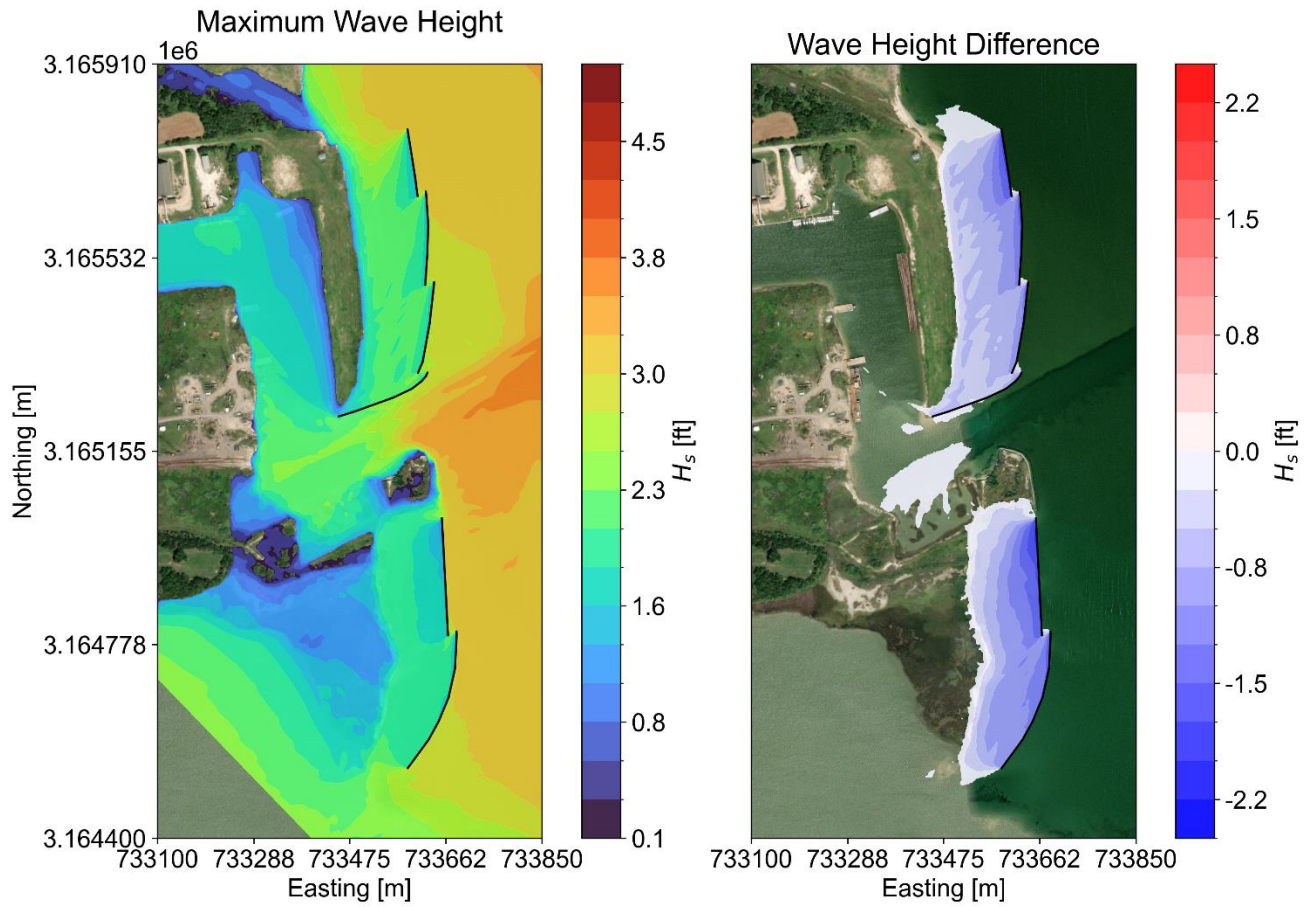


Figure A.7: Simulated wave height and difference with existing conditions for Alternative 2 with the 25-year return period conditions.

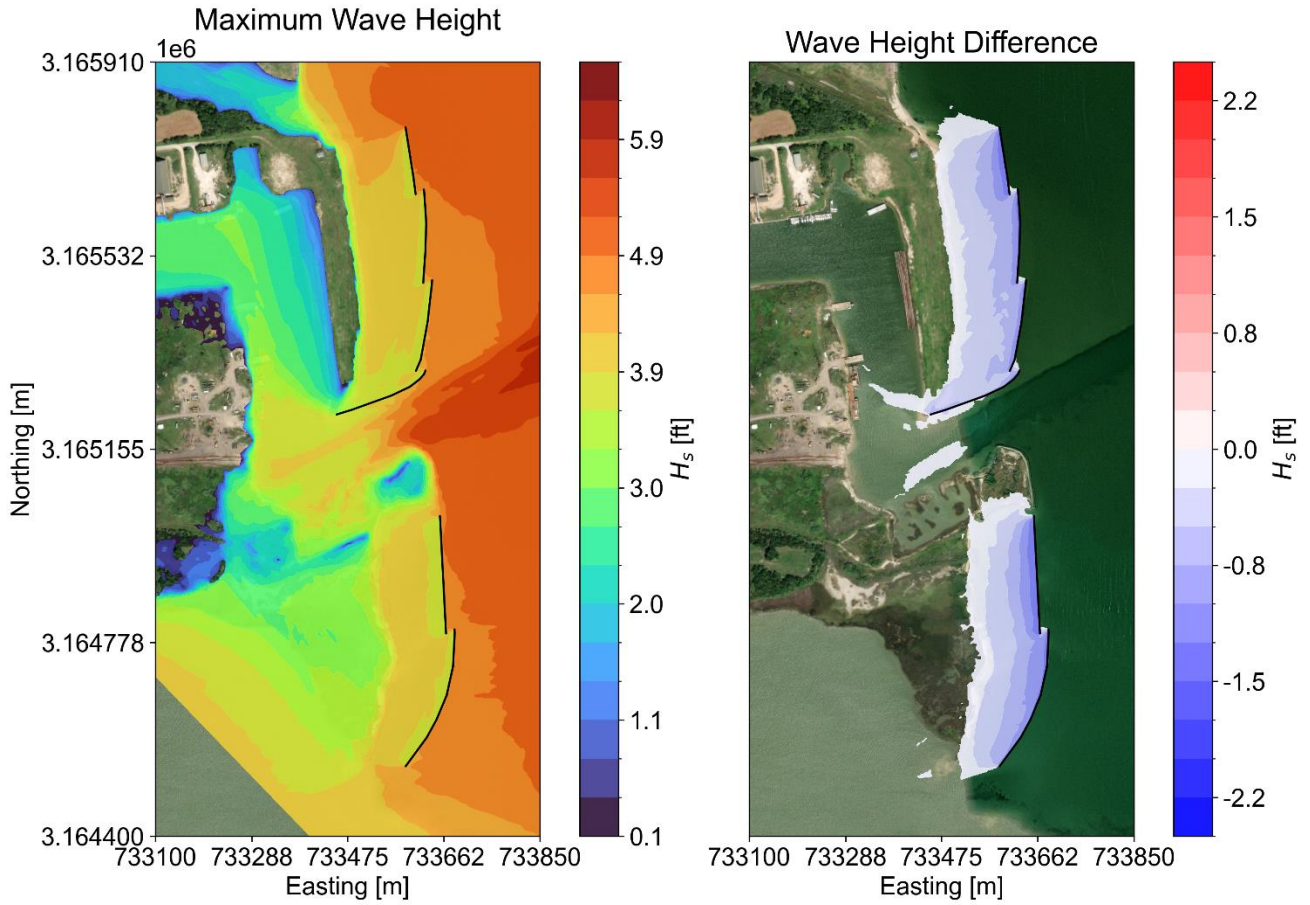


Figure A.8: Simulated wave height and difference with existing conditions for Alternative 2 with the 100-year return period conditions.

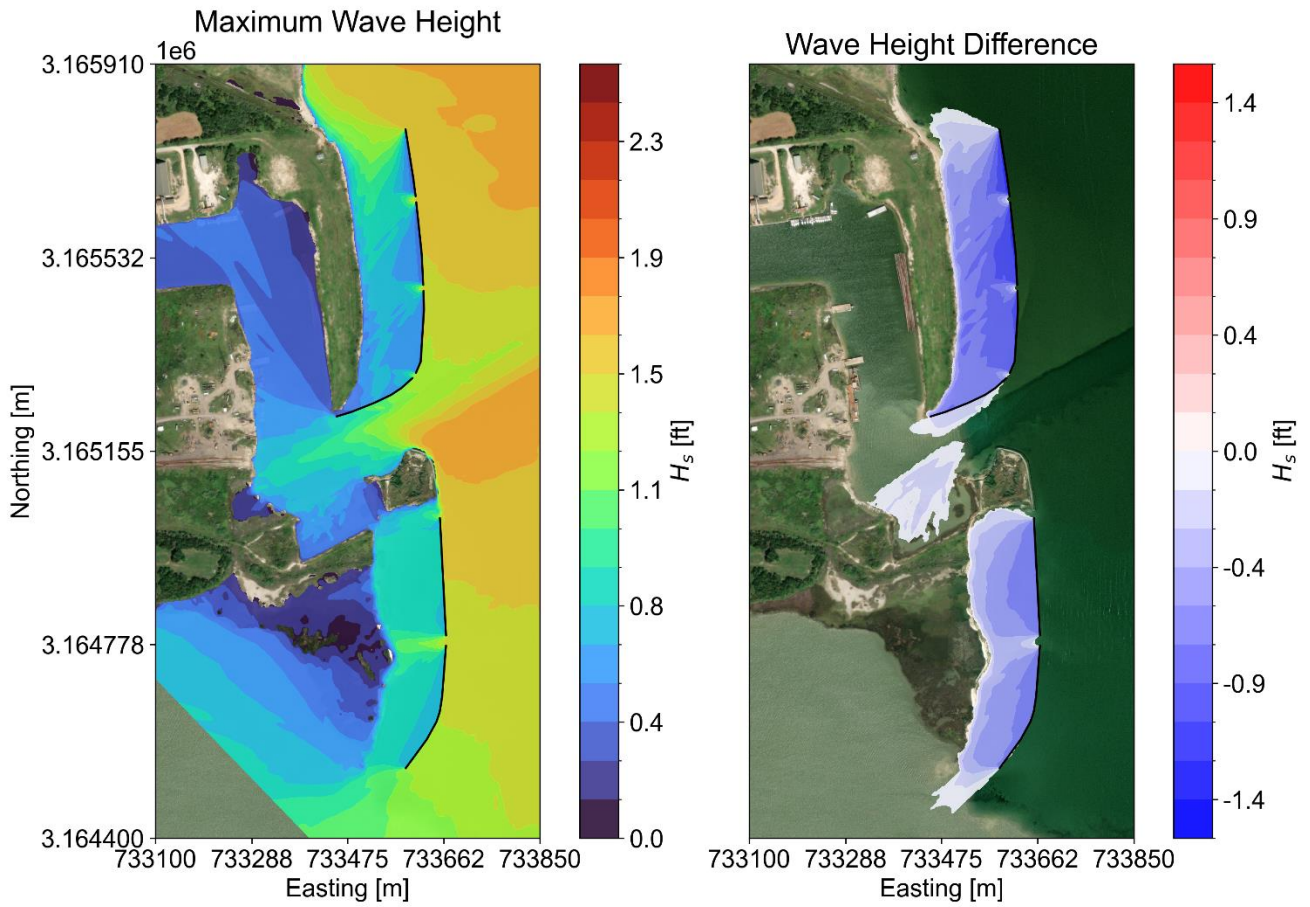


Figure A.9: Simulated wave height and difference with existing conditions for Alternative 3A with the 1-year return period conditions.

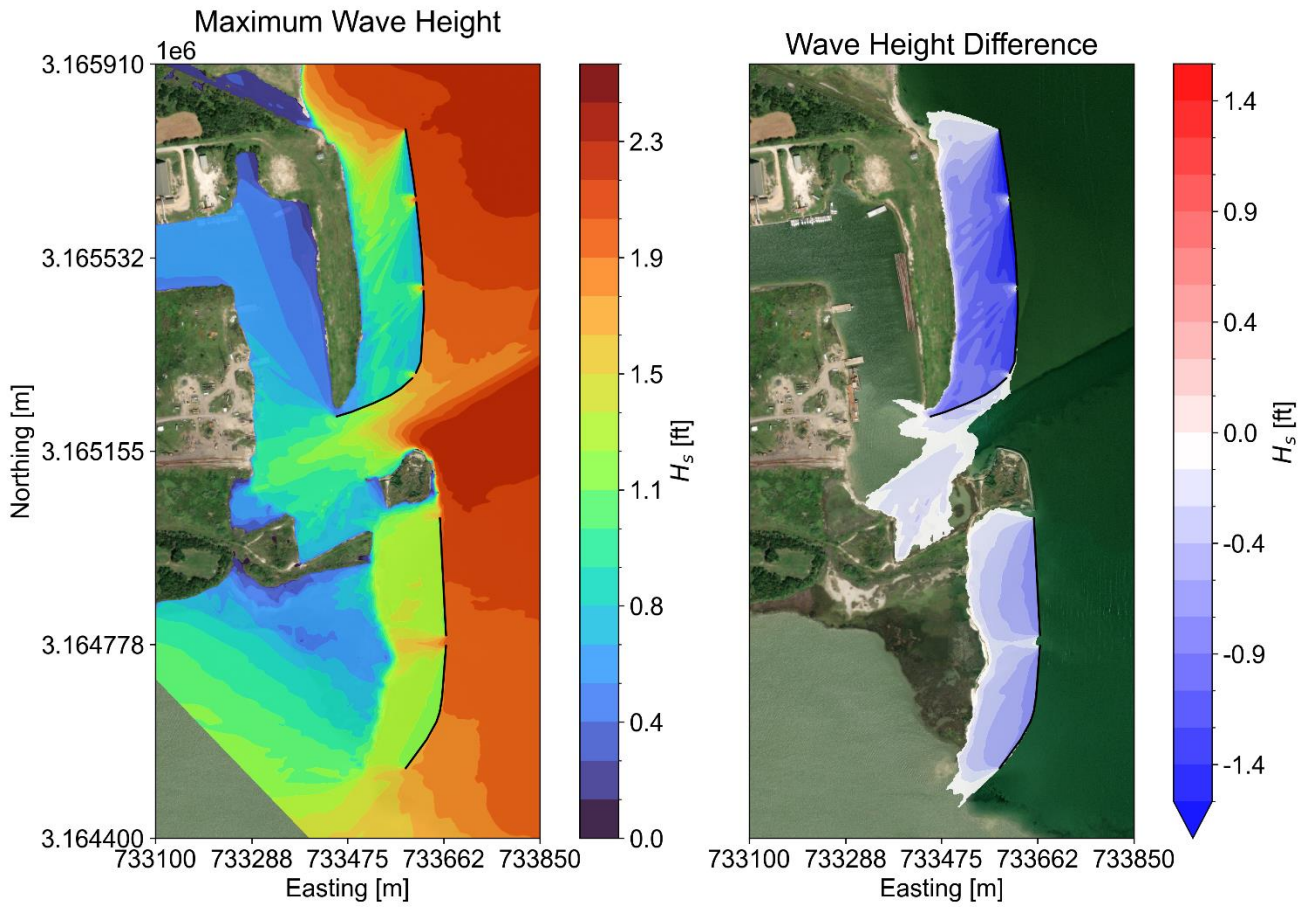


Figure A.10: Simulated wave height and difference with existing conditions for Alternative 3A with the 5-year return period conditions.

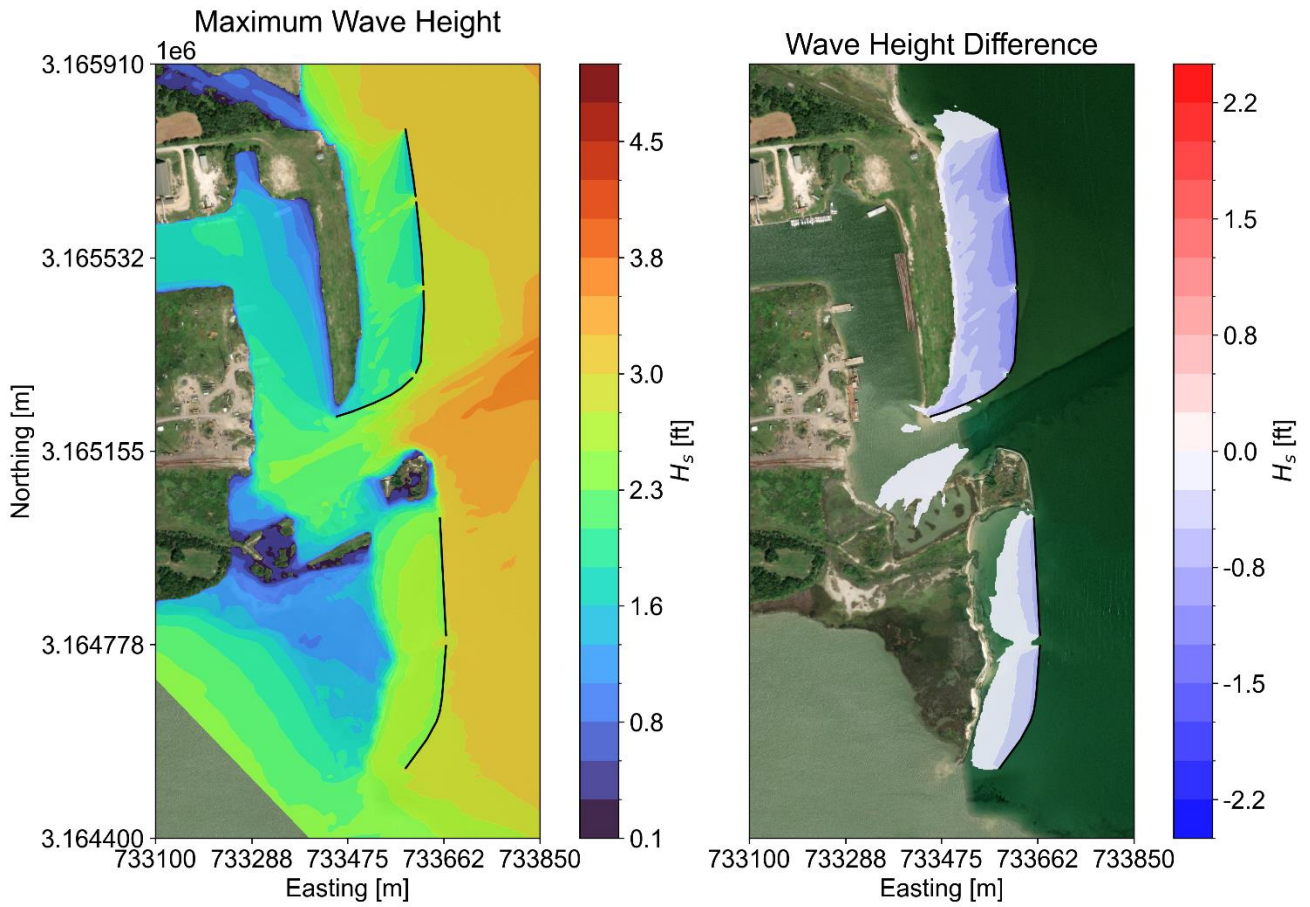


Figure A.11: Simulated wave height and difference with existing conditions for Alternative 3A with the 25-year return period conditions.

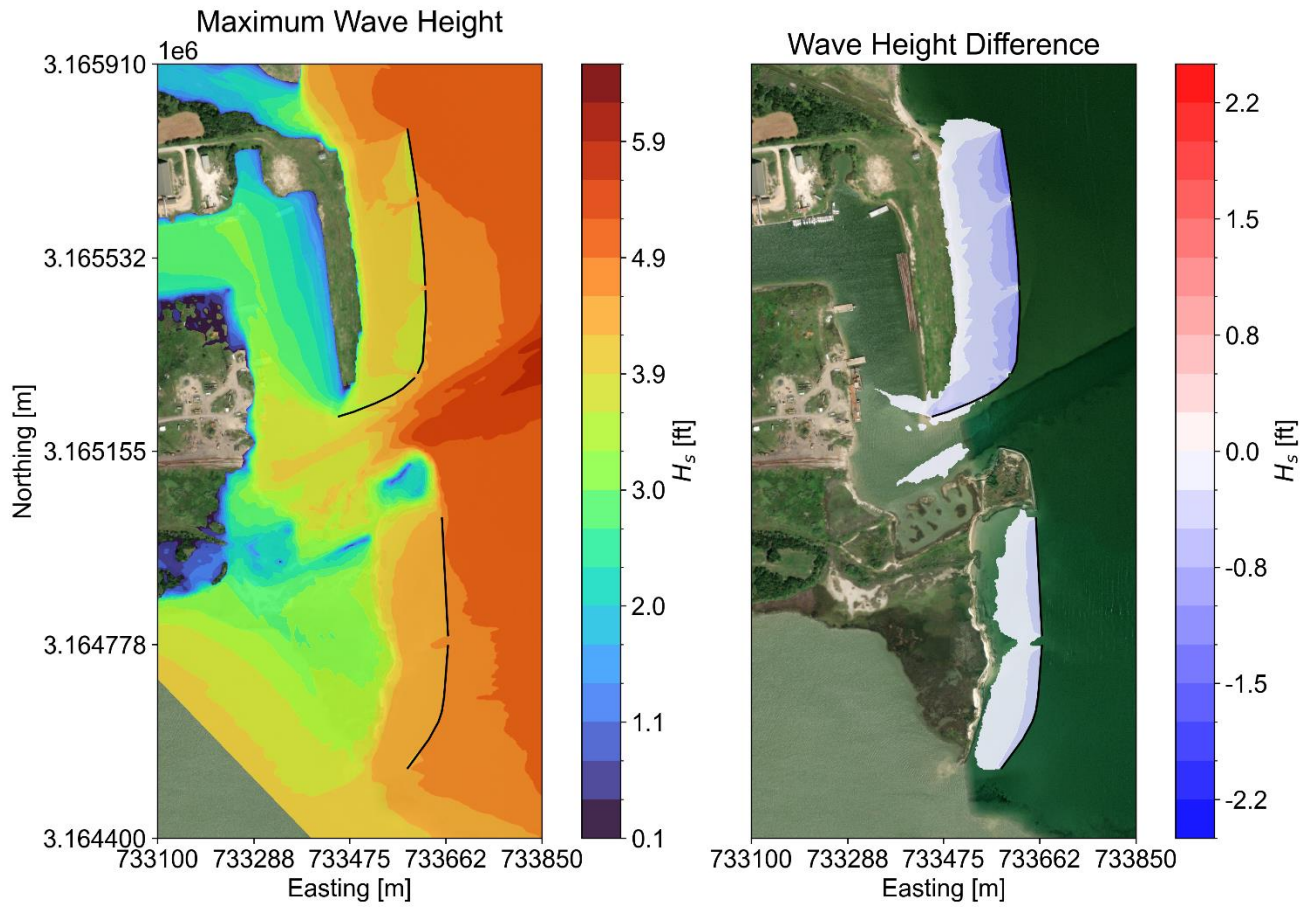


Figure A.12: Simulated wave height and difference with existing conditions for Alternative 3A with the 100-year return period conditions.

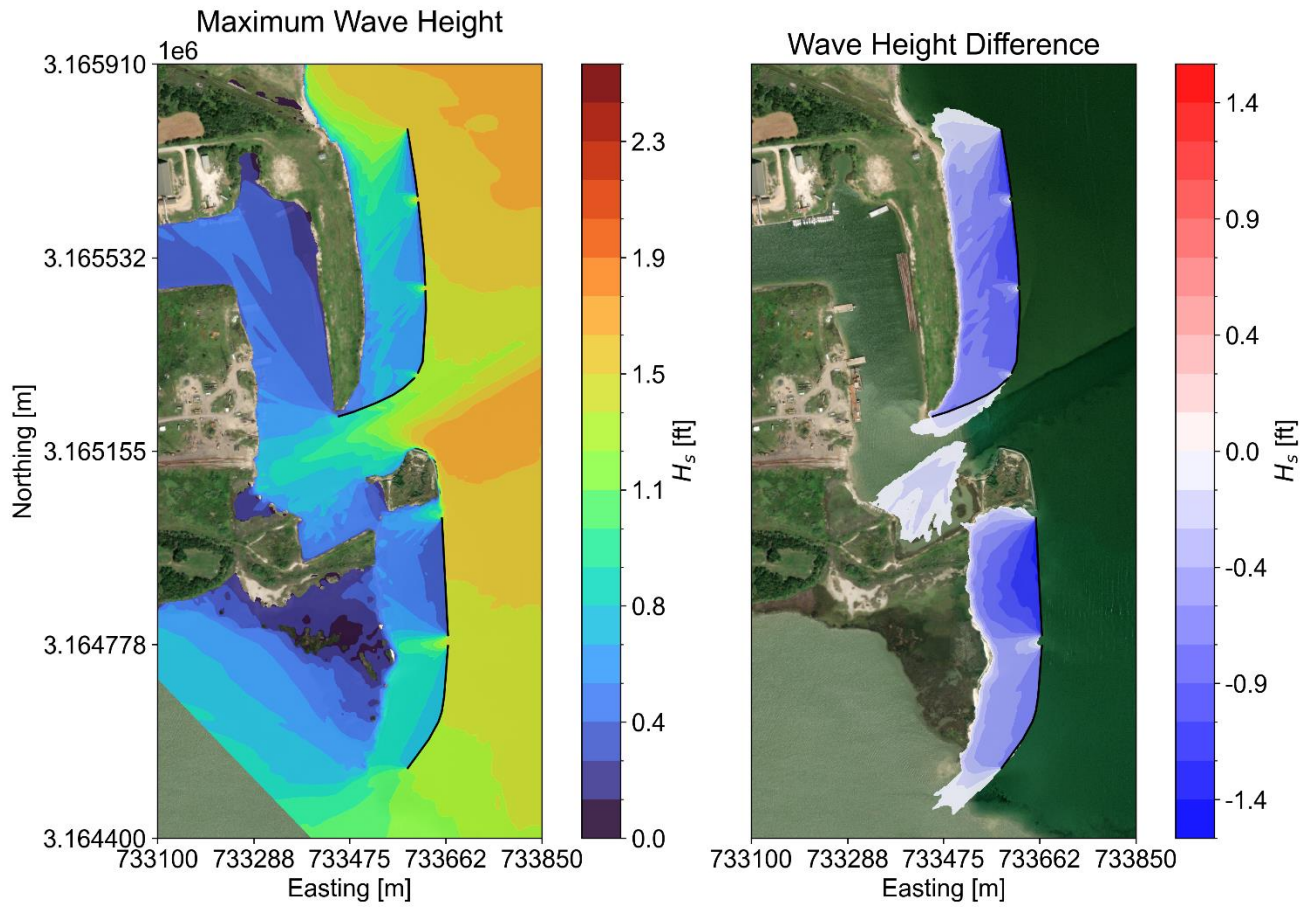


Figure A.13: Simulated wave height and difference with existing conditions for Alternative 3B with the 1-year return period conditions.

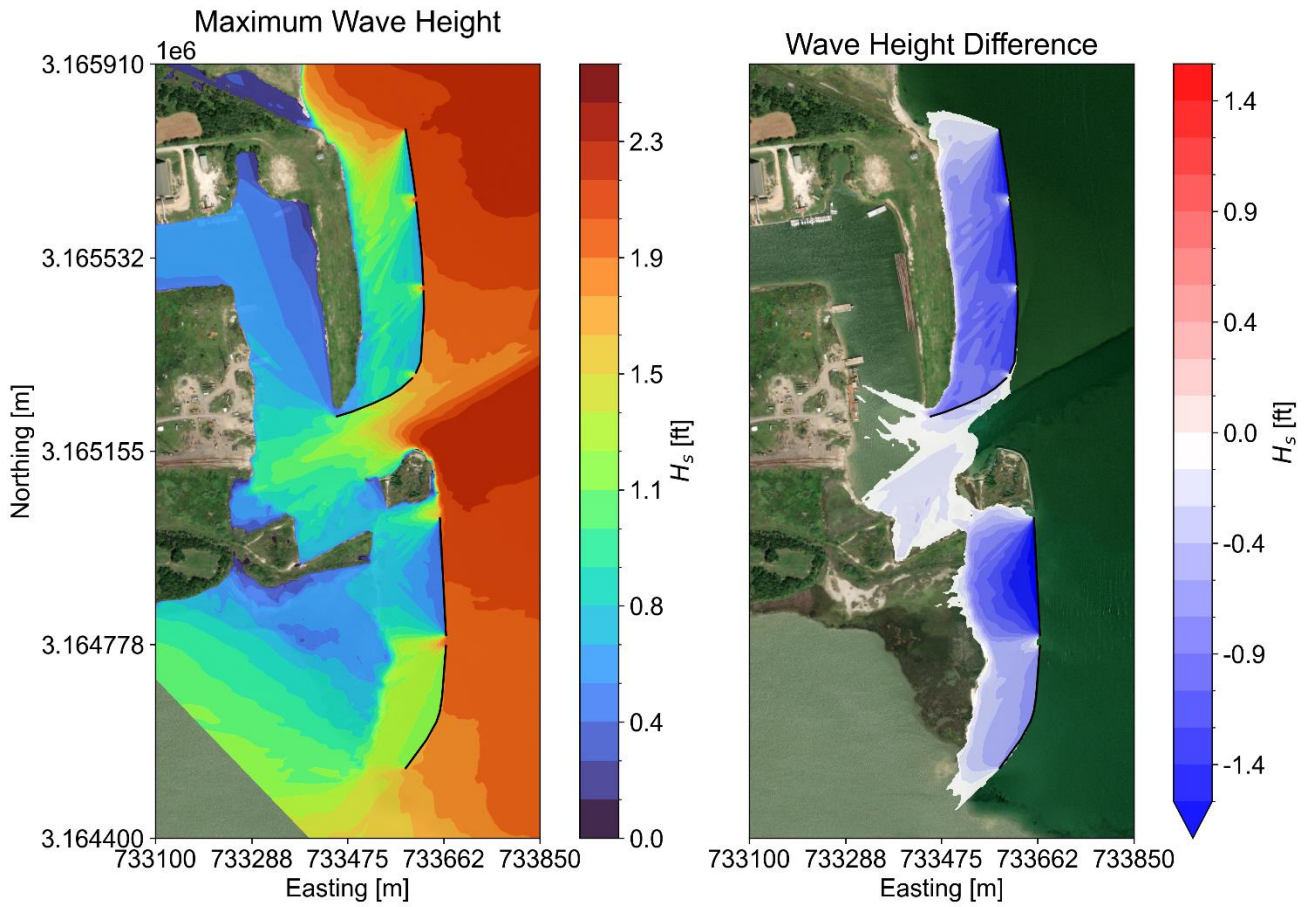


Figure A.14: Simulated wave height and difference with existing conditions for Alternative 3B with the 5-year return period conditions.

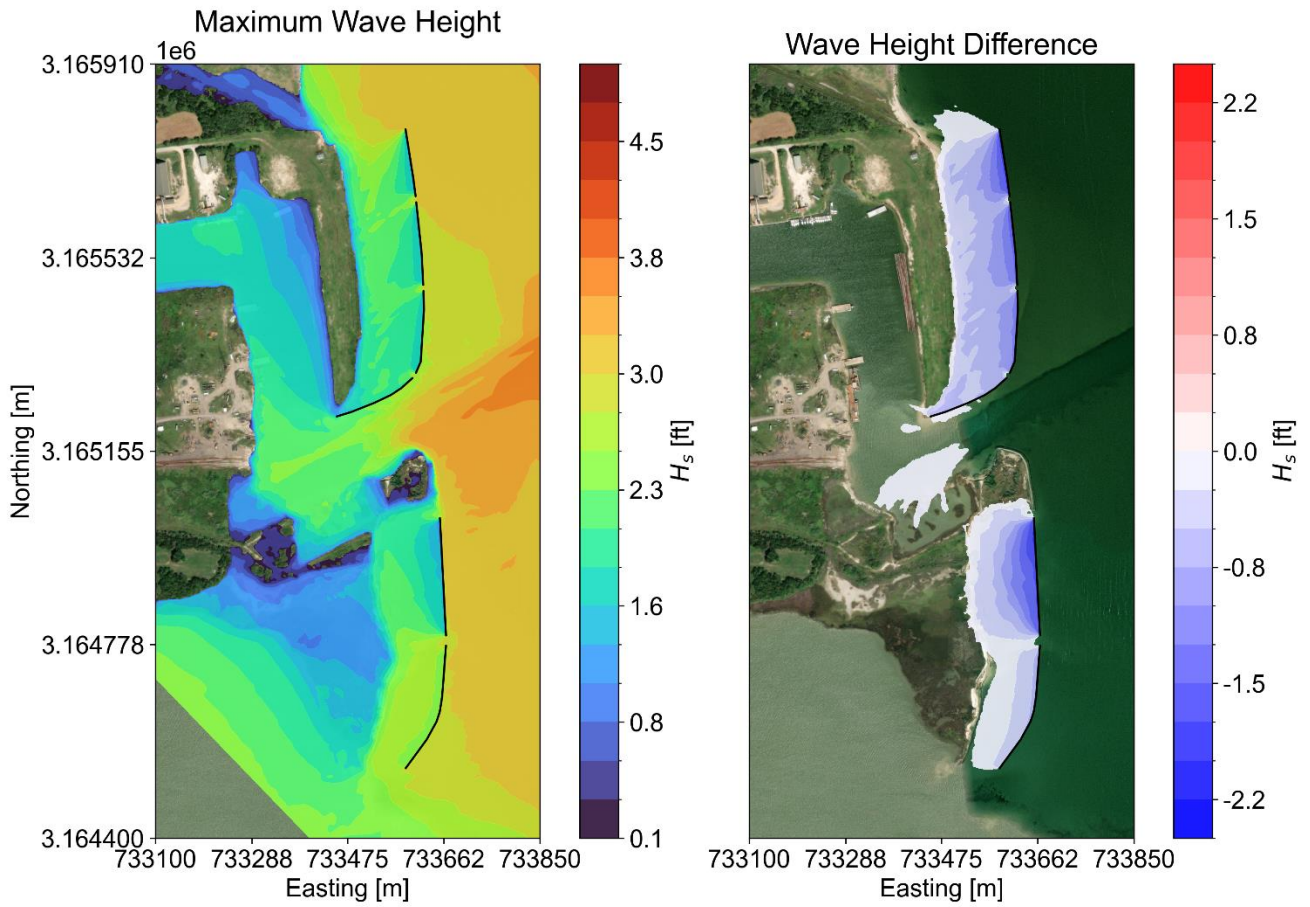


Figure A.15: Simulated wave height and difference with existing conditions for Alternative 3B with the 25-year return period conditions.

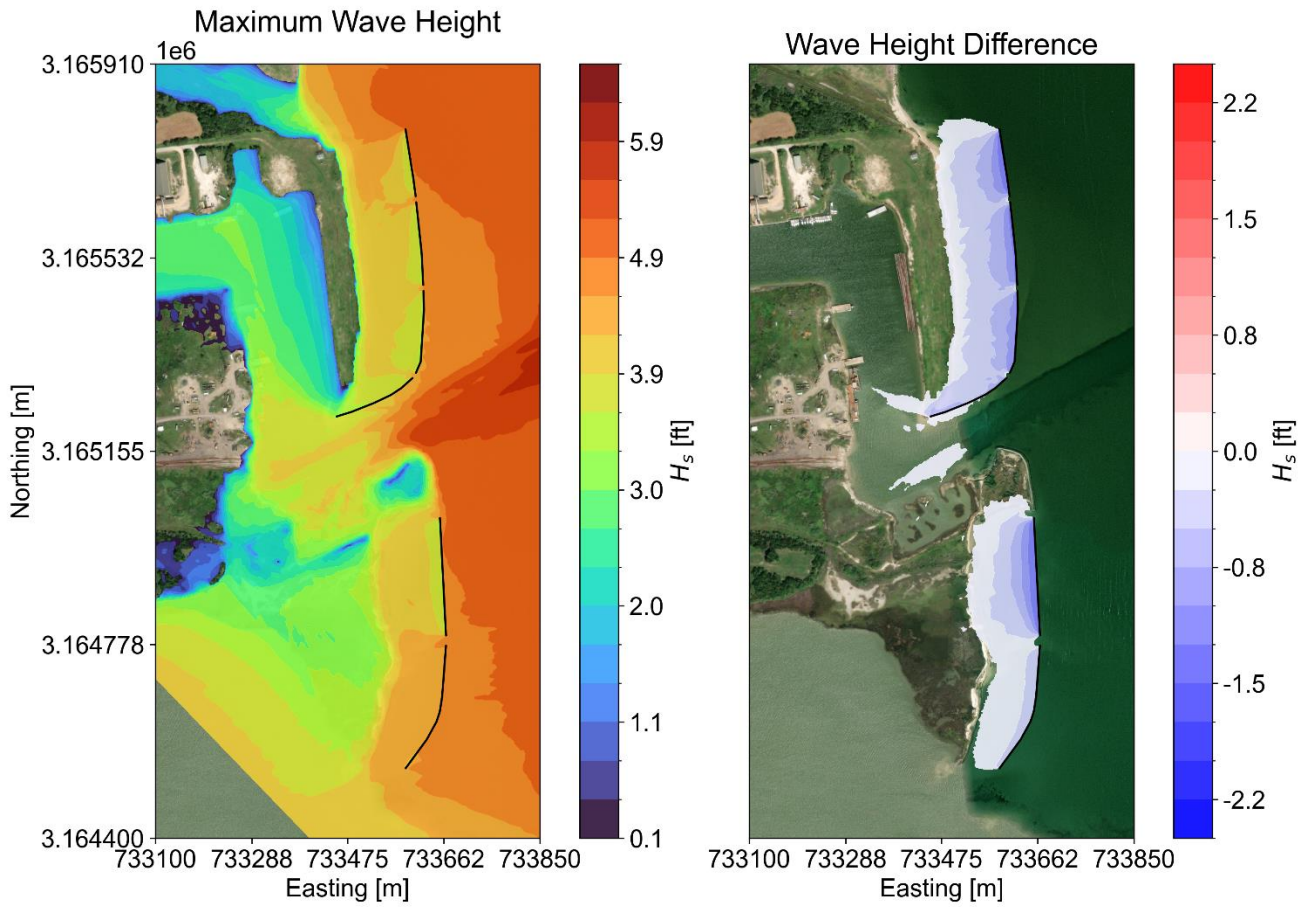


Figure A.16: Simulated wave height and difference with existing conditions for Alternative 3B with the 100-year return period conditions.

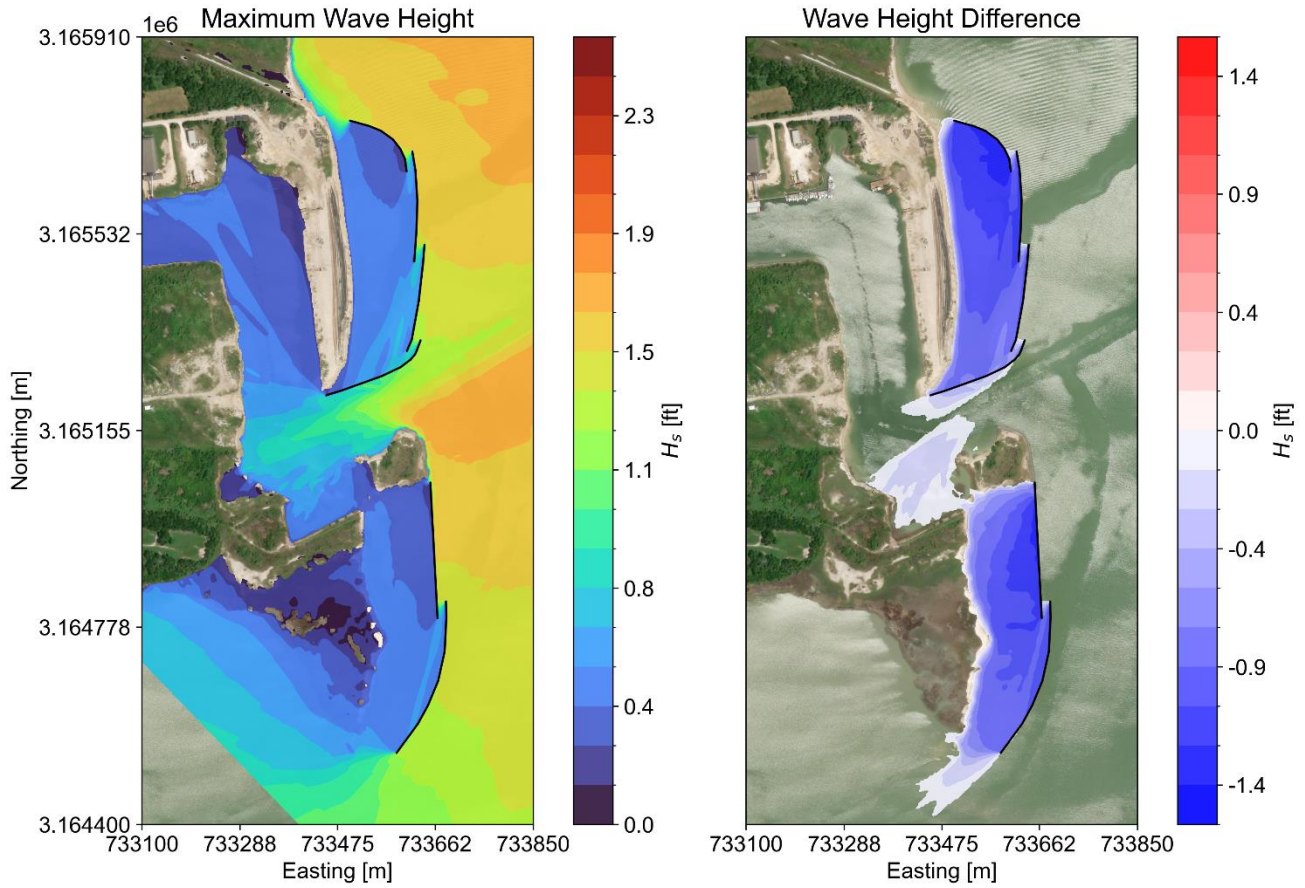


Figure A.17: Simulated wave height and difference with existing conditions for Alternative 4 with the 1-year return period conditions.

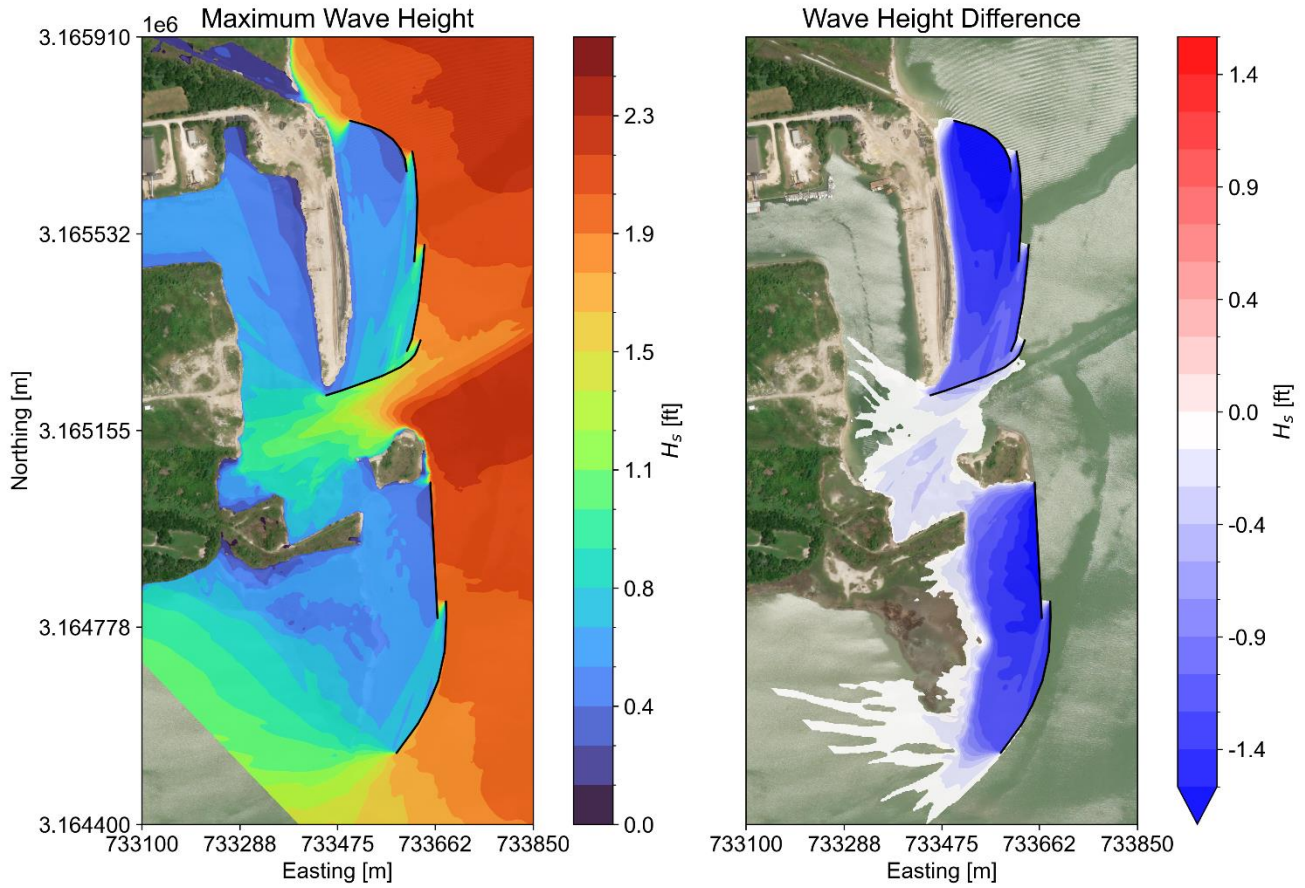


Figure A.18: Simulated wave height and difference with existing conditions for Alternative 4 with the 5-year return period conditions.

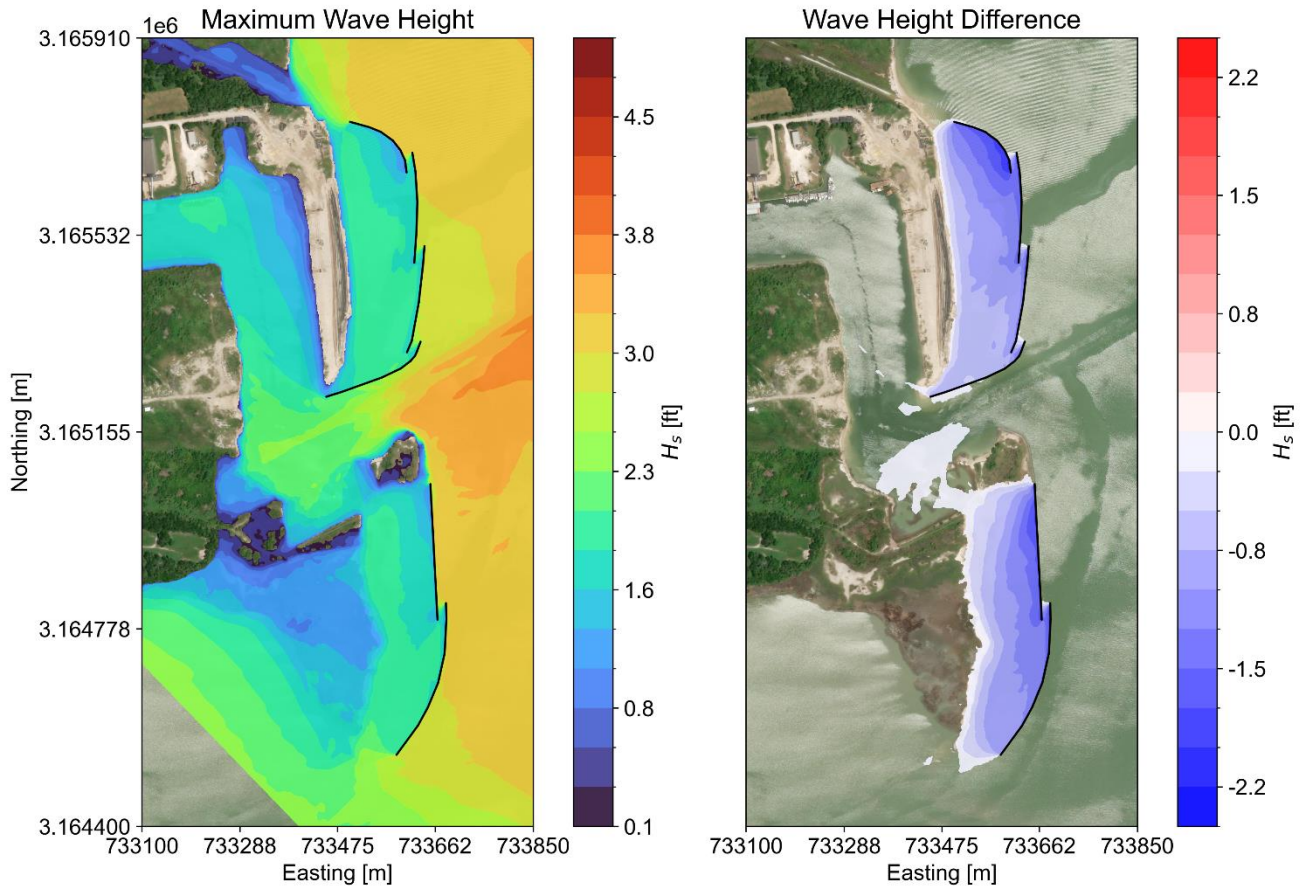


Figure A.19: Simulated wave height and difference with existing conditions for Alternative 4 with the 25-year return period conditions.

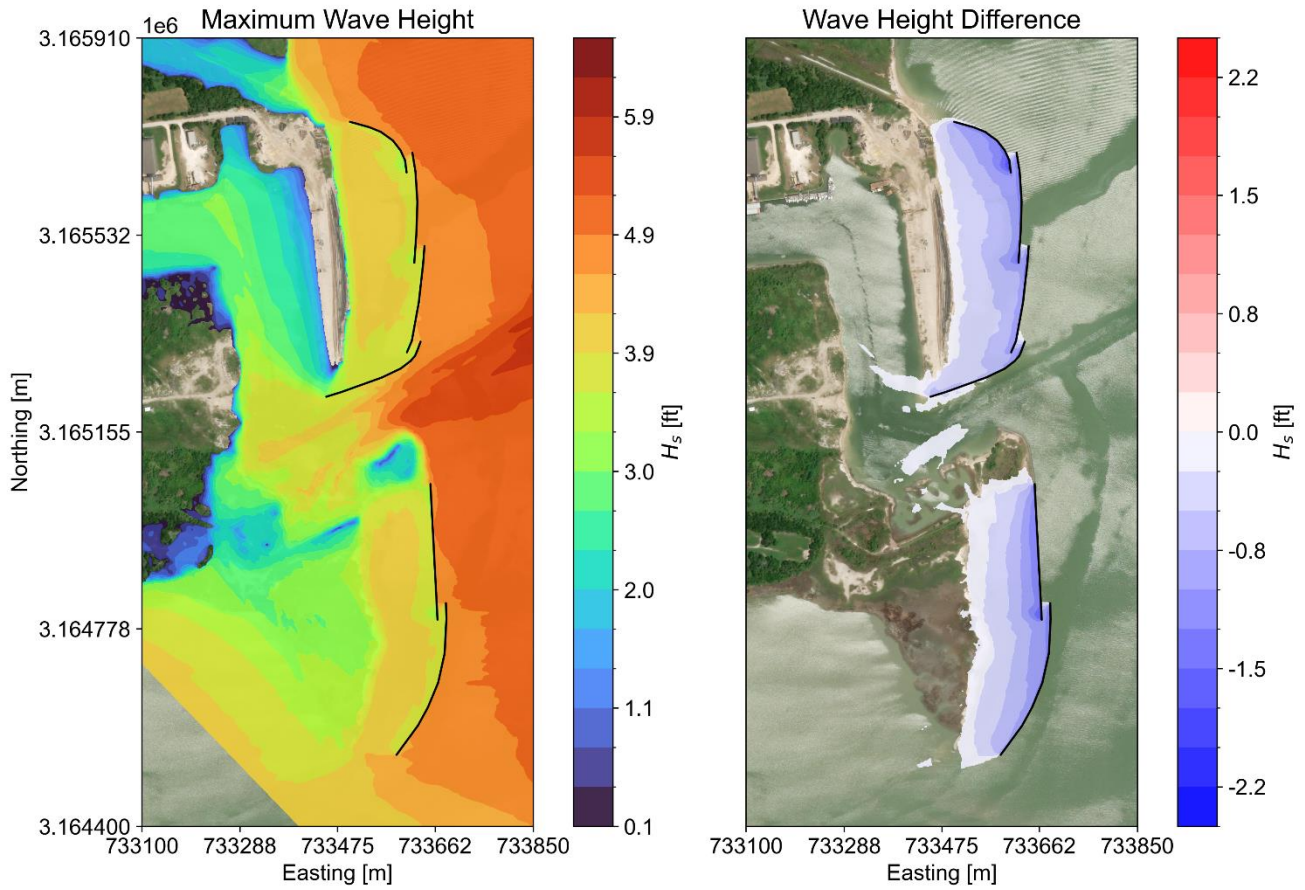


Figure A.20: Simulated wave height and difference with existing conditions for Alternative4 with the 100-year return period conditions.

COMMUNICATION

SUBJECT: RECEIVE HARBOR MASTER'S OPERATIONS,
PROMOTION/DEVELOPMENT ACTIVITY REPORT

INFORMATION:

- a) City Harbor
- b) Nautical Landings Building
- c) Nautical Landings Marina
- d) Smith Harbor
- e) Harbor of Refuge

A) City Harbor

- 1) CH slip 1 & 2 big wash behind bulkhead have Gonzales Construction Looking at it.

B) Nautical Landings Building

- 1) Barefoot construction is working on the storm covers.
- 2) Working on a scope to replace six big windows south end front of building, identify availability windstorm regulations.
- 3) Water usage.

C) Nautical Landings Marina

- 1) Horizon Environmental has been onsite 16 times since last PC meeting.
- 2) Water usage.

D) Smith Harbor – No Updates

E) Harbor of Refuge

- 1) 10 Feb. 2025 Rexco commenced moving mulch to Alcoa.
- 2) 31 Jan. 2025 process to track Encore dockage use.
- 3) 27 August 2024 LCI delivering material from Alamo Heights road project.
- 4) Weed control spraying.

F) To Do List - Raymond Butler

COMMUNICATION

SUBJECT: DISCUSS STATUS REPORT FROM THE TARIFF DEVELOPMENT
COMMITTEE - PRESENTER JODY WEAVER

INFORMATION:

REGULARY PORT COMMISSION MEETING:

DATE: 2/18/2025

TO: PORT COMMISSION

FROM: Jody Weaver

SUBJECT: DISCUSS STATUS REPORT FROM THE TARIFF DEVELOPMENT COMMITTEE

COMMUNICATION

SUBJECT: HEAR REPORT FROM SELECT COMMITTEE ON POSSIBLE TOPICS TO DISCUSS WITH CITY COUNCIL AT THE FEBRUARY 25TH JOINT WORKSHOP, INCLUDING POSSIBLE CHANGES TO PORT COMMISSION AND A REVIEW OF THE 2023 VALBRIDGE APPRAISAL REPORTS.

INFORMATION:

CITY OF PORT LAVACA

MEETING: FEBRUARY 18, 2025 **AGENDA ITEM** ____

DATE: 2.14.2025

TO: PORT COMMISSION BOARD MEMBERS CC: JIM RUDELLAT, HARBOR MASTER

FROM: JODY WEAVER, INTERIM CITY MANAGER

SUBJECT: **POSSIBLE TOPICS TO DISCUSS WITH CITY COUNCIL AT THE FEBRUARY 25TH JOINT WORKSHOP**

There is a joint workshop scheduled with City Council for Tuesday, February 25 beginning at 5:30 pm at the Nautical Landings Marina Meeting Room.

One topic will be a review of the Valbridge valuations and how to use these valuations moving forward in negotiating new leases. Upcoming new leases to negotiate in 2025 include:

- City Harbor TR 3,4,5,6,12 (Miller's Seafood) – expires July 31, 2025
- Harbor of Refuge TR 3 + 11 (Encore Dredging) – expires November 30, 2025

Expiration dates of other leases are (assuming available extensions are exercised):

City Harbor TR 10 (Prestige): February 28, 2029
 City Harbor TR 9/9A (Prestige): August 31, 2029
 HOR TR 5+TR15 (Equalizer): December 31, 2030
 HOR TR 2 + TR 10 (Prestige): March 30, 2031
 HOR (Helena): July 31, 2058

City Harbor TR 7,8,11 (Federation): Month-to-month at this time
 City Harbor TR 4 (Cableone): mirrors the cable franchise agreement

Available Tracts not currently leased:

Landfill Tract 74 acres +/-
 Tract 14 6 acre +/-

Nautical Landings Building: We won't have any new leases to negotiate in 2025 for the office building unless a current tenant does not exercise (or the Port Commission does not approve) an available extension.

Under separate cover I will send you rental rate comparison sheets for currently leased tracts.

A second topic will be a general discussion of the role of the Port Commission.

COMMUNICATION

SUBJECT: HEAR REPORT FROM SELECT COMMITTEE ON MEETING WITH CALHOUN COUNTY CHIEF APPRAISER REGARDING PROPERTY VALUES FOR CITY PORTS & HARBORS PROPERTIES. PRESENTER RAYMOND BUTLER

INFORMATION:

REGULARY PORT COMMISSION MEETING:

DATE: 2/18/2025

TO: PORT COMMISSION

FROM: RAYMOND BUTLER

SUBJECT: HEAR REPORT FROM SELECT COMMITTEE ON MEETING WITH CALHOUN
COUNTY CHIEF APPRAISER REGARDING PROPERTY VALUES FOR CITY
PORTS & HARBORS PROPERTIES.
