

Appendix A

Project Name: *City of Port Lavaca Shoreline Clean up, Debris and Submerged Structures Removal and Sediment Investigations*

TEXAS RESTORE BUCKET 1 APPLICATION

This document was provided as detail information for the application.

BASIC APPLICATION

Project Name: *City of Port Lavaca Shoreline Clean up, Debris and Submerged Structures Removal and Sediment Investigations*

Latitude/Longitude: 28.615892885191563, -96.62066273153073

Location: Downtown Shorelines of the City of Port Lavaca

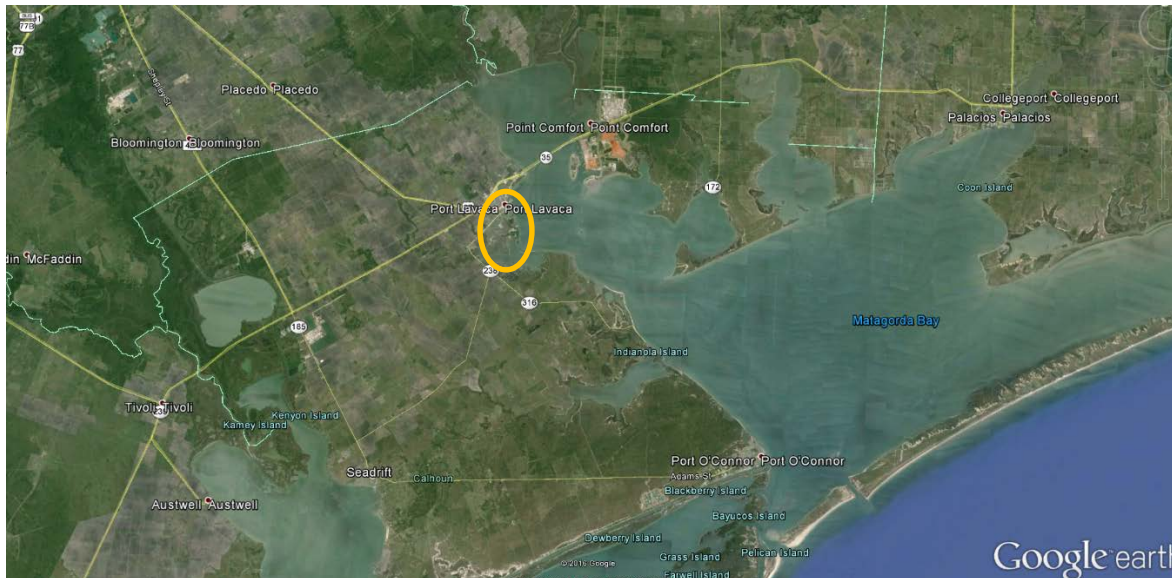


Figure 1. Location of the City of Port Lavaca.

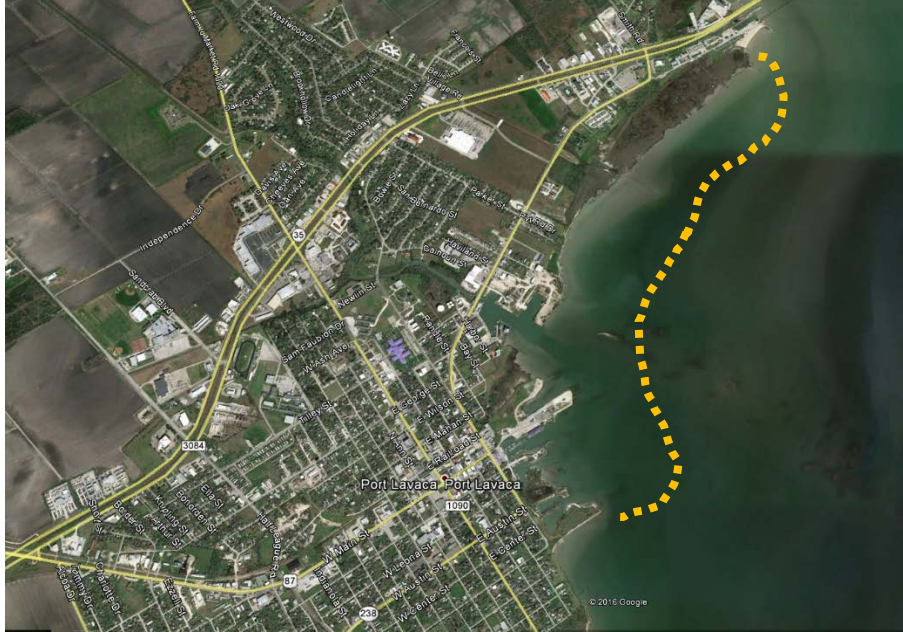


Figure 2. Area of interest in the limits of the City of Port Lavaca.

County (Required): Calhoun County

Watershed/Basin: Lavaca Bay

Project Size (limit 25 characters): 80 potential acres

Project Size Unit (e.g., acre): acres

Affected Area (in Size Units): 600 acres

Project Description:

The City of Port Lavaca (CPL) has been affected by different environmental disasters including the superfund site in Lavaca Bay (LB) and the environmental impact from the maritime industry. In the past 50 years, these disasters have damaged the local economy, environment and quality of life. This application seeks to mitigate the environmental damage and improve the natural environment on the CPL shorelines through bay habitat restoration projects. The waterfront infrastructure of CPL primarily consists of parks, marinas, decaying businesses, and dying marshes/wetlands. CPL is pursuing revitalizing the environmental conditions in the bay creating a resilient economy focused on shoreline usage. CPL developed a

Master Plan focused on restoring ecological conditions and the modernization/revitalization of shoreline infrastructure. Citizens throughout the CPL planning process support this strategy.

In order to begin with the restoration of the shorelines and bay bottom, debris must be removed. The abandoned debris consists of old sunken barges and boats, maritime equipment, broken pipelines, navigation markers, and industrial equipment. The Texas GLO and US Coast Guard led previous efforts to clean debris but more needs to be done. The presence of hazardous debris, confined fuels and structures is limiting ecological, recreational, educational and economic activities on the shorelines. Removing the debris will generate benefits to the environment, the economy and will bring opportunities to revitalize downtown as an economic asset and will create coastal ecotourism opportunities and educational benefits to the entire region. Removing the debris will allow for future restoration opportunities to bring back marshes, oyster banks and fish reefs improving the ecological conditions of the area. Parallel to the removal of these structures, a sediment source investigation must be developed to identify sediment sources for the restoration projects including beneficial use of dredge material (BUDM) opportunities. The BUDM opportunities are supported by the Calhoun Port Authority and USACE. The sediment investigations will include materials in the navigation channels and submerged placement areas. The identification of sediment will start the planning process needed for developing a restoration initiative coming from these BUDM alternatives. The funding requested will support the debris removal and sediment investigations in parallel.

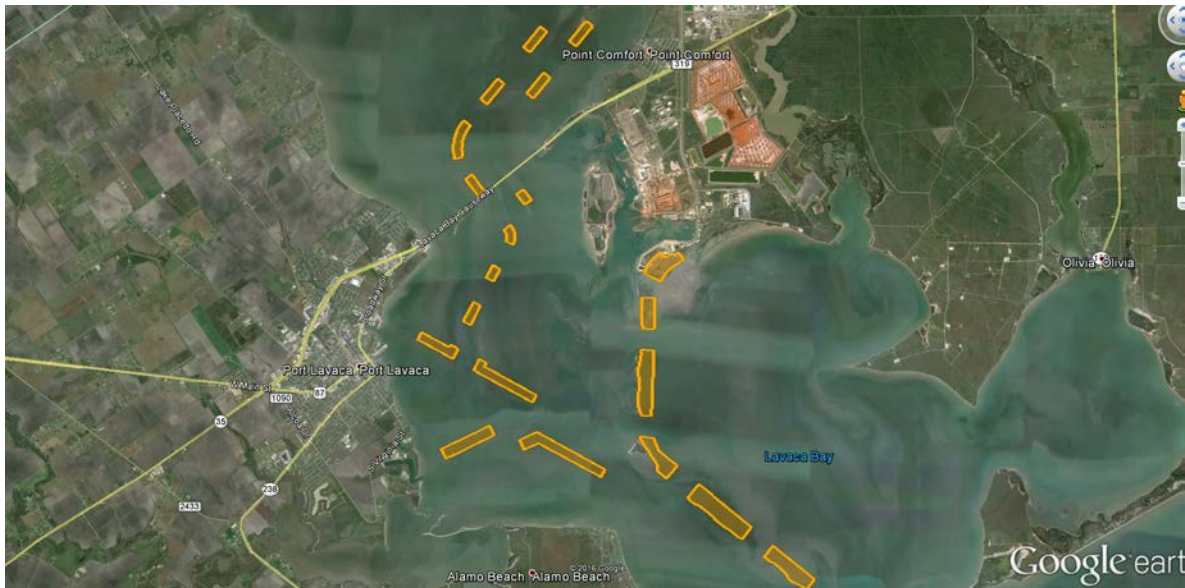


Figure 3. Location of the Submerged Dredge Material Placement Areas that are available for sediment investigations. Several areas are close to the city of Port Lavaca to be considered for beneficial use of dredge material for restoration.

Project Activity:

- **Restoration**
- **Debris removal**
- **Maintenance management**
- **Protection**
- **Infrastructure**
- **Other (Investigations for BUDM)**

Project Habitat(s):

- **Marine/Estuarine wetlands**

Resource Benefit(s):

- **Shellfish**
- **Water column**
- **Sediment/Benthos**
- **Shoreline**
- **Fish**
- **Vegetation**
- **Recreational or cultural**
- **Economic**

Will the project directly benefit state- or federally-listed species?

Red Knot, Piping Plover, Snowy Plover and Reddish Egret.

Project Status:

- Project/Resource Acquisition
- ***Project Planning/Design***
- Project Permitting

Time To Implementation (months): 10 Months

Time To Completion (months): <26 Months

Is the project included under a federal, regional, or statewide plan?

If so, please list them for federal, regional or statewide plan.

Yes. It is part of the GLO Oil Spill Plan and previous federal approved plans such as the Coastal Impact Assistance Program efforts conducted in Texas to remove debris from the Texas bays.

Project Costs -- Estimated: \$500,000.

Project Costs – Funding Available: *Some funds may be available from the GLO Oil Spill Program and about \$2,000,000 in in-kind (available sediments for restoration) will be available coming from the Calhoun Port Authority and the USACE.*

Project Partners (list the following information for each partner):

- ***Partner Organization: Texas General Land Office Oil Spill***
- ***Partner Contact: Greg Pollock***
- ***Partner Involvement: Technical Support, potential funding.***

INSTRUCTIONS TO COMPLETE APPLICATION ADDENDUM

PROJECT TYPE

Identify your project type as a Planning Grant, Implementation Grant, or a Planning and Implementation Grant. Choose one box only. The subheadings below give examples of the types of projects that fall into each project type.

- Planning Grant
 - **Planning assistance**
 - **Studies**
 - **Permitting**

- **Surveys**
- **Consultations**
- Implementation Grant
- Combination of both Planning and Implementation Grant

ADDENDUM

Checklist

Important: Please read and answer the following questions for completing the application and addendum. If you answer “no” to any of these questions, you are not qualified to apply for Federal RESTORE Act funds at this time.

1. Do you meet requirements of the U.S. Department of the following Treasury Certifications:

- a. Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions, (pages 229-249)

<http://www.gpo.gov/fdsys/pkg/CFR-2011-title31-vol1/pdf/CFR-2011-title31-vol1-part19.pdf>

Yes

No

- b. Certification Regarding Drug-Free Workplace Requirements – (pages 249-255)

<http://www.gpo.gov/fdsys/pkg/CFR-2011-title31-vol1/pdf/CFR-2011-title31-vol1-part20.pdf>

Yes

No

- c. Certification Regarding Lobbying- (pages 255-264)

<http://www.gpo.gov/fdsys/pkg/CFR-2011-title31-vol1/pdf/CFR-2011-title31-vol1-part21.pdf>

Yes

No

Please check the appropriate box indicating the project type.

Planning

Implementation

Planning & Implementation

1. Economic Benefit

1. *What is the quantity and economic value of the harvest of each species that the project will produce? (e.g. How many tons per species and the value of each species in the commercial market)*

NA

2. *To what extent will the project increase tourism and what is its economic value to the coastal area? (e.g.: Attract new travelers; support area hotels, restaurants, attractions, cruise ship embarkations and other activities)*

By removing the hazards (debris, barges, pipelines, etc.) from the water, the CPL will be able to expand its marinas, create habitat restoration projects that will increase the view of the bay, create storm mitigation alternatives, consolidate shoreline business investments, and education opportunities for the local school districts.

3. *How will economic growth and competitiveness be enhanced by the infrastructure proposed by the project?*

By creating a safe environment on the CPL shorelines for maritime and recreational activities, the city will consolidate the available New City of Port Lavaca Comprehensive Master Plan (<http://www.portlavaca.org/>) that focuses the future economic and resilient development on sections of the city shorelines for a new economic model that will attract shoreline businesses such as: restaurants, hotels, retail businesses, ecotourism activities, marina visitors and charter fishing guides. (See attached City Master Plan Results)

4. *Is the project located in a rural area? (Rural Area = counties with population of less than 60,000)*

Yes. Calhoun County has only 22,000 inhabitants.

5. *Number of permanent jobs to be created. (Permanent job = more than 12 months of full time employment)*

It is estimated that a minimum of 100 permanent jobs in different categories will be created. It is also estimated that about 200 direct and indirect seasonal jobs will be incorporated to the local economy once the economic master plan becomes implemented.

6. *Average weekly wage to be paid for permanent new jobs.*

Wages will include jobs from management, services, mechanical, recreational, educational, maritime-repair, maintenance, food related, etc.

7. *List capital investment, if any. (Local, State, Federal and/or Private)*

The city has invested more than \$150,000 in the development of previous Master Plans for the development of new infrastructure along the shorelines of the bay. Calhoun County invested \$80,000 in the development of the Shoreline Access Master Plan. US Army Corps of Engineers and the Calhoun Port Authority invested more than \$500,000 on environmental and engineering issues connected to the sediments located close to the city navigation channels. The city and its partners invested more than \$600,000 in the improvements of the local marina and the new Memorial Park on the shorelines. Significant capital investments have been made by the CPL and its' partners demonstrating the city's long-term commitment to revitalize the city shoreline infrastructure and the habitats in the water.

2. Environmental Benefit

1. *How does the project promote coastal ecosystem function? (e.g.: Biological, geochemical, physical processes)*

By removing the hazards from the bay close to the shorelines of CPL, the ecological conditions will be enhanced and improved. According to the Environmental Sensitivity Atlas generated by the GLO Oil Spill program and by the last Environmental Impact Statement generated by the US Army Corps of Engineers for the Matagorda Ship Channel, it is expected that by removing debris and sunken ships in Lavaca Bay, the conditions will increase forage habitat for species such as Red Knot, Piping Plover, Snowy Plover, and Reddish Egret. It will also eliminate the potential negative impacts from abandoned fuels and

contaminants in sunken ships and abandoned oil related infrastructure.

Also, by identifying the sediment sources (qualities and quantities) available to restore the habitats, the city will move the project to a position where federal and state stakeholders can see the benefit of the future restoration ideas available for the city shorelines. This will allow a better coordination and support from the stakeholders to make sure the project is compliance with the federal and state restoration standards.

2. *How will ecological resiliency be promoted by the project? (e.g.: Expansion of oyster reef restoration as a method of erosion control, reduced coastal vulnerability)*

The CPL and its partners will continue with future phases of this plan creating oyster reefs and fish habitats and new marsh areas to be created beneficially with the sediments coming from the local navigation channels. The US Army Corps of Engineers and the Port of Calhoun County are in support of creating marshes in the shorelines of the CPL by providing the dredge material coming from the local navigation channels. Future marshes and oyster reefs (living shorelines) will create a resilient coastal environment that will enhance the natural habitats and mitigate future storm impacts during some minor storms.

3. *List the type and acreage of each habitat type that will be preserved, restored or enhanced by this project.*

Depending on the areas cleaned, the impacts can cover up to 80 acres of submerged bay habitat.

4. *How does this project increase or enhance the resource values of a larger landscape? (e.g.: Protection of watershed affecting conservation downstream, completion of a corridor or incorporation of sufficient habitat to make introduction of new ecosystem processes possible)*

The CPL considers that just by removing the major debris close to the bay shorelines will enhance the perception of the local residents and visitors of being a safe place to visit, work, recreate, invest and live. Also, with the sediment sources investigation, the city will be in a position to propose different scenarios to the stakeholders on how

to advance the project to a “shovel ready phase” by knowing how much sediment is available for that purpose.

5. *How much of the project site is habitat for federal or state listed species or species in significant decline? How will the project affect these species?*

According to the Environmental Sensitivity Atlas generated by the GLO Oil Spill program and by the last Environmental Impact Statement generated by the US Army Corps of Engineers for the Matagorda Ship Channel, it is expected that by removing debris and sunken ships in Lavaca Bay, the conditions will increase forage habitat for species such as Red Knot, Piping Plover, Snowy Plover, and Reddish Egret.

6. *Quantify project benefits to overall watershed health. (e.g.: How does it benefit hydrology, inflows, recharges and/or water quality?)*

The debris removed by the GLO and the Coast Guard in several bays has demonstrated improvements to the water quality and reduced the level of contaminants in the intertidal areas next to the shorelines. The risk for accidents and new oil spills were also reduced and the hydrology and water quality in the marsh areas has improved. It is expected that removing debris in the bay waters and shoreline of the CPL will follow the benefits observed in other bays.

The sediment source investigation will provide a large scale picture on which areas can be restored with good sediment supply and which habitats will have priority based on the quality and quantity of the sediments.

7. *How will the project benefit bay and estuarine health? (e.g.: Improves salinity regimes, nutrient and sediment transport for estuarine habitats, improves wetland functions, or restores naturalized periodicity of inflow events)*

The risk for accidents and new oil spills will be reduced and the hydrology and water quality in the marsh areas will be improved. It is expected that removing debris in the bay waters and shoreline of the CPL will follow the benefits observed in other bays.

8. *How will the project affect water quality? (e.g.: Cumulative and secondary impacts, storm water management, reduces storm water runoff, watershed protection, reduces contaminants)*

The debris removed by the GLO and the Coast Guard in several bays has demonstrated improvements to the water quality and reduced the level of contaminants in the intertidal areas next to the shorelines. The risk for accidents and new oil spills were also reduced and the hydrology and water quality in the marsh areas has improved. It is expected that removing debris in the bay waters and shoreline of the CPL will follow the benefits observed in other bays.

9. *How will this project be affected by sea level variability? (e.g.: Subsidence, tidal dynamics, storm surges, floods, coastal erosion)*

The project will be completed in a very short period of time. It is expected that the removal of debris close to the bay shorelines of the city will improve the bay circulation and will bring fresh water inputs to the submerged habitats across Lavaca and Matagorda Bays. Since the debris is directly affecting bay bottom habitat, sea level rise is not expected to affect these habitats.

3. Comprehensive Factors

1. *What is the educational contribution of the project? (e.g.: Implements hazard response programs, develops and distributes materials to schools, nature centers, and/or other educational facilities)*

Actually, the project reduces the response to debris hazards on the bay and allows the city to focus on environmental awareness; improving the bay and increasing educational exposure to the habitats of the recovered areas.

2. *What is the recreational contribution of the project? (e.g.: Increased recreational hunting and/or fishing opportunities, public access, parks, birdwatching, kayaking, paddling trails)*

By expanding habitats at the recovered areas the city will focus educational and recreational efforts on these areas. This initiative will bring regional environmental awareness programs on the benefits of removing hazards and hazardous materials from the bay bottom and demonstrate the recovery of bay habitats.

3. *Has the project been documented to reduce flood risk by FEMA?*

Yes

No

4. *How will infrastructure and coastal community resiliency be promoted by the project? (e.g.: Provides safety elements for the community, implements building codes, setbacks, flood control, moves development out of high-risk zones)*

By removing the debris from the bay shorelines, the city will be reducing the high-risk zones that can create more environmental challenges after accidents. Having a clean bay bottom environment will facilitate community projects that will create education and recreational bay projects that are free from the risk of debris impacts.

5. *What coastal assets are protected by the project? (e.g.: Residential areas, infrastructure, ecology, industry, coastal natural resource areas, critical habitat)*

The debris removal from the shorelines of the CPL will protect maritime infrastructure, promote safe commerce, increase recreational activities, create and recover critical habitats and reduce ecological risks.

6. *Will a Quality Assurance Project Plan (QAPP) be developed for this project?*

Yes

No

7. *Does the project support an existing local, regional, state, or federal plan?)*

Yes, please describe the relationship between the project and the plan.

No

The project will support the Calhoun County Shoreline Access Master Plan funded and approved by NOAA. The GLO Oil Spill Plan for debris removal and the Matagorda Ship Channel Feasibility Study conducted by the Port of Calhoun.

8. *How does this project benefit the community as a whole, contribute to a larger system or region or accomplish larger planning activities?*

The CPL developed its new City Comprehensive Master Plan (2016) where residents voted to connect the city with new shoreline infrastructure (<http://www.portlavaca.org/>). Removing the abandoned structures and debris from the Bay will provide numerous improvements to the region including eco-tourism, navigation safety, ecological restoration, water quality improvements, fish habitat expansion, and reduce damage from debris impacting existing infrastructure during storms. The GLO Oil Spill program has successfully demonstrated that this approach has provided these improvements and results. The GLO Oil Spill program is a partner in this effort.

9. *How does this project take into account existing land use planning in the project area? (e.g.: Zoning, development trends and demographics, adaptive management plans, sets buffers or setbacks, floodplain management, conservation easements or corridors)*

The city had to create a new Comprehensive Master Plan to incorporate new scientific and planning data on coastal issues, resiliency, future economic development, job sustainability and education. All these activities are connected to the shorelines and bay culture and history.

4. Project Logistics

1. *List all regulatory and engineering approvals complete at the time of application.*

None. The city is starting this process with the support of several partnerships. See Appendix B- Letters of Support.

2. *What are the success criteria for the project? (e.g.: Goals or intended results, quantifiable measures of success)*

Through public meetings and inputs for the new (2016) City Comprehensive Master Plan, city officials asked residents what makes Port Lavaca unique?: Residents described a community known for its relationship with the coastline, great views, water related activities and recreation, friendly people in the tight-knit community, and potential ample job opportunity. The success criteria for a livable city was defined as a city providing

opportunities that included: 1. Housing; 2. Beautification; 3. Downtown; 4. Waterfront infrastructure; 5. Economic Development; 6. Parks and Recreation; 7. Community Activities; and 8. Regulations and Policies.

3. *What is the basis for those success criteria? (e.g.: Standardized or widely-accepted standards, adaptive management measures, development of decision making tools, modeling, long term trend analysis)*

The Comprehensive Master Plan used a Resident Decision Making Tool and long term growth and land use management tool.

4. *How will success criteria be monitored and measured? (e.g.: Performance measures and details as to how you will monitor those measures)*

The criteria will be based upon the eight livable goals mentioned above.

5. *If there are post-grant costs for operating, monitoring and managing of the project, how will those costs be funded?*

The city has operation budget to cover the cost.

6. *Will data collected under this project be made publicly available?*

Yes, the City Website has been key during the public input process used for the preparation of the New Master Plan. It will continue being the tool to inform the public and the partners on the progress of the projects.

No, please explain why not

7. *Does the grant recipient have experience in administering state or federal grants?*

Yes, please list examples of previously managed grants.

- **Some state and federal grantors are:**
- **US Department of Justice**
- **US Department of Homeland Security**
- **US Department of Commerce (GLO)- Coastal Zone Management, Coastal Management Plan**
- **US Department of Housing and Urban Development (TDA & TDHCA)- CDBG, TCF, Home Program**
- No

8. *Best Available Science: Has the method to be used been justified using peer reviewed and/or publicly available information?*

Yes, please provide details. ***The city partners include several major Environmental NGO's, state agencies, federal agencies, academic groups and educated staff from other institutions that are part of the partnerships supporting this project.***

No

9. *Cite literature sources used to support the science behind the proposal.*

Calhoun County Shoreline Access Master Plan approved by NOAA. The Texas General Land Office Oil Spill Plan, the Final Programmatic Damage Assessment and Restoration Plan (PDARP) and Final Programmatic Environmental Impact Statement (PEIS) managed by the RESTORE Council. The city is using the same goals and justifications for the environmental improvements identified in the PDARP. Finally, the Port of Calhoun has developed several environmental documents with technical inputs from federal and state stakeholders mentioning the role of the city water infrastructure, and the City harbors and its relationship with the maritime industry.

10. *Provide any uncertainties or risks in the scientific bases used in your proposal.*

There are no risks associated with these goals. The GLO Oil Spill Program will team with the city for the procedures needed to remove critical and hazardous infrastructure for the future improvements of the city shorelines.

5. Community Engagement

1. *Does the grant recipient have the authority to undertake this project?*

Yes, please provide details. ***The city regularly receives federal and state grants since is managed by elected officials and complies with the state and federal regulations associated with the grants.***

No

2. *Will public access to the project area be provided and how? (e.g.: Owner or deeded access, appropriate parking, signage for the public,*

dune trails, walkovers, compliance with the American with Disabilities Act)

Public access and utilization of the bays and shorelines will be improved. The project will generate other shoreline investments and bring new environmental awareness and educational programs connected to the beauty of the bay waters. There is enough public infrastructure to expand the improvements on the shorelines.

3. Provide documentation of public support for this project. (e.g: Letters of support, formal actions by governmental entities)

See Appendix B- Letters of Support

4. Describe public participation opportunities in developing and implementing this project. (e.g.: Public meetings, surveys, volunteers for project)

In coordination with the City of Port Lavaca (CPL), Freese and Nichols, Inc. (FNI) developed a strategy to get public consensus on the priorities for environmental enhancement along the shorelines of CPL on Lavaca Bay. The strategy consisted of a group of public inputs through a CPL Shoreline Task Force (TF). Members of the TF include: City of Port Lavaca Mayor, Jack Whitlow -City of Port Lavaca Councilman, Jim Ward -City of Port Lavaca Councilman, Tim Dent -Calhoun County Commissioner, Neil Fritsch -Calhoun Port Authority, Port Director, Charles Hausmann -City of Port Lavaca Public Works Director, Darren Gurley -San Antonio Bay Foundation, President, Don Alonso -Port Lavaca Chamber of Commerce, Executive Director, Chris Hines San Antonio Bay Partnership Board Chair, Allan Berger -Formosa Plastics, Director of Communications, Bill Harvey -Natural Resource Conservation Service, District Conservationist, Madeleine Cantu -Sea Grant Extension Agent, Rhonda Cummins - Senator Lois Kolkhorst, Staff, Ross Giesinger -Lakeside RV Resort, Owner, Doug Jensen -REMAX Realty, Dallas Franklin REMAX Realty, Suzan Davis -Russell Cain Real Estate, Owner, Russell Cain -Russell Cain Real Estate, Administrator, Lisa Peterson Through a series of meetings and direct communication coordinated by The CPL Economic Development Director, Chad Odom the consensus of the participants on the TF was that the shorelines need several projects to improve the present conditions on the city shorelines and the ecosystems within Lavaca Bay. Historically, the city shorelines have been negatively impacted by lack of environmental policy and point-source pollution affecting the overall economic health of the city

shorelines. Mr. Odom took the leadership for the collection of data and public inputs to obtain consensus on the best opportunities to develop a strategy to complete the revitalization and environmental enhancement of the shoreline infrastructure and the ecosystems on the bay. RESTORE Act funding was considered to be one of the best alternatives to fund some of the discussed needs. This funding opportunity will be used as a priority to generate a funding mechanism to complete a series of phased projects, which began more than a decade ago. The conclusion from the TF meetings is that RESTORE Act will support some of these initiatives in parallel with the use of other funding opportunities to be identified such as: GLO coastal programs, TPWD and NOAA habitat programs, USACE beneficial use of dredge material, funding from Non Profit Organizations (NGO's), local industries and business, etc. This initiative will cover the city shorelines from the recreational areas south of SH-35 to the Harbor of Refuge and Chocolate Bay.

5. *Does this project leverage other funds?*

Yes, please provide source of funds and describe how leveraging works with this funding.

The city has commitments for public and private investments that will come once the area becomes free of hazards and has better access. The sediment in the placement areas will be considered in-kind up to \$2,000,000 in value. The city has \$25,000 for this project but more may be available at the time of selection.

No

References Related to the Improvements of the environmental conditions in Lavaca Bay near the City of Port Lavaca:

<http://www.gulfspillrestoration.noaa.gov/restoration-planning/gulf-plan/>

Federal Register. Promulgation of Lavaca Bay to the National Priorities List. February 23, 1994.

Agency for Toxic Substances and Disease Registry. Consultation: Lavaca Bay, Point Comfort, Texas. From Martha D. Kent, ATSDR to Carl Hickam, ATSDR Region 6. July 2, 1990,

Natural Resource Damage Assessment Pre-Assessment Screening Document, Lavaca Bay -Segment 2453. By Bob Trebatoski and Jim Gooris. July 27, 1990. Texas Water commission.

Woodward-Clyde. Chlor-Alkali Site Investigation Plan Summary. Field Sampling Plan. Prepared for Aluminum Company of America. September 1992.

Expanded Site Inspection Report. Lavaca Bay. Point Comfort, Calhoun County, Texas. TXD988000600 Revision 1. Prepared for the U.S. Environmental Protection Agency, Region VI by Roy F. Weston, Inc. April, 1993.

Texas Department of Health Record of Communication. Susan L. Prosperie, Program of Health Risk Assessment and Toxicology to John Mayfield, ALCOA. March 16, 1994.

RCRA Facility Assessment, Aluminum Company of America, Point Comfort, Texas. Submitted to EPA Region VI by A.T. Kearney, Inc. and Science Applications International Corporation. September 1988.

Texas Department of Health, Division of Shellfish Sanitation. Mercury Concentrations in Marine Organisms of Lavaca Bay. A Report Compiled by the Division of Shellfish Sanitation Control of Texas Department of Health. Undated document.

HRS documentation record cover sheet. ALCOA (Port [sic] Comfort)/Lavaca Bay. March 19, 1993.

Texas Department of Health. Order No. AL-1. Aquatic Life Order issued by Dr. Robert Bernstein, Commissioner of Health. April 20, 1988.

Texas Department of Health. Record of Communication Files. To the File from Susan L. Prosperie Health Risk Assessment and Toxicology Program. Subject: EPA Open House ALCOA/Lavaca Bay NPL site and Tour of ALCOA facility. April 20, 1994.

Agency for Toxic Substances and Disease Registry. Letter To Carl Hickam from Martha D. Kent and Allan S. Susten. Health Consultation Follow-up: Lavaca Bay Site, Point Comfort, Texas. December 31, 1990.

Texas Department of Health, Dr. Diane M. Simpson, State Epidemiologist and Associate Commissioner Disease Prevention letter to physicians practicing in the area of Lavaca Bay. Physician education letter regarding dangers of methylmercury and the closure order on part of Lavaca Bay. May 16, 1991

The Department of Health and Human Services, Agency for Toxic Substances and Disease Registry. Patricia H. Price, D.O. Division of Health Education, ATSDR and Dr. Michael F. Kelley, M.D., M.P.H. Chief, Bureau of Disease Control and Epidemiology, Texas Department of Health to Physicians in the vicinity of Lavaca Bay. near Point Comfort. September 1992.

U.S. Department of Commerce, National Oceanic and Atmospheric Administration. October 30, 1990. Issues Regarding Protection of the Lavaca Bay Environment, Texas. Jointly Developed by The Natural Resource Trustee Agencies: NOAA, Texas Water Commission and U.S. Dept. of the Interior.

U.S. Department of Labor. October 21, 1992. Memorandum for Lavaca Bay Trustees from Gretchen Lucken, Mine Safety and Health Division. MSHA Enforcement Action at ALCOA's Point Comfort Facility.

Department of Labor, Mine Safety and Health Administration, Chemical Health Hazard Evaluation Point Comfort Alumina Plant. Aluminum Company of America (ALCOA); August 25-26, 1992. George W. Weems, Industrial Hygienist. Report is dated September 9, 1992.

ALCOA comments dated February 6, 1995 on draft Public Health Assessment titled ALCOA (Point Comfort)/Lavaca Bay NPL site.

Federal Mine Safety & Health Review Commission. Dated 10/16/92. Aluminum Company of America, contestant v. Secretary of Labor, Mine Safety & Health Administration (MSHA), respondent. Roy J. Maurer Administrative Law Judge.

NIOSH, Health Hazard Evaluation Report. HETA 92-402-2283. Aluminum Company of America, Point Comfort, Texas. February 1993. NIOSH Investigators: Douglas B. Trout, MD, MHS, Anthony Zimmer, CIH.

EPA letter from Allyn M. Davis to Texas Department of Health, Dr. David Smith Commissioner of Health. June 22, 1993. EPA notification that ALCOA (Point Comfort)/Lavaca Bay, Calhoun County, Texas was proposed for the Superfund National Priorities List in the Federal Register of June 23, 1993 under the Proposed update #15.

U.S. Census Bureau. 1990 Census Of Population And Housing Summary Tape File 1A. U.S. Government Printing Office, Washington, D.C., 1990.

Texas Department of Health. Record of Communication File. Susan L. Prosperie, TDH to Bill Miller, Calhoun County Health Department. February 9, 1994.

Texas Almanac and State Industrial Guide. Eds. Mike Kingston and Mary G. Crawford. 1994-1995.

Texas Department of Health. Record of Communication File. Susan L. Prosperie, TDH to Ron Weddell, ALCOA. February 24, 1994.

Record of Communication File. Texas Department of Health to Texas Parks and Wildlife. Subject: Monthly Marine Products Report for Lavaca Bay. February 17, 1994.

Letter from Richard K. Donelson, M.D.; Director, Epidemiology Division TDH to Dr. Kirby J. Smith, M.D. of Port Lavaca, TX. Letter describing blood mercury results. June 30, 1978.

Letter from Charles R. Webb, Jr. M.D., Chief of the Bureau of Communicable Disease Service, TDH. In response to request from Dr. James P. Parker of La Marque. Dated May 10, 1979.

Texas Department of Health. Record of Communication. Susan L. Prosperie, Program of Health Risk Assessment and Toxicology, TDH to Mr. C.J. Webster, City Manager, City of Port Lavaca, Texas. March 4, 1994. Regarding citizen health concerns associated with the mercury contamination in Lavaca Bay.

Memorandum from the Texas General Land Office to John F. Villanacci, Ph.D., Director Health Risk Assessment & Toxicology Program, Bureau of Epidemiology, Texas Department of Health. From Ingrid K. Hansen and Leah Tunnell, Legal Services Program, Texas General Land Office (GLO). Subject: Health information relating to Aluminum Company of America, Point Comfort, Texas Facility National Priorities List Site (ALCOA). Undated document.

Geochemical and Environmental Research Group, Texas A&M University. Conducted for Formosa Plastics Corporation. An Investigation into Chemical Contamination of Cox Creek and Cox Bay, Point Comfort, Texas. Water, Sediment, and Organism Analyses, June 1990. August 14, 1990.

Woodward-Clyde Consultants. Lavaca Bay Sediment Sampling Data Report Point Comfort, Texas. Draft Report Volumes I and II. Prepared for Aluminum Company of America. November 1992.

Woodward-Clyde. Groundwater Data Report. June 1992 Sampling. ALCOA Point Comfort Operations, Point Comfort, Texas. Prepared for Aluminum Company of America. September 1992.

Woodward-Clyde Consultants. Groundwater Database Report Updated Through February 26, 1993. ALCOA, Point Comfort, Texas. Prepared for Aluminum Company of America. May 1993.

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FEDERAL RESTORE BUDGET

Project Title: *City of Port Lavaca Shoreline Clean up, Debris and Submerged Structures Removal*

Applicant Name: **City of Port Lavaca**

Address: **202 N. Virginia**

City, State, Zip: **Port Lavaca TX, 77979**

Budget Contact: **Scotty Jones**

Email Address: **sjones@portlavaca.org**

Budget Category	RESTORE	Other Funds	Other Funds	Total Budget
Salary/Wages	\$	\$	\$	\$
Fringe	\$	\$	\$	\$
Travel	\$	\$	\$	\$
Supplies	\$	\$	\$	\$
Equipment*	\$	\$	\$	\$
Contractual	\$500,000	\$25,000	\$	\$525,000
Land Acquisition	\$	\$	\$	\$
Subtotal	\$500,000	\$25,000	\$	\$525,000
Indirect Costs	\$	\$	\$	\$
Total	\$500,000	\$25,000	\$	\$525,000

*Equipment includes capital purchases.

Source of Other Funds:

CPL Project Oversight

Please justify your request below:

The project will require geophysical survey, selection of a consulting firm to manage the removal and then the selection of contractors to

remove the debris and Submerged Structures Removal. All phases will be developed through contractual services.

The city will start with a budget of \$500,000 just to focus on the priorities needed for the future enhancement areas on the bay for environmental restoration projects.

Removing the debris will allow for future restoration opportunities to bring back marshes, oyster banks and fish reefs improving the ecological conditions of the area. Parallel to the removal of these structures, a sediment source investigation must be developed to identify sediment sources for the restoration projects including beneficial use of dredge material (BUDM) opportunities. The BUDM opportunities are supported by the Calhoun Port Authority and USACE. The sediment investigations will include materials in the navigation channels and submerged placement areas. The identification of sediment will start the planning process needed for developing a restoration initiative coming from these BUDM alternatives. The funding requested will support the debris removal and sediment investigations in parallel.

The GLO will provide project support and owner's negotiations and permitting assistance for this project.

Appendix A

City of Port Lavaca Shoreline Habitat Creation (Through Marshes, Fish Habitat, Oyster Reefs and Living Shorelines)

TEXAS RESTORE BUCKET 1 APPLICATION

This document was provided as detail information for the application.

I. BASIC APPLICATION

Project Name: City of Port Lavaca Shoreline Habitat Creation (Through Marshes, Fish Habitat, Oyster Reefs and Living Shorelines)

Latitude/Longitude: 28.617154931209537, -96.6198473399902

Location: Downtown City of Port Lavaca on the shoreline side.

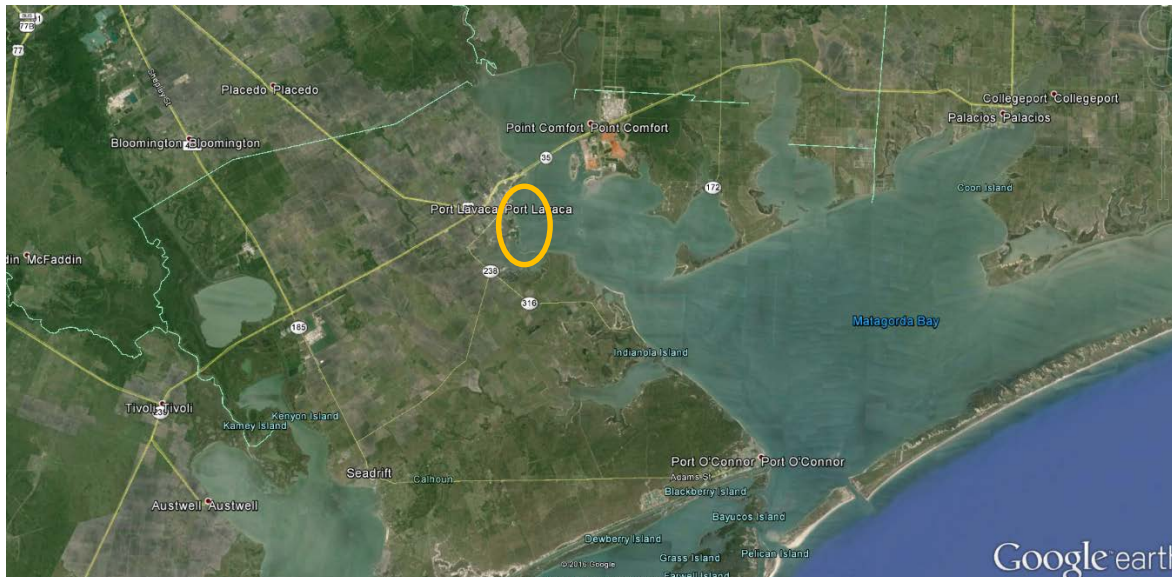


Figure 1. Location of the City of Port Lavaca.

County (Required): Calhoun County

Watershed/Basin: Lavaca Bay

Project Size (limit 25 characters): Area will cover 300 acres

Project Size Unit (e.g., acre): acres

Affected Area (in Size Units): 600 acres

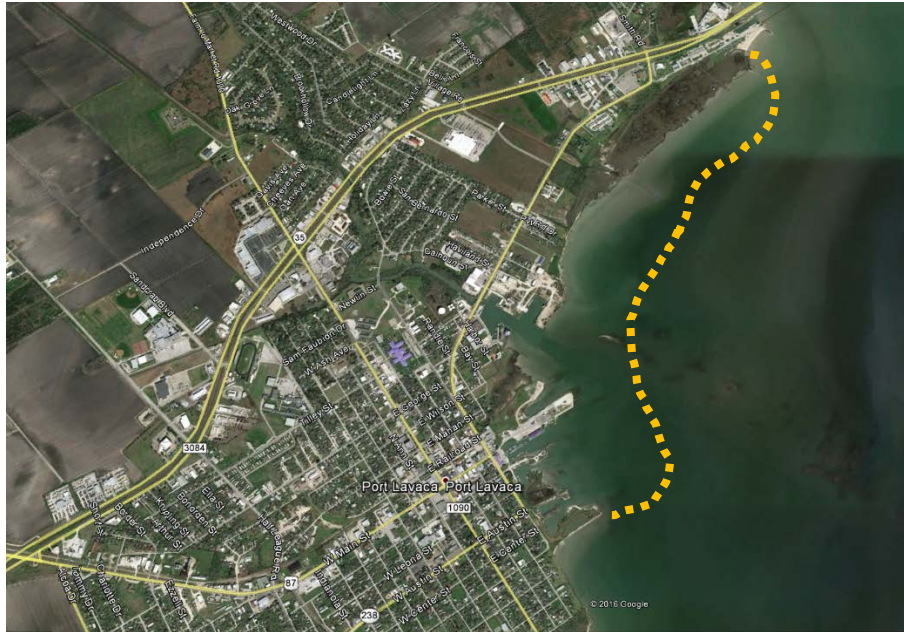


Figure 2. Area of interest within the City of Port Lavaca limits.

Project Description

The goal of this project is to re-create bay shoreline habitat areas affected by past economic activities and improve the natural environment and ecosystem, the local scenery and attract investments to revitalize the downtown area. This project will use beneficial use of dredge material (BUDM) alternatives from submerged placement areas and other sediment sources available to re-build these habitats. The City of Port Lavaca (CPL) and its partners will build a BUDM plan using materials from the adjacent navigation channels and submerged placement areas (SPAs) to restore and re-create marshes, fish habitat and conditions for living shorelines and oyster reefs. The creation of coastal habitats will also improve water quality and serve as a sustainable incentive for the economic revitalization of several areas on the shorelines of the CPL.

There are some sediments currently available and are adjacent to the navigation channels. Also, sediments from the existing SPAs are abundant and will be considered for these habitat restoration needs. As part of the project, a detailed sediment source investigation will be conducted to identify the best

viable and ecologically safe sediment sources. This plan will be in coordination with USACE and the Calhoun Port Authority. The marsh habitats and living shorelines created by this project will also serve as natural protection systems for the shoreline infrastructure during future storms. The BUDM alternatives will add future capacity to the SPAs to accommodate new materials coming from future dredging projects. This is an additional benefit to the planning of future dredging and local sediment placement events. The phases for this process will include: sediment assessment, habitat assessment, hydrodynamic modeling, alternative analysis, design, permitting, and bid package to set up the project for a “shovel ready” phase. The CPL created a Shoreline Task Force that prepared a list of projects needed for the enhancement of the bay shorelines within city limits. The Task Force recommended this project as a priority. The list of projects recommended by the Task Force were submitted for Public Comments and may be reviewed at <https://www.portlavaca.org>.



Figure 3. Location of the Submerged Dredge Material Placement Areas close to the City of Port Lavaca that will be used beneficially for the ecological restoration of the area. Calhoun Port Authority is in support of the project.

Project Activity:

- **Restoration**
- **Maintenance management**
- **Protection**

- Education
- Infrastructure
- Tourism
- Seafood consumption

Project Habitat(s):

- Marine/Estuarine wetlands

Resource Benefit(s):

- Shellfish
- Water column
- Birds
- Sediment/Benthos
- Shoreline
- Fish
- Vegetation
- Recreational or cultural
- Economic

Will the project directly benefit state- or federally-listed species?

If yes, please list them. **Red Knot, Piping Plover, Snowy Plover and Reddish Egret.**

Project Status:

- Project Planning/Design
- Project Permitting

Time To Implementation (months): 4 months

Time To Completion (months): 30 months

Is the project included under a federal, regional, or statewide plan?

If so, please list them for federal, regional or statewide plan.

Yes, the hazardous conditions in the bay have been presented as a public health problem in several federal and state reports since 1970s. These reports include comments and studies from TCEQ, EPA and the Health Department that concluded that the bay bottom conditions and water quality along the bay shorelines (as they are today) need to be improved. We have included a list of references related to the contamination in Lavaca Bay and some areas close to

the City of Port Lavaca shorelines (See References at the end). The contamination of Port Lavaca Bay and the shorelines of the City of Port Lavaca have negatively impacted the economic growth of CPL. This project builds upon the assumption that new habitat restoration projects next to the shorelines will serve as water quality filters expanding the areas of natural habitats under a sustainable approach supported by BUDM activities for the environmental enhancement of the bay. There are commitments in place that if the area gets improved, new investments will come revitalizing downtown CPL.

Project Costs -- Estimated: \$500,000

Project Costs – Funding Available: >\$1,000,000 in-kind in sediments available in the submerged placements areas.

Project Partners (list the following information for each partner):

- Partner Organization: Calhoun Port Authority
- Partner Contact: Charles R. Hausmann, CPA, crh@calhounport.com
- Partner Involvement: Support with sediment supply

INSTRUCTIONS TO COMPLETE APPLICATION ADDENDUM

PROJECT TYPE

Identify your project type as a Planning Grant, Implementation Grant, or a Planning and Implementation Grant.

- Planning Grant
 - **Master planning**
 - **Planning assistance**
 - **Studies**
 - **Engineering designs**
 - **Permitting**
 - **Surveys**
 - **Consultations**
- Implementation Grant

- Combination of both Planning and Implementation Grant

ADDENDUM

Checklist

Important: Please read and answer the following questions for completing the application and addendum. If you answer “no” to any of these questions, you are not qualified to apply for Federal RESTORE Act funds at this time.

1. Do you meet requirements of the U.S. Department of the following Treasury Certifications:
 - a. Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions, (pages 229-249)
<http://www.gpo.gov/fdsys/pkg/CFR-2011-title31-vol1/pdf/CFR-2011-title31-vol1-part19.pdf>
Yes
No
 - b. Certification Regarding Drug-Free Workplace Requirements – (pages 249-255)
<http://www.gpo.gov/fdsys/pkg/CFR-2011-title31-vol1/pdf/CFR-2011-title31-vol1-part20.pdf>
Yes
No
 - c. Certification Regarding Lobbying- (pages 255-264)
<http://www.gpo.gov/fdsys/pkg/CFR-2011-title31-vol1/pdf/CFR-2011-title31-vol1-part21.pdf>
Yes
No

ADDENDUM INSTRUCTIONS

Please provide complete answers to the addendum questions. If a particular question is not applicable to your project, please put “N/A”. Answers will be used for scoring and ranking purposes. Narratives are limited to 250 characters.

Please check the appropriate box indicating the project type. (check one box only)

- Planning
- Implementation
- Planning & Implementation

1. Economic Benefit

1. *What is the quantity and economic value of the harvest of each species that the project will produce? (e.g. How many tons per species and the value of each species in the commercial market)*

NA

2. *To what extent will the project increase tourism and what is its economic value to the coastal area? (e.g.: Attract new travelers; support area hotels, restaurants, attractions, cruise ship embarkations and other activities)*

The CPL Comprehensive Master Plan included the shoreline areas as key element in the future economic development of CPL through the revitalization of the shorelines. (See attached: City Comprehensive Master Plan Results)

How will economic growth and competitiveness be enhanced by the infrastructure proposed by the project?

(See attached: City Comprehensive Master Plan Results)

3. *Is the project located in a rural area? (Rural Area = counties with population of less than 60,000)*

Yes. Calhoun County has only 22,000 inhabitants.

4. *Number of permanent jobs to be created. (Permanent job = more than 12 months of full time employment)*
5. ***It is estimated that once the Comprehensive Master Plan gets implemented, a minimum of 100 permanent jobs in different categories will be created connected directly and indirectly to the restoration initiative. It is also estimated that about 100 direct and indirect seasonal jobs will be incorporated to the local economy. See the plan at: <http://www.portlavaca.org/>***
6. *Average weekly wage to be paid for permanent new jobs.*
Unknown at this time, but wages will include jobs from management, services, mechanical, recreational, educational, maritime-repair, maintenance, food related, etc.

7. *List capital investment, if any. (Local, State, Federal and/or Private)*

The city has invested more than \$150,000 in the development of the previous Master Plans for the development of new infrastructure along the shorelines of the bay. Calhoun County invested \$80,000 in the development of the Shoreline Access Master Plan. US Army Corps of Engineers and the Calhoun Port Authority invested more than \$500,000 on environmental and engineering issues connected to the sediments located close to the city navigation channels. The city and its partners invested more than \$3.3M in improvements to the local marina and the new Memorial Park on the shorelines. Significant capital investments have been made by the CPL and its' partners demonstrating the city's long-term commitment to revitalize the city shoreline infrastructure and the habitats in the water.

\$3.3 M in CIP projects in recent years have included:

- ***NL Building Remodel- \$120,386***
- ***NL Concrete Retaining Wall- \$53,760***
- ***NL Floating Docks Replaced and Repaired (Dock A)- \$880,181 (partial FEMA grant)- NOAA***
- ***NL Floating Docks Replaced and Repaired (Dock B)- \$301,340 (partial FEMA grant)-NOAA***
- ***NL Breakwater- \$ 140,488***
- ***Bay Front Splash pad-\$ 123,932***
- ***Bay Front Pavilion- \$187,000***
- ***Bay Front Restroom- \$111,410***
- ***Bay Front Playground- \$96,500***
- ***Bay Front Boat Ramp- \$589,000***
- ***Bay Front Pier (Alcoa Donation)- \$383,656***
- ***Land Purchase (Clement Cove)- \$250,000***
- ***Veterans Memorial- approx. 65,000 hard costs spent from donations***
- ***The total investments in shoreline and parks in Port Lavaca equal \$3,302,653***

2. Environmental Benefit

1. *How does the project promote coastal ecosystem function? (e.g.: Biological, geochemical, physical processes)*

According to the Environmental Sensitivity Atlas generated by the GLO Oil Spill program and by the last Environmental Impact Statement generated by the US Army Corps of Engineers for the Matagorda Ship Channel, it is expected that the restoration of the shoreline areas will increase forage habitat for critical species such as Red Knot, Piping Plover, Snowy Plover, and Reddish Egret. Also, the restoration of the coastal habitats will bring back a minimum of 60 acres of critical marsh, and several areas of fish habitat generated by the living shorelines that need to be created.

2. *How will ecological resiliency be promoted by the project? (e.g.: Expansion of oyster reef restoration as a method of erosion control, reduced coastal vulnerability)*

Future marshes and oyster reefs (living shorelines) will create a resilient coastal environment that will enhance the natural habitats and mitigate future storm impacts during some minor storms. Living shorelines (rock breakwaters with oyster reefs and specific formats for fish habitats) have proved to mitigate the impacts of small to moderate storms.

3. *List the type and acreage of each habitat type that will be preserved, restored or enhanced by this project.*

Depending on the areas restored, the restoration can cover up to 300 acres of submerged and marsh bay habitat.

4. *How does this project increase or enhance the resource values of a larger landscape? (e.g.: Protection of watershed affecting conservation downstream, completion of a corridor or incorporation of sufficient habitat to make introduction of new ecosystem processes possible)*

By placing the available sediment on habitats close to the shorelines, it will enhance the natural environment and will change the perception of the local residents and visitors of being in a better place to visit, work, recreate, invest and live. Also, with the sediment sources identified and the design of the projects completed, the city will be in a position to propose

different scenarios to the stakeholders on how to advance the project to a “shovel ready phase”.

5. *How much of the project site is habitat for federal or state listed species or species in significant decline? How will the project affect these species?*

The restoration of the shoreline areas will greatly increase forage habitat for critical species such as Red Knot, Piping Plover, Snowy Plover, and Reddish Egret as these essential habitats have almost disappeared from the shoreline areas.

6. *Quantify project benefits to overall watershed health. (e.g.: How does it benefit hydrology, inflows, recharges and/or water quality?)*

Once the existing debris in the bay is removed (submitted under a separate RESTORE application) from the bay and the bay shorelines have been restored, it is expected that the bay bottom in the area will be restored 100%. The GLO and the Coast Guard have proved in several bays that once debris is removed and habitats have been restored, the bay water quality improved and the contaminants are reduced in the intertidal areas next to the shorelines. With restored habitats in place, the hydrology and water quality in the marsh areas will be also improved.

7. *How will the project benefit bay and estuarine health? (e.g.: Improves salinity regimes, nutrient and sediment transport for estuarine habitats, improves wetland functions, or restores naturalized periodicity of inflow events)*

It is expected that the project will increase the marsh area and fish habitat by about 100%. This will improve marsh functions, maintain sediment balance, and improve the intertidal exchange within the area. It will also serve as a storm damage reduction project once the living shoreline reefs get constructed.

8. *How will the project affect water quality? (e.g.: Cumulative and secondary impacts, storm water management, reduces storm water runoff, watershed protection, reduces contaminants)*

Several marsh ecological functions would be improved through the proposed actions which would improve nutrient retention, flood abatement, and potentially phytoremediation of contaminants.

9. *How will this project be affected by sea level variability? (e.g.: Subsidence, tidal dynamics, storm surges, floods, coastal erosion)*

By creating new marshes with new sediments, the effects of relative sea level rise will be balanced and sustainable once the project is completed. The project would also serve as a storm surge and coastal erosion buffer. The marshes will serve as natural filters for the potential pollutants in the bay waters.

3. Comprehensive Factors

1. *What is the educational contribution of the project? (e.g.: Implements hazard response programs, develops and distributes materials to schools, nature centers, and/or other educational facilities)*

Once the area is restored, the entire shoreline project will serve as a natural educational laboratory for local school districts, academic groups (UT Aransas, TAMU Corpus Christi, University of Houston (Victoria), Victoria College, Del Mar College, etc.) and as part of the Texas Birding Trails.

2. *What is the recreational contribution of the project? (e.g.: Increased recreational hunting and/or fishing opportunities, public access, parks, birdwatching, kayaking, paddling trails)*

It is expected that once restore, the shorelines of the CPL will be a new coastal asset to Texas receiving thousands of visitors every year. Ecotourism will be key for the future of the city and some local services connected to the shoreline economy. Public access will be critical for the success of the economic development of the city shorelines.

3. *Has the project been documented to reduce flood risk by FEMA?*

Yes

No

4. *How will infrastructure and coastal community resiliency be promoted by the project? (e.g.: Provides safety elements for the community, implements building codes, setbacks, flood control, moves development out of high-risk zones)*

The restored areas will serve as a storm buffering zone and protection zone for the new infrastructure during minor storms. The new infrastructure on the land side will be built under the new city codes for storm surge.

5. *What coastal assets are protected by the project? (e.g.: Residential areas, infrastructure, ecology, industry, coastal natural resource areas, critical habitat)*

Protected areas will include: downtown CPL, restaurants, government facilities, marina facilities, service business and other offices that will be relocated to downtown in the future. Also, the new marshes, bird habitats, fish habitats, seagrasses, will be included as part of this infrastructure.

6. *Will a Quality Assurance Project Plan (QAPP) be developed for this project?*

Yes

No

7. *Does the project support an existing local, regional, state, or federal plan?)*

Yes, please describe the relationship between the project and the plan.

The project will support the new CPL Comprehensive Master Plan, the Calhoun County Shoreline Access Master Plan funded and approved by NOAA. The GLO Oil Spill Plan for debris removal and the Matagorda Ship Channel Feasibility Study conducted by Calhoun Port Authority. The idea is to restore the environmental, ecological and water quality conditions in Lavaca Bay.

No

8. *How does this project benefit the community as a whole, contribute to a larger system or region or accomplish larger planning activities?*

The CPL developed its new City Comprehensive Master Plan (2016) where residents voted to connect the city with new shoreline infrastructure (<http://www.portlavaca.org/>). Removing the abandoned structures and debris from the Bay will provide numerous improvements to the region including eco-tourism, navigation safety, ecological restoration, water quality improvements, fish habitat expansion, and reduce damage from debris impacting existing infrastructure during storms. The GLO Oil Spill program has successfully demonstrated that this

approach has provided these improvements and results. The GLO Oil Spill program is a partner in this effort.

9. *How does this project take into account existing land use planning in the project area? (e.g.: Zoning, development trends and demographics, adaptive management plans, sets buffers or setbacks, floodplain management, conservation easements or corridors)*

The city had to create a new Comprehensive Master Plan to incorporate new scientific and planning data on coastal issues, resiliency, future economic development, job sustainability and education. All these activities are connected to the shorelines and bay culture and history.

4. Project Logistics

1. *List all regulatory and engineering approvals complete at the time of application.*

None. This is a new project and the city is starting this process with the support of several partnerships. (See Appendix B- Letters of Support).

2. *What are the success criteria for the project? (e.g.: Goals or intended results, quantifiable measures of success)*

Through public meetings and inputs for the new (2016) City Comprehensive Master Plan, city officials asked residents what makes Port Lavaca unique?: Residents described a community known for its relationship with the coastline, great views, water related activities and recreation, friendly people in the tight-knit community, and potential ample job opportunity. The success criteria for a livable city was defined as a city providing opportunities that included: 1. Housing; 2. Beautification; 3. Downtown; 4. Waterfront infrastructure; 5. Economic Development; 6. Parks and Recreation; 7. Community Activities; and 8. Regulations and Policies.

3. *What is the basis for those success criteria? (e.g.: Standardized or widely-accepted standards, adaptive management measures, development of decision making tools, modeling, long term trend analysis)*

The Comprehensive Master Plan used a Resident Decision Making Tool and long term growth and land use management tool.

4. *How will success criteria be monitored and measured? (e.g.: Performance measures and details as to how you will monitor those measures)*

The criteria will be based upon the accomplishment of eight livable goals mentioned above.

5. *If there are post-grant costs for operating, monitoring and managing of the project, how will those costs be funded?*

The city has operation budget to cover the cost or to use some funds coming from the partners.

6. *Will data collected under this project be made publicly available?*

Yes, please provide details and how.

No, please explain why not

The City Website has been key during the public input process used for the preparation of the New Master Plan. It will continue being the tool to inform the public and the partners on the progress of the projects.

7. *Does the grant recipient have experience in administering state or federal grants?*

Yes, please list examples of previously managed grants.

No

8. *Best Available Science: Has the method to be used been justified using peer reviewed and/or publicly available information?*

Yes, please provide details.

No

The city partners include several major Environmental NGO's, state agencies, federal agencies, academic groups and educated staff from other institutions that are part of the partnerships supporting this project.

9. *Cite literature sources used to support the science behind the proposal.*

Calhoun County Shoreline Access Master Plan approved by NOAA. The Texas General Land Office Oil Spill Plan, the Final Programmatic Damage Assessment and Restoration Plan (PDARP) and Final Programmatic Environmental Impact Statement (PEIS) managed by the RESTORE Council. The city is

using the same goals and justifications for the environmental improvements identified in the PDARP. Finally, the Calhoun Port Authority has developed several environmental documents with technical inputs from federal and state stakeholders mentioning the role of the city water infrastructure and its relationship with the maritime industry.

10. *Provide any uncertainties or risks in the scientific bases used in your proposal.*

There are no risks associated with these goals. The GLO Oil Spill Program will team with the city for the procedures needed to remove critical and hazardous infrastructure for the future improvements of the city shorelines.

5. Community Engagement

1. *Does the grant recipient have the authority to undertake this project?*

Yes, please provide details.

No

The city regularly receives federal and state grants since it is managed by elected officials and complies with the state and federal regulations associated with the grants.

- **Some state and federal grantors are:**
- **US Department of Justice**
- **US Department of Homeland Security**
- **US Department of Commerce (GLO)- Coastal Zone Management, Coastal Management Plan**
- **US Department of Housing and Urban Development (TDA & TDHCA)- CDBG, TCF, Home Program**

Also, the City will obtain the leases and permits necessary for this project.

2. *Will public access to the project area be provided and how? (e.g.: Owner or deeded access, appropriate parking, signage for the public, dune trails, walkovers, compliance with the American with Disabilities Act)*

Public access and utilization of the bays and shorelines will be improved. The project will generate other shoreline investments

and bring new environmental awareness and educational programs connected to the beauty of the bay waters. There is enough public infrastructure to expand the improvements on the shorelines. See Appendix C for details. The new infrastructure will be in compliance with the American with Disabilities Act.

3. *Provide documentation of public support for this project. (e.g: Letters of support, formal actions by governmental entities)*

See Appendix B- Letters of Support

4. *Describe public participation opportunities in developing and implementing this project. (e.g.: Public meetings, surveys, volunteers for project)*

The City of Port Lavaca (CPL) developed a strategy to get public consensus on the priorities for environmental enhancement along the shorelines of CPL on Lavaca Bay. This process started with the Public Participation under the 2016 Comprehensive Master Plan (See Appendix C). The strategy also consisted of a group of public inputs through a CPL Shoreline Task Force (TF). Members of the TF include: City of Port Lavaca Mayor, Jack Whitlow -City of Port Lavaca Councilman, Jim Ward -City of Port Lavaca Councilman, Tim Dent -Calhoun County Commissioner, Neil Fritsch -Calhoun Port Authority, Port Director, Charles Hausmann -City of Port Lavaca Public Works Director, Darren Gurley -San Antonio Bay Foundation, President, Don Alonso -Port Lavaca Chamber of Commerce, Executive Director, Chris Hines San Antonio Bay Partnership Board Chair, Allan Berger -Formosa Plastics, Director of Communications, Bill Harvey -Natural Resource Conservation Service, District Conservationist, Madeleine Cantu -Sea Grant Extension Agent, Rhonda Cummins - Senator Lois Kolkhorst, Staff, Ross Giesinger -Lakeside RV Resort, Owner, Doug Jensen -REMAX Realty, Dallas Franklin REMAX Realty, Suzan Davis -Russell Cain Real Estate, Owner, Russell Cain -Russell Cain Real Estate, Administrator, Lisa Peterson Through a series of meetings and direct communication coordinated by The CPL Economic Development Director, Chad Odom the consensus of the participants on the TF was that the shorelines need several projects to improve the present conditions on the city shorelines and the ecosystems within Lavaca Bay. Historically, the city shorelines have been negatively impacted by lack of environmental policy and point-source pollution affecting the overall economic health of the city shorelines. Mr. Odom took the leadership for the collection of

data and public inputs to obtain consensus on the best opportunities to develop a strategy to complete the revitalization and environmental enhancement of the shoreline infrastructure and the ecosystems on the bay. RESTORE Act funding was considered to be one of the best alternatives to fund some of the discussed needs. This funding opportunity will be used as a priority to generate a funding mechanism to complete a series of phased projects, which began more than a decade ago. The conclusion from the TF meetings is that RESTORE Act will support some of these initiatives in parallel with the use of other funding opportunities to be identified such as: GLO coastal programs, TPWD and NOAA habitat programs, USACE beneficial use of dredge material, funding from Non Profit Organizations (NGO's), local industries and business, etc. This initiative will cover the city shorelines from the recreational areas south of SH-35 to the Harbor of Refuge and Chocolate Bay.

5. *Does this project leverage other funds?*

Yes, please provide source of funds and describe how leveraging works with this funding.

No

The city has commitments for public and private investments that will come once the area becomes free of hazards, has better access and has restoration areas to attract the attention of the public as a better place to live, invest, work and recreate. The sediment in the placement areas will be considered in-king up to \$2,000,000 in value. The city has \$25,000 for this project but more may be available at the time of selection.

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FEDERAL RESTORE BUDGET

Project Title: *City of Port Lavaca Shoreline Habitat Creation (Through Marshes, Fish Habitat, Oyster Reefs and Living Shorelines)*

Applicant Name: City of Port Lavaca

Address: 202 N. Virginia

City, State, Zip: Port Lavaca TX, 77979

Budget Contact: Scotty Jones

Email Address: sjones@portlavaca.org

Budget Category	RESTORE	Other Funds	Other Funds	Total Budget
Salary/Wages	\$	\$	\$	\$
Fringe	\$	\$	\$	\$
Travel	\$	\$	\$	\$
Supplies	\$	\$	\$	\$
Equipment*	\$	\$	\$	\$
Contractual	\$500,000	25,000	\$	525,000
Land Acquisition	\$	\$	\$	\$
Subtotal	\$500,000	\$25,000	\$	\$25,000
Indirect Costs	\$	\$	\$	\$
Total	\$500,000	\$25,000	\$	\$525,000

*Equipment includes capital purchases.

Source of Other Funds:
CPL Project Oversight

Please justify your request below:

The goal of this project is to re-create bay shoreline habitat areas affected by past economic activities and improve the natural environment and ecosystem, the local scenery and attract investments to revitalize the downtown area. This project will use beneficial use of dredge material (BUDM) alternatives from submerged placement areas and other sediment sources available to re-build these habitats. The City of Port Lavaca (CPL) and its partners will build a BUDM plan using materials from the adjacent navigation channels and submerged placement areas (SPAs) to restore and re-create marshes, fish habitat and conditions for living shorelines and oyster reefs. The creation of coastal habitats will also improve water quality and serve as a sustainable incentive for the economic revitalization of several areas on the shorelines of the CPL.

The project will require the selection of a consulting firm to manage the project. The services will include the completion of the sediment investigation under agreements with the Calhoun Port Authority and US Army Corps of Engineers, completion of an alternative analysis and final design, permitting and preparation of the bid package to leave the project "shovel ready". All phases will be developed through contractual services. The city is requesting a budget of \$500,000 just to focus on the priorities needed for the future enhancement areas on the bay for environmental restoration projects.

Appendix A

***“City of Port Lavaca Shoreline Boardwalk and Trail System:
Educational and Eco-Tourism Program for the Future - Phase 1”.***

**This document was created to facilitate the review of this
application and provide more detailed information.**

TEXAS RESTORE BUCKET 1 APPLICATION

I. BASIC APPLICATION

Project Name: City of Port Lavaca Shoreline Boardwalk and Trail System:
Educational and Eco-Tourism Program for the Future – Phase 1.

Latitude/Longitude: 28.62026289031549, -96.62375263631588

Location: Downtown Shorelines of the City of Port Lavaca

County (Required): Calhoun County

Watershed/Basin: Lavaca Bay

Project Size (limit 25 characters): .13 miles (700 linear ft).

Project Size Unit (e.g., acre): miles/linear ft.

Affected Area (in Size Units): 10 acres

Project Description:

The City of Port Lavaca is developing a Shoreline Restoration Strategy that will revitalize the shoreline habitats and infrastructure within the city limits on Lavaca Bay. It is the community's desire to increase livability through quality of life by promoting improvements to the existing parks and trail system. The specific objectives of this project are to promote a healthy, walkable community; enhance coastal natural resources; preserve and restore open space; and educate the public on the importance of coastal

natural resources through the construction of a boardwalk and trail system along the shorelines. By building boardwalks, trails, observation decks, and installing interpretive signage, this project will connect the habitats and scenery of Lavaca Bay with the economic infrastructure of the City.

Increasing park and trail access will preserve and enhance the values that already make Port Lavaca an attractive community. A comprehensive on- and off-street trail system throughout the community will create better connectivity throughout the City and promote a more physically active lifestyle that includes the bay shorelines as a community resource.

The city plan is to create a habitat and education corridor that will extend from Lighthouse Beach Park on SH 35 to the south portion of the city limits which will cover 2.5 miles of educational resources. This project will establish an educational boardwalk and trail connections to provide future connectivity to a larger network of hike and bike trails connecting the City's coastal amenities and natural resources (Figure 1). The City is currently pursuing available grant funding from TxDOT - Transportation Alternatives Program, Texas Parks and Wildlife, Texas Capital Fund, and Coastal Management Program to help construct future segments of the trail system. This application is for Phase 1 of the project that will consist of a section of the boardwalk covering specific areas from the marina to the city harbor channel (Figures 1 and 2). Up to 700 linear feet of boardwalk and educational signage will be designed and built under this project.

City of Port Lavaca Shoreline Boardwalk and Trail System



Figure 1. Project to be included in the first phase of the City of Port Lavaca Shoreline Boardwalk and Trail System. The first trail segment will include up to 700 linear ft. and will provide connectivity to future city trail projects connecting the shorelines to the community. Combined with the other trails, this amenity will expand the area of influence of the shoreline programs that will economically benefit more communities and business areas.



Figure 2. Potential location of the boardwalk and trail system and the observation sites adjacent to the bay marshes and Veterans Memorial site. The total needed is approximately 1500 ft. The funding requested is for up to 700 ft., as the first phase. The project will include up to three observation areas with educational signs and will comply with ADA standards.

The City of Port Lavaca owns the property to be used for the boardwalk trail. In future phases, a series of hike and bike trails will be built to connect Bayfront Park to Lighthouse Beach Park helping make Port Lavaca a more walkable community. Existing and future trails will provide access to other destination points, greenbelts, and promote natural areas. The funding requested is just for a section of the boardwalk. The City has the resources in place to start the first phase of this project once grants are awarded. The boardwalk and trail system will allow local residents and visitors to enjoy up to 700 linear ft. of bay front coastal wetlands and marshes, a Memorial site, several areas of fish habitat, fishing areas and a marina.

The first phase of the boardwalk and trail will consist of a 10-foot wide, ADA compliant pathway that will be built to connect some sections of the city shorelines. The boardwalk will also provide a controlled shoreline access to protect/preserve the natural habitat of marshes. Two 120 square feet observation decks may be also constructed to observe the marshes and natural habitats. The area selected follows the marshes available on the

shorelines where the city will expand the marsh area under the future habitat restoration projects.

Through this boardwalk and trail area, the public will have the opportunity to see the evolution of the bay habitat restoration goals in the years to come. As the conditions in the bay improve, sections of the boardwalk will be expanded in other areas, so the local residents and visitors can enjoy more areas of the restored bay landscape connected with the downtown amenities and city infrastructure.

The funds for phase one will be applied to the creation of educational materials and ecological signs for the local residents, students, and visitors to start enjoying the shoreline landscape. Several areas are ready for this first phase. The funding will cover the cost for engineering, design, permitting (if required), and construction as well as the educational signs. Aspects such as resiliency and sea level rise are being considered in the Comprehensive Master Plan and for the educational component of the signs.

As mentioned, the boardwalk and trail system will include signs showing the ecological value of the bay environment and the history of the city as a key player in the bay culture in Texas. The boardwalk and trail system will be expanded as the city improves conditions on the shorelines and the bay habitats. Fishing and birding opportunities will be complimented by paddling trail infrastructure as part of the recreational plan connecting approximately two miles of shoreline amenities.

This phase will support the public inputs compiled during the preparation of the city's Comprehensive Master Plan where 68% of the residents interviewed by a city survey responded that selected tourism should be attached to the water front as the Port Lavaca's greatest asset: the city shorelines for the future of the city economic development. (See Appendix C with the City Master Plan Results)

Ecologic and Historic Education as a Priority.

Several interpretive signs will be installed to increase public appreciation and awareness of the benefits of protecting, restoring and preserving these great bay treasures. The project has the support of the local Chamber of Commerce, Calhoun County, the Economic Development Program and local and regional School Districts. The project will enhance the interest of the

bird watching community and kayaking-outdoor groups to enjoy the natural habitats in a safe and secure environment. The educational program will provide opportunities to educate visitors/students on coastal threats, the environmental history of Lavaca Bay and its recovery efforts to clean past environmental accidents, and will include good examples of solutions to bay erosion and pollution prevention to water resources and the recovery of bay habitats that include birds, marshes, oyster reefs and fish settings.

The ADA compliant trails and observation decks will provide access to handicap individuals, young students and families that are not be able enjoy these environments, making the area "family safe". Conservation groups will have the opportunity to provide educational opportunities about conservation/protection of critical habitats and show a successful example where a city has restored coastal areas, marine resources and wetlands, and the fragile coastal environment. It is estimated that the school districts located in three coastal counties (Calhoun, Victoria and Jackson) will benefit from these shoreline facilities and educational resources. This project will bring immediate results to the community with more education, recreation and economic benefits to residents and the visitors. The educational signage located at the observation sites will be available in English and Spanish to serve the local population.

This program will also serve as a regional educational program for several close counties and cities that live close to the bays but do not have an educational resource for school districts, visitors, bird watchers, outdoor activities in a very safe environment. Specifically, the boardwalk and trail system is expected to attract more local and state visitation bringing economic improvements, jobs, educational resources, research resources and opportunities and long-term improvements to the bay landscape.

Finally, the project has the support of 18 partners since the local communities, business groups, schools staff, and citizens want to improve their environmental policies and economic decision-making.

Project Documents (Upload all relevant documents pertaining to your project, maximum file size per document is 5 MB; Document filenames should each be unique):

Project Activity (Required – Check all that apply):

- ***Education***
- ***Infrastructure***
- ***Tourism***

Project Habitat(s):

- *Marine/Estuarine wetlands*

Resource Benefit(s):

- Shellfish
- Birds
- Terrestrial/Wildlife
- Shoreline
- Fish
- Vegetation
- Recreational or cultural
- Economic

Will the project directly benefit state- or federally-listed species?

No.

Project Status:

- *Project Planning/Design*
- *Project Permitting*

Time To Implementation: 5 months

Time To Completion: 16 months

Is the project included under a federal, regional, or statewide plan?

The project area was included in the Calhoun County Shoreline Access Master Plan approved by the Coastal Zone Management Program.

Project Costs -- Estimated:

\$400,000

Project Costs – Funding Available

City has reserves available to begin construction upon grant award.

Project Partners

- Calhoun County Independent School District
- Partner Contact: James Cowley Superintendent
- Partner Involvement: Material and Curriculum Design Support

INSTRUCTIONS TO COMPLETE APPLICATION ADDENDUM

PROJECT TYPE

Identify your project type as a Planning Grant, Implementation Grant, or a Planning and Implementation Grant. Choose one box only. The subheadings below give examples of the types of projects that fall into each project type.

- ***Combination of both Planning and Implementation Grant***

ADDENDUM

Checklist

Important: Please read and answer the following questions for completing the application and addendum. If you answer “no” to any of these questions, you are not qualified to apply for Federal RESTORE Act funds at this time.

1. Do you meet requirements of the U.S. Department of the following Treasury Certifications:

- a. Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions, (pages 229-249)

<http://www.gpo.gov/fdsys/pkg/CFR-2011-title31-vol1/pdf/CFR-2011-title31-vol1-part19.pdf>

Yes

No

- b. Certification Regarding Drug-Free Workplace Requirements – (pages 249-255)

<http://www.gpo.gov/fdsys/pkg/CFR-2011-title31-vol1/pdf/CFR-2011-title31-vol1-part20.pdf>

Yes

No

- c. Certification Regarding Lobbying- (pages 255-264)

<http://www.gpo.gov/fdsys/pkg/CFR-2011-title31-vol1/pdf/CFR-2011-title31-vol1-part21.pdf>

Yes

No

ADDENDUM INSTRUCTIONS

Please provide complete answers to the addendum questions. If a particular question is not applicable to your project, please put "N/A". Answers will be used for scoring and ranking purposes. Narratives are limited to 250 characters.

Please check the appropriate box indicating the project type. (check one box only)

Planning

Implementation

Planning & Implementation

1. Economic Benefit

1. *What is the quantity and economic value of the harvest of each species that the project will produce? (e.g. How many tons per species and the value of each species in the commercial market)*

N/A

2. *To what extent will the project increase tourism and what is its economic value to the coastal area? (e.g.: Attract travelers; support area hotels, restaurants, attractions, cruise ship embarkations and other activities)*

The visitors and local inhabitants will be able to enjoy the restored habitats and other amenities already in place such as: beach front coastal wetlands and marshes, a Memorial site, a beach park, several areas of fish habitat, fishing areas, areas for birding, the marina and the commercial area that includes restaurants and shopping areas. This project will increase tourism.

3. *How will economic growth and competitiveness be enhanced by the infrastructure proposed by the project?*

The boardwalk will bring ecotourism as the best sustainable alternative to the local economy. The Comprehensive Master Plan has incorporated the present and future shoreline

infrastructure to a sustainable economic model that connects the shorelines with businesses and society.

4. *Is the project located in a rural area? (Rural Area = counties with population of less than 60,000)*

Yes. Calhoun County has only 22,000 inhabitants.

5. *Number of permanent jobs to be created. (Permanent job = more than 12 months of full time employment)*

It is estimated that combined with all the efforts that the city is putting together in relation to the boardwalk and in association with implementing the Comprehensive Master Plan; a minimum of 100 permanent jobs in different categories will be created. It is also estimated that about 100 direct and indirect seasonal jobs will be incorporated to the local economy once the comprehensive master plan becomes implemented.

6. *Average weekly wage to be paid for permanent jobs.*

Wages will include jobs from management, services, mechanical, recreational, educational, maritime-repair, maintenance, food related, etc.

7. *List capital investment, if any. (Local, State, Federal and/or Private)*

The city has invested more than \$150,000 in the development of the last Master Plans for the development of infrastructure along the shorelines of the bay. Calhoun County invested \$80,000 in the development of the Shoreline Access Master Plan. US Army Corps of Engineers and the Calhoun Port Authority invested more than \$500,000 on environmental and engineering issues connected to the sediments located close to the city navigation channels. The city and its partners invested more than \$3.3M in the improvements to the local marina and the Memorial Park on the shorelines. Capital investments have already shown the long-term commitment of the city to revitalize the city shoreline infrastructure and the habitats in the water.

\$3.3 M in CIP projects in recent years have included:

- ***NL Building Remodel- \$120,386***
- ***NL Concrete Retaining Wall- \$53,760***
- ***NL Floating Docks Replaced and Repaired (Dock A)- \$880,181 (partial FEMA grant)- NOAA***

- **NL Floating Docks Replaced and Repaired (Dock B)- \$301,340 (partial FEMA grant)-NOAA**
- **NL Breakwater- \$ 140,488**
- **Bay Front Splash pad-\$ 123,932**
- **Bay Front Pavilion- \$187,000**
- **Bay Front Restroom- \$111,410**
- **Bay Front Playground- \$96,500**
- **Bay Front Boat Ramp- \$589,000**
- **Bay Front Pier (Alcoa Donation)- \$383,656**
- **Land Purchase (Clement Cove)- \$250,000**
- **Veterans Memorial- approx. 65,000 hard costs spent from donations**
- **The total investments in shoreline and parks in Port Lavaca equal \$3,302,653**

2. Environmental Benefit

1. *How does the project promote coastal ecosystem function? (e.g.: Biological, geochemical, physical processes)*

By building boardwalk trails, observation decks, and installing interpretive signage, this project will connect the habitats and scenery of Lavaca Bay with the economic infrastructure of the city of Port Lavaca. The project is expected to develop some environmental awareness for the visitors to see the value of the bay habitat restoration and the physical processes involved.

2. *How will ecological resiliency be promoted by the project? (e.g.: Expansion of oyster reef restoration as a method of erosion control, reduced coastal vulnerability)*

This project will promote community and ecological resiliency and will be a good example of restoration and environmental improvements to the bay. The boardwalk will also support environmental monitoring programs and ecotourism, as well as support previous federal, state and local plans focusing on restoration of habitats, preservation of historic resources and environmental education.

3. *List the type and acreage of each habitat type that will be preserved, restored or enhanced by this project.*

This project gives the public access to 14 acres of wetlands that are currently preserved under the ownership of the City of Port Lavaca.

Depending on the areas restored and cleaned under other restoration projects, in the future the impacts can cover up to 40 acres of submerged bay habitat.

4. *How does this project increase or enhance the resource values of a larger landscape? (e.g.: Protection of watershed affecting conservation downstream, completion of a corridor or incorporation of sufficient habitat to make introduction of ecosystem processes possible)*

The city has the plan to create and preserve habitat on an education corridor that will go from Lighthouse Park on SH 35 to the downtown area and on to the southern portion of the city limits, which may cover 2.0 miles of bay shoreline. This project gives the public access to educational resources and puts them in contact in with preserved habitats.

5. *How much of the project site is habitat for federal or state listed species or species in significant decline? How will the project affect these species?*

This project will benefit the perception of city shorelines and bay habitats as an ecological refuge for the species that are reported to be endangered such as: Red Knot, Piping Plover, Snowy Plover, and Reddish Egret.

6. *Quantify project benefits to overall watershed health. (e.g.: How does it benefit hydrology, inflows, recharges and/or water quality?)*

The boardwalk and trail system will be an educational tool to show that the debris removed on the bay and the marsh and fish restoration projects (once completed) that will improve the water column and improve the intertidal areas next to the shorelines. The risk for accidents and oil spills will be reduced and the hydrology and water quality in the marsh areas will also be reduced creating a sense of a natural, clean environment that has not been observed in a long time within this coastal area.

7. *How will the project benefit bay and estuarine health? (e.g.: Improves salinity regimes, nutrient and sediment transport for estuarine habitats, improves wetland functions, or restores naturalized periodicity of inflow events)*

The boardwalk and educational signs will help the public see the benefits of the debris removed, the improvements to the water quality has been improved in the water column and the

contaminants have been reduced in the intertidal areas next to the shorelines. The risk for accidents and oil spills were also reduced and the hydrology and water quality in the marsh areas has been reduced. It expected that removing debris in the CPL will follow the benefits observed in other bays.

8. *How will the project affect water quality? (e.g.: Cumulative and secondary impacts, storm water management, reduces storm water runoff, watershed protection, reduces contaminants)*

The boardwalk will reduce potential water quality issues keeping the public above the water and creating an awareness and educational program about the benefits for the city program that is removing debris from the bay bottom and how this improves the water quality in the entire coastal system. The signs will show how removing debris from the bay reduces the risk for accidents and oil spills. The boardwalk is being placed adjacent o two city storm drain outfalls this will enhance awareness of non-point source pollution and help the efforts of the City of Port Lavaca's Youth Advisory Council and their storm drain stenciling program.

9. *How will this project be affected by sea level variability? (e.g.: Subsidence, tidal dynamics, storm surges, floods, coastal erosion)*

The project will only be affected by strong storm surges. The boardwalk and trail system will be located on the shorelines adjacent to the marshes on dry grond. Sea level rise is not a concern for the integrity of the boardwalk but is a critical aspect for the educational signs that will show the importance of considering sea level rise as a scientific and educational concept.

With the boardwalk in place, the public will be able to see hands on the processes connected to tidal dynamics, flood mitigation using marshes as a natural line of defense, and circulation improvements due to the marshes in place.

3. Comprehensive Factors

1. *What is the educational contribution of the project? (e.g.: Implements hazard response programs, develops and distributes materials to schools, nature centers, and/or other educational facilities)*

As mentioned, several interpretive signs will be installed to increase public appreciation and awareness of the benefits of protecting, restoring and preserving these great treasures. The project has the support of the local Chamber of Commerce, the Economic Development Program and the regional School Districts. The project will enhance the interest of the bird watching community and kayaking-outdoor groups to enjoy the natural habitats in a safe and secure environment. The educational program will provide opportunities to educate visitors/students on coastal threats, the environmental history of Lavaca Bay and its recovery efforts to clean past environmental accidents, and will include good examples of solutions to bay erosion and pollution prevention to water resources and the recovery of bay habitats that include birds, marshes, oyster reefs and fish settings.

2. *What is the recreational contribution of the project? (e.g.: Increased recreational hunting and/or fishing opportunities, public access, parks, birdwatching, kayaking, paddling trails)*

The project will facilitate community health, connectivity to City parks, birdwatching, education, environmental awareness, the creation of paddling trails and historic structure appreciation. The section of boardwalk is a key component to the trail system whose ultimate goal is to connect residents and visitors to the natural environment.

3. *Has the project been documented to reduce flood risk by FEMA?*

Yes

No

4. *How will infrastructure and coastal community resiliency be promoted by the project? (e.g.: Provides safety elements for the community, implements building codes, setbacks, flood control, moves development out of high-risk zones)*

The project will be part of the City of Port Lavaca Shoreline Boardwalk and Trail System and the Comprehensive Master Plan (see Attachment: City Comprehensive Master Plan Results)

5. *What coastal assets are protected by the project? (e.g.: Residential areas, infrastructure, ecology, industry, coastal natural resource areas, critical habitat)*

The project will protect ecological and historically valuable resources in a way that visitors will not impact the value of these assets. The boardwalk will keep visitors away from potential impacts at the same educate them on the value of the historical and natural resources available at the city shorelines.

6. *Will a Quality Assurance Project Plan (QAPP) be developed for this project?*

Yes

No

7. *Does the project support an existing local, regional, state, or federal plan?)*

Yes, please describe the relationship between the project and the plan.

This project executes several recommendations coming from several plans including the Calhoun County Shoreline Access Master Plan approved by the GLO Coastal Zone Management Program and NOAA and the Comprehensive Master Plan (see attachment City Master Plan Results)

No

8. *How does this project benefit the community as a whole, contribute to a larger system or region or accomplish larger planning activities?*

The City of Port Lavaca developed its Comprehensive Master Plan (2016) where residents voted to connect the city with shoreline infrastructure. The plan takes into account the Calhoun County Shoreline Access Master Plan approved by the GLO Coastal Zone Management Program and NOAA (<http://www.calhouncotx.org/guide.html>) as well as a City Waterfront Master plan.

9. *How does this project take into account existing land use planning in the project area? (e.g.: Zoning, development trends and demographics, adaptive management plans, sets buffers or setbacks, floodplain management, conservation easements or corridors)*

The city created a Comprehensive Master Plan to incorporate scientific and planning data on coastal issues, resiliency, future economic development, job sustainability and education. The plan synthesizes multiple past planning efforts as noted above and will create a waterfront development ordinance that will help manage the responsible land use development of the waterfront area.

4. Project Logistics

1. *List all regulatory and engineering approvals complete at the time of application.*

None. The city is starting this process with the support of 18 partnerships. See Appendix B- Letters of Support.

2. *What are the success criteria for the project? (e.g.: Goals or intended results, quantifiable measures of success)*

Through public meetings and input for the (2016) City Comprehensive Master Plan, city officials asked residents what makes Port Lavaca unique?: Residents described a community known for its relationship with the coastline, great views, water related activities and recreation, friendly people in the tight-knit community, and potential ample job opportunity. The success criteria for a livable city was defined as a city providing opportunities that included: 1. Housing; 2. Beautification; 3. Downtown; 4. Waterfront infrastructure; 5. Economic Development; 6. Parks and Recreation; 7. Community Activities; and 8. Regulations and Policies.

3. *What is the basis for those success criteria? (e.g.: Standardized or widely-accepted standards, adaptive management measures, development of decision making tools, modeling, long term trend analysis)*

The Comprehensive Master Plan used a Resident Decision Making Tool and long term growth and land use management tool.

4. *How will success criteria be monitored and measured? (e.g.: Performance measures and details as to how you will monitor those measures)*

The criteria will be based upon the eight livable goals mentioned above.

5. *If there are post-grant costs for operating, monitoring and managing of the project, how will those costs be funded?*

The city has operation budget to cover the cost.

6. *Will data collected under this project be made publicly available?*

Yes, please provide details and how.

The City Website has been key during the public input process used for the preparation of the Comprehensive Master Plan. It will continue being the tool to inform the public and the partners on the progress of the projects.

No, please explain why not

7. *Does the grant recipient have experience in administering state or federal grants?*

Yes, please list examples of previously managed grants.

- ***Some federal grantors are:***
- ***US Department of Justice***
- ***US Department of Homeland Security***
- ***US Department of Commerce (GLO)- Coastal Zone Management, Coastal Management Plan***
- ***US Department of Housing and Urban Development (TDA & TDHCA)- CDBG, TCF, Home Program***

No

8. *Best Available Science: Has the method to be used been justified using peer reviewed and/or publicly available information?*

Yes, please provide details.

The city partners include several major Environmental NGO's, state agencies, federal agencies, academic groups and educated

staff from other institutions that are part of the partnerships supporting this project.

No

9. *Cite literature sources used to support the science behind the proposal.*

Calhoun County Shoreline Access Master Plan approved by NOAA. The Texas General Land Office Oil Spill Plan, the Final Programmatic Damage Assessment and Restoration Plan (PDARP) and Final Programmatic Environmental Impact Statement (PEIS) managed by the RESTORE Council. The city is also using the same goals and justifications for the environmental improvements identified in the Master Plan. Finally, the Port of Calhoun has developed several environmental documents with technical inputs from federal and state stakeholders mentioning the habitats on the city shorelines and its relationship with the maritime industry.

10. *Provide any uncertainties or risks in the scientific bases used in your proposal.*

There are no risks associated with these goals. Other partners will team with the city for the educational opportunities created by this boardwalk.

5. Community Engagement

1. *Does the grant recipient have the authority to undertake this project?*

Yes, please provide details.

The city regularly receives federal and state grants since it is managed by elected officials and complies with the state and federal regulations associated with the grants.

- **Some state and federal grantors are:**
- **US Department of Justice**
- **US Department of Homeland Security**
- **US Department of Commerce (GLO)- Coastal Zone Management, Coastal Management Plan**
- **US Department of Housing and Urban Development (TDA & TDHCA)- CDBG, TCF, Home Program**

No

2. *Will public access to the project area be provided and how? (e.g.: Owner or deeded access, appropriate parking, signage for the public, dune trails, walkovers, compliance with the American with Disabilities Act)*

Public access will be improved even more. The boardwalk and trail system will generate projects that will comply with the American with Disabilities Act. The project will bring environmental awareness and educational programs connected to the beauty of the bay waters. There is enough public infrastructure to expand the improvements on the shorelines.

3. *Provide documentation of public support for this project. (e.g: Letters of support, formal actions by governmental entities)*

See Appendix B- Letters of Support

4. *Describe public participation opportunities in developing and implementing this project. (e.g.: Public meetings, surveys, volunteers for project)*

The City of Port Lavaca (CPL) developed a strategy to get public consensus on the priorities for environmental enhancement along the shorelines of CPL on Lavaca Bay. The strategy consisted of a group of public inputs through a CPL Shoreline Task Force (TF). Members of the TF include: City of Port Lavaca Mayor, Jack Whitlow -City of Port Lavaca Councilman, Jim Ward - City of Port Lavaca Councilman, Tim Dent -Calhoun County Commissioner, Neil Fritsch -Calhoun Port Authority, Port Director, Charles Hausmann -City of Port Lavaca Public Works Director, Darren Gurley -San Antonio Bay Foundation, President, Don Alonso -Port Lavaca Chamber of Commerce, Executive Director, Chris Hines San Antonio Bay Partnership Board Chair, Allan Berger -Formosa Plastics, Director of Communications, Bill Harvey -Natural Resource Conservation Service, District Conservationist, Madeleine Cantu -Sea Grant Extension Agent, Rhonda Cummins -Senator Lois Kolkhorst, Staff, Ross Giesinger - Lakeside RV Resort, Owner, Doug Jensen -REMAX Realty, Dallas Franklin REMAX Realty, Suzan Davis -Russell Cain Real Estate, Owner, Russell Cain -Russell Cain Real Estate, Administrator, Lisa Peterson Through a series of meetings and direct communication coordinated by The CPL Economic Development Director, Chad Odom the consensus of the participants on the TF

was that the shorelines need several projects to improve the present conditions on the city shorelines and the ecosystems within Lavaca Bay. Historically, the city shorelines have been negatively impacted by lack of environmental policy and point-source pollution affecting the overall economic health of the city shorelines. Mr. Odom took the leadership for the collection of data and public inputs to obtain consensus on the best opportunities to develop a strategy to complete the revitalization and environmental enhancement of the shoreline infrastructure and the ecosystems on the bay. RESTORE Act funding was considered to be one of the best alternatives to fund some of the discussed needs. This funding opportunity will be used as a priority to generate a funding mechanism to complete a series of phased projects, which began more than a decade ago. The conclusion from the TF meetings is that RESTORE Act will support some of these initiatives in parallel with the use of other funding opportunities to be identified such as: GLO coastal programs, TPWD and NOAA habitat programs, USACE beneficial use of dredge material, funding from Non Profit Organizations (NGO's), local industries and business, etc. This initiative will cover the city shorelines from the recreational areas south of SH-35 to the Harbor of Refuge and Chocolate Bay.

5. *Does this project leverage other funds?*

Yes, please provide source of funds and describe how leveraging works with this funding.

The city has commitments for public and private investments that will come once the area becomes available for public access and education. The boardwalk will attract the attention of the public as a better place to live, invest, work and recreate.

No

FEDERAL RESTORE BUDGET

Project Title:

City of Port Lavaca Shoreline Boardwalk and Trail System: Educational and Eco-Tourism Program for the Future - Phase 1.

Applicant Name: City of Port Lavaca

Address: 202 N. Virginia

City, State, Zip: Port Lavaca TX, 77979

Budget Contact: Scotty Jones

Email Address: sjones@portlavaca.org

Budget Category	RESTORE	Other Funds	Other Funds	Total Budget
Salary/Wages	\$	\$	\$	\$
Fringe	\$	\$	\$	\$
Travel	\$	\$	\$	\$
Supplies	\$	\$	\$	\$
Equipment*	\$	\$	\$	\$
Contractual	\$400,000	\$	\$	\$400,000
Land Acquisition	\$	\$	\$	\$
Subtotal	\$400,000	\$	\$	\$400,000
Indirect Costs	\$	\$	\$	\$
Total	\$400,000	\$	\$	\$400,000

*Equipment includes capital purchases.

Justify your request below:

The City of Port Lavaca is developing a Shoreline Restoration Strategy that will revitalize the shoreline habitats and infrastructure within the city limits on Lavaca Bay. It is the community's desire to increase livability through quality of life by promoting improvements to the existing parks and trail system. The specific objectives of this project are to promote a healthy, walkable community; enhance coastal natural resources; preserve and

restore open space; and educate the public on the importance of coastal natural resources through the construction of a boardwalk and trail system along the shorelines. By building boardwalks, trails, observation decks, and installing interpretive signage, this project will connect the habitats and scenery of Lavaca Bay with the economic infrastructure of the City.

Increasing park and trail access will preserve and enhance the values that already make Port Lavaca an attractive community. A comprehensive on- and off-street trail system throughout the community will create better connectivity throughout the City and promote a more physically active lifestyle that includes the bay shorelines as a community resource.

The city plan is to create a habitat and education corridor that will extend from Lighthouse Beach Park on SH 35 to the south portion of the city limits which will cover 2.5 miles of educational resources. This project will establish an educational boardwalk and trail connections to provide future connectivity to a larger network of hike and bike trails connecting the City's coastal amenities and natural resources. The City is currently pursuing available grant funding from TxDOT – Transportation Alternatives Program, Texas Parks and Wildlife, Texas Capital Fund, and Coastal Management Program to help construct future segments of the trail system. This application is for Phase 1 of the project that will consist of a section of the boardwalk covering specific areas from the marina to the city harbor channel. Up to 700 linear feet of boardwalk and educational signage will be designed and built under this project.