

PORTS & HARBORS FUND DETAIL



FY 2026-2030 Capital Improvement Program
Nautical Landing Marina
Restore City of Port Lavaca Shoreline Cleanup (TCEQ)

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Grant(TCEQ, NO.582-23-42179, 100%)	\$496,468	\$6,468	\$490,000	-	-	-	-
Total		\$496,468	\$6,468	\$490,000	-	-	-	-

Project Plan



Description: The purpose of the Lavaca Shoreline Cleanup is to restore the natural conditions for the bay habitat, including fish and marshes, by removing three barges. It will also remove hazards affecting water quality and species in the bay.

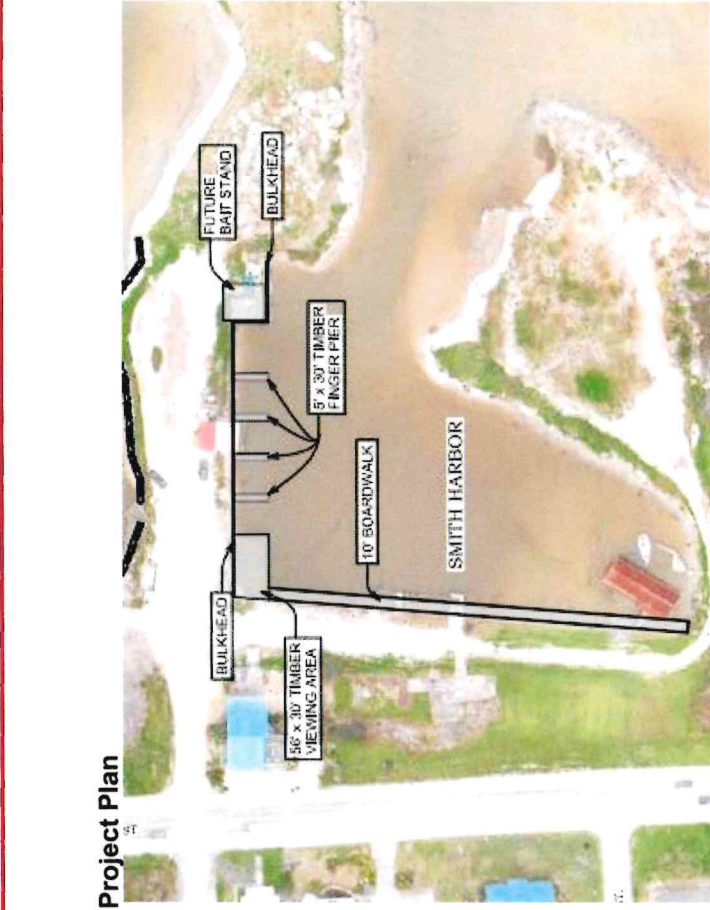
Justification: Removing debris will generate benefits to the environment, and the economy and will bring opportunities to revitalize downtown as an economic asset and will create coastal ecotourism opportunities and educational benefits to the entire region. Removing the debris will allow for future restoration opportunities to bring back marshes, oyster banks, and fish reefs improving the ecological conditions of the area, oils and gas well equipment, and implementing proper well plugging techniques that will protect subsurface and surface waters, wetlands, protected species, and sensitive natural resources.

Schedule: This Project started in December 2023 and is anticipated to be completed in February 2026.

Special Consideration: Environmental permit. Potential inclement weather causes dangerous navigational conditions. Funding restraints. Tidal limitations/removal depth that will affect removal.

FY 2026-2030 Capital Improvement Program
Smith Harbor
Public Access Boardwalk at Smith Harbor

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Grant (GLO, CMP 100%)	\$523,000	-	\$523,000	-	-	-	-
Total		\$523,000	-	\$523,000	-	-	-	-



Project Plan

Description: The goal of this project is to increase ADA-accessible public access to Lavaca Bay by constructing a 10-ft wide boardwalk along the existing concrete seawall, which will become part of an overall plan for a shared-use path system connecting the existing shared-use path in Bayfront Peninsula Park to the future South Commerce Park(Smith Harbor) as shown in the City's 2023 Downtown Waterfront Master Plan.

Justification: This project is necessary to provide the public with enhanced, free, safe, and accessible access to the Downtown waterfront area of Lavaca Bay, promoting accessibility, recreation, and stewardship within the community. A shared-use path boardwalk on the waterside of the seawall is needed because, due to the limited width of public property behind the seawall, there is not adequate room for both vehicle and safe pedestrian and/or bicycle traffic. The project would complete a crucial link in the envisioned shared-use path system, connecting the existing Bayfront Peninsula Park to the north with the natural beauty of the Smith Harbor area to the south, offering new opportunities for the public to engage in healthy outdoor activities. The boardwalk will be used for fishing and wildlife viewing as well as providing a safe pathway for students, visitors, and others to walk or bike on while participating in nature educational activities in the area.

Schedule: The project will complete engineering design, bidding, and construction. We applied for the Coastal Management Program from GLO, with an anticipated award date in October.

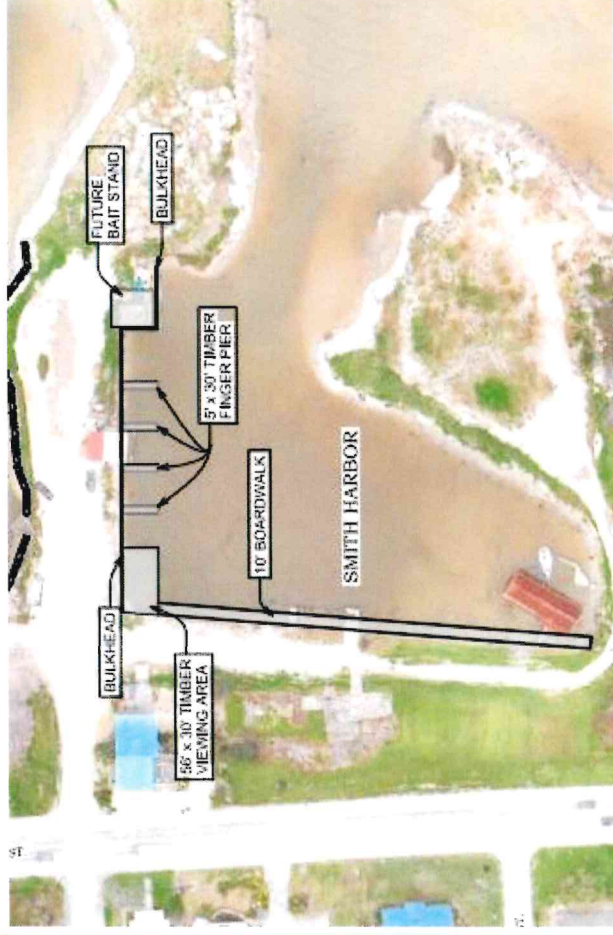
Special Consideration: Environmental Permit.

FY 2026-2030 Capital Improvement Program
Smith Harbor

Bulkheading along the North Side of Smith Harbor

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Port Fund	\$200,000	-	\$200,000	-	-	-	-
Total		\$200,000	-	\$200,000	-	-	-	-

Project Plan



Description: This project involves the installation of a new bulkhead along the north side of Smith Road to stabilize the shoreline and prevent further erosion. The bulkhead will be constructed using durable marine-grade materials to protect public infrastructure and adjacent properties from tidal impacts, storm surge, and long-term shoreline degradation.

Justification: The north side of Smith Road has experienced significant erosion over time due to wave action and weather events, posing a threat to nearby roadways, utilities, and public spaces. This bulkhead is necessary to ensure long-term structural stability of the area, maintain public safety, and support potential future development along the waterfront. The project aligns with the City's ongoing coastal resilience and infrastructure protection initiatives.

Schedule: The project is scheduled to start in FY2026.

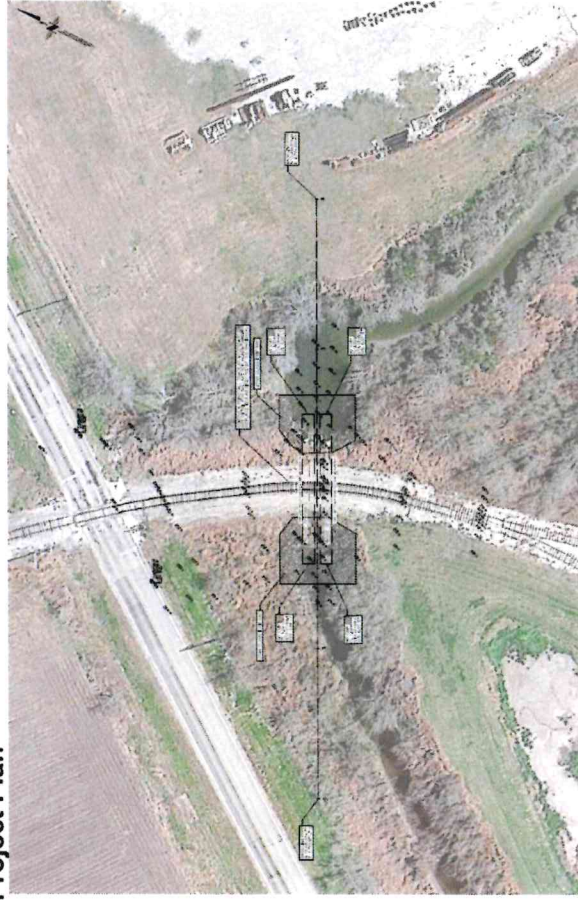
Special Consideration: Environmental permits and coordination with appropriate regulatory agencies will be required prior to construction due to the project's proximity to coastal waters. Additionally, consideration will be given to incorporating features such as riprap toe protection or vegetative elements to minimize environmental impact while enhancing shoreline protection.

FY 2026-2030 Capital Improvement Program
Harbor of Refuge

Repair/ Replacement of Corrugated Metal Pipe Culverts in Corporation Ditch under the City's Railroad Spur

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Grant (CDBG MIT, 100%, GLO).	\$750,000	-	\$750,000	-	-	-	-
Total		\$750,000	-	\$750,000	-	-	-	-

Project Plan



Description: This project involves the repair or full replacement of deteriorated corrugated metal pipe (CMP) culverts located within the Corporation Ditch under the City's railroad spur. These culverts are essential for proper stormwater drainage and flow management in the area. Over time, the CMPs have experienced corrosion, deformation, and reduced hydraulic capacity, which poses a risk of localized flooding and structural instability beneath the railroad infrastructure. The project is a 100% GLO CDBG-Mitigation Grant.

Justification: The integrity of the culverts is critical to maintaining safe drainage and preventing water from undermining the railroad spur, which serves important transportation and logistical functions for the City. Repairing or replacing these culverts will restore proper drainage function, protect public infrastructure, and reduce long-term maintenance costs.

Schedule: The project is scheduled for FY 25-26.

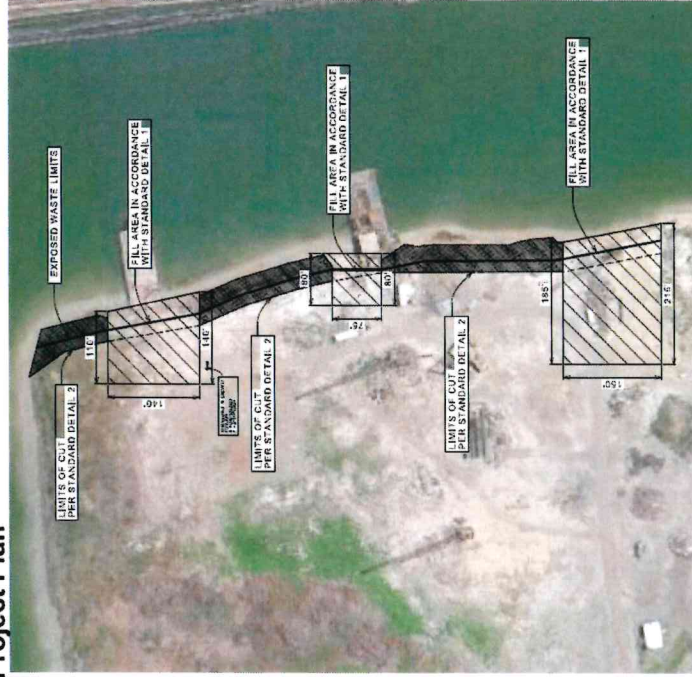
Special Consideration: Due to the culverts' location under an active railroad spur, special coordination will be required with railroad authorities to ensure safety and avoid service interruptions. All work will comply with environmental and stormwater management regulations.

FY 2026-2030 Capital Improvement Program
Harbor of Refuge

CDBG-MIT HOR Old Landfill Shoreline Restoration

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Grant (CDBG-MIT, 100% GLO)	\$523,550	-	\$523,550	-	-	-	-
Total		\$523,550	-	\$523,550	-	-	-	-

Project Plan



FY 2026-2030 Capital Improvement Program
Nautical Landing
Dredge NL Marina

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Port Fund	\$300,000	-	-	-	\$300,000	-	-
Total		\$300,000	-	-	-	\$300,000	-	-

Project Plan



Description: This project involves the dredging of the Navigation District (NL) Marina to maintain safe and reliable access for boats and watercraft. Over time, sediment buildup causes the marina basin to become shallow, which can hinder boat navigation and limit access, especially during low tide. Periodic dredging is necessary to remove excess soil and restore the appropriate depth for vessel entry and docking.

Justification: The NL Marina is a vital asset for local boaters, tourism, and economic activity. When the area becomes too shallow, it restricts marine traffic and negatively impacts commercial and recreational use. Dredging ensures the continued safe operation of the marina and supports the city's long-term waterfront development goals.

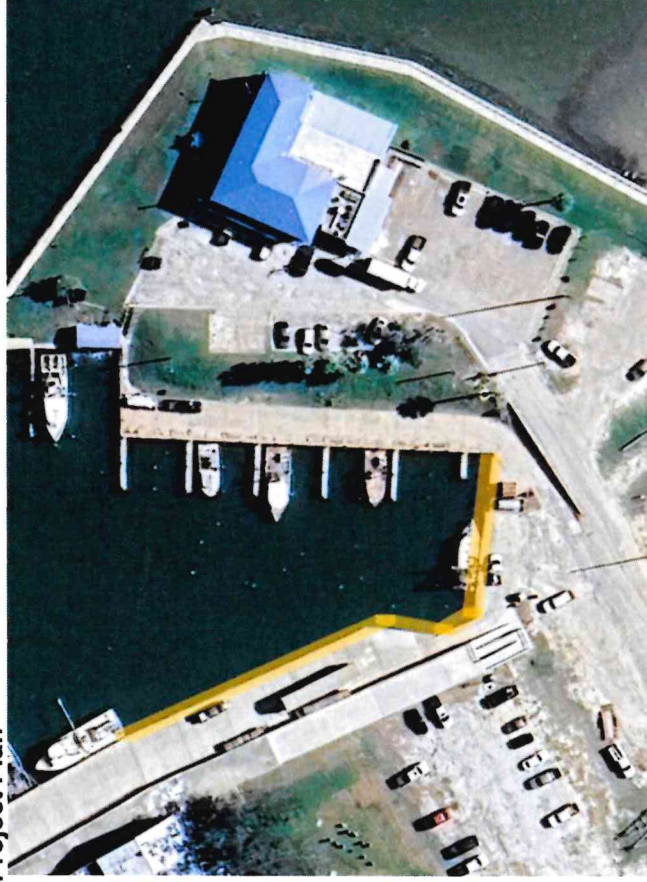
Schedule: The project is scheduled for FY 28.

Special Consideration: The project will be conducted in compliance with environmental regulations and permitting requirements. Coordination with marine users will minimize disruptions during dredging operations.

FY 2026-2030 Capital Improvement Program
City Harbor
Sandblast & Recoat Bulkhead at Low Docks

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Port Fund	\$250,000	-	-	-	\$250,000	-	-
Total		\$250,000	-	-	-	\$250,000	-	-

Project Plan



Description: This project involves the sandblasting and recoating of the steel bulkhead located at the Low Docks to preserve structural integrity and extend the life of the waterfront infrastructure. Over time, exposure to saltwater and weather elements causes corrosion and deterioration of the coating. Sandblasting will remove all rust and old paint, and a new protective coating system will be applied to prevent further damage.

Justification: The bulkhead plays a critical role in shoreline protection and supporting marine operations. Recoating the bulkhead will prevent structural failure, minimize maintenance costs, and ensure safety for vessels and personnel using the Low Docks area.

Schedule: The project is scheduled for FY 27-28.

Special Consideration: Work will be scheduled to avoid peak marine traffic and will follow all environmental regulations regarding material handling and waste disposal. The coating system will be marine-grade to withstand harsh coastal conditions.

FY 2026-2030 Capital Improvement Program
City Harbor
Repairs to Evelyn's Seafood Dock

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Port Fund	\$660,000	-	-	-	\$660,000	-	-
Total		\$660,000	-	-	-	\$660,000	-	-

Project Plan



Description: This project involves critical structural and surface repairs to Evelyn's Seafood Dock. The scope of work includes replacing damaged or deteriorated decking, pilings, and structural supports to ensure the dock remains safe and functional for commercial fishing operations. Additional improvements may include reinforcing the dock's substructure, repairing fender systems, and enhancing mooring points to accommodate ongoing seafood loading and unloading activities.

Justification: Evelyn's Seafood Dock plays a vital role in supporting the local seafood industry and economy. The dock is heavily used by commercial fishermen and serves as a key offloading point for seafood distribution. Over time, exposure to weather, saltwater, and constant use has caused wear and damage that could compromise safety and operational efficiency. Timely repairs are essential to prevent further deterioration, maintain business continuity, and ensure the dock remains compliant with safety and marine infrastructure standards.

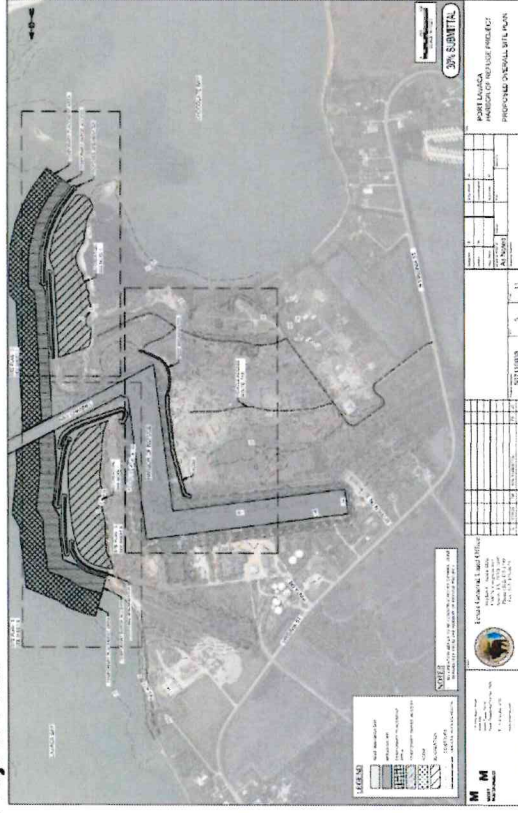
Schedule: The project is scheduled for FY 27-28.

Special Consideration: All repair activities must adhere to environmental regulations and guidelines, particularly those related to work in coastal and tidal zones. Careful planning will ensure the preservation of nearby marine habitats and uninterrupted service to the seafood industry during the repair period.

FY 2026-2030 Capital Improvement Program
Harbor of Refuge
GLO CEPRA Project 1783 Shoreline Erosion Response and Protection of Harbor of Refuge

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Grant (GLO, 100%)	\$16,303,244	\$412,800	-	-	-	\$15,890,444	-
	Port Fund	\$275,200	\$275,200	-	-	-	-	-
Total		\$16,578,444	\$688,000	-	-	-	\$15,890,444	-

Project Plan



Description: This project focuses on continuing shoreline erosion response and protection at the Harbor of Refuge, specifically addressing the vulnerable area near the old landfill site. The proposed shoreline protection measures will include the construction of an offshore breakwater, a shore-attached breakwater, and reinforced vegetated shoreline protection. These features are designed to reduce wave energy, prevent further erosion, and stabilize the shoreline over the long term.

Justification: The old landfill site at the Harbor of Refuge is at risk due to ongoing shoreline erosion, which poses a threat to environmental safety and structural integrity. Without intervention, wave action and storm surge may lead to the exposure of legacy waste materials, resulting in significant ecological and regulatory consequences. Implementing this multi-layered erosion control system will protect critical infrastructure, prevent environmental contamination, and enhance coastal resilience.

Schedule: The project is scheduled for FY 28-29.

Special Consideration: The project is currently in the permitting phase, with coordination underway between regulatory agencies and project stakeholders. This application pertains to the construction phase, which will implement the engineered shoreline protection features. Due to the environmental sensitivity of the site, all activities will be conducted in compliance with applicable state and federal regulations, including coastal zone and landfill closure standards.

FY 2026-2030 Capital Improvement Program
Harbor of Refuge
Extend Bulkhead East of Helena at HOR

Category	Fund Source	Total Estimated Costs	Expended through FY25	2026	2027	2028	2029	2030
Supporting Economic Development	Grant (GLO, 100%)	\$1,500,000	-	-	-	-	-	\$1,500,000
Total		\$1,500,000	-	-	-	-	-	\$1,500,000

Project Plan



Description: This project involves the extension of the existing bulkhead structure located east of Helena Street at the Harbor of Refuge (HOR). The work will include the installation of additional sheet piling, structural reinforcement, and protective measures to stabilize the shoreline and prevent further erosion. The bulkhead extension will improve coastal resilience and support ongoing harbor operations.

Justification: The current bulkhead ends short of fully protecting the eastern shoreline, leaving a portion of the area vulnerable to erosion, tidal impacts, and structural degradation. Extending the bulkhead is necessary to ensure the integrity of the harbor infrastructure and improve safety for vessels and personnel using the area. It will also reduce long-term maintenance costs related to soil displacement and shoreline retreat.

Schedule: The project is scheduled for FY 29-30 with a potential EDA Grant.

Special Consideration: Construction activities will be scheduled to minimize disruption to harbor operations and coordinate with environmental regulations to protect marine life and habitat. Engineering assessments will ensure the extension ties seamlessly into the existing bulkhead system, maintaining both structural and aesthetic continuity.