

# Harbor Commission

## Regular Meeting Agenda

Tuesday, May 20, 2014, 5:30 p.m.  
Council Chambers, South Haven City Hall



City of South Haven

**Please note that the meeting will be held in South Haven City Hall, Council Chambers.**

1. Call to Order

Roll Call: Chairman Jeff Arnold, Vice-Chairman Mary Stephens, Cathy Pyle, Tim Reineck, Alan Silverman, Daniel Strong, Greg Sullivan.

2. Approval of Agenda

3. Approval of Minutes:       April 15, 2014 Regular Meeting  
  April 15, 2014 Workshop

4. Interested Citizens in the Audience Will be Heard on Items Not on the Agenda

5. Marina Reports

6. Fireboat Discussion

7. Weather Buoy Grant

8. Soundings

9. Budget Amendment

Member and Staff Comments

Adjourn

RESPECTFULLY SUBMITTED,  
Paul VandenBosch  
Secretary, Harbor Commission

# Harbor Commission

## Regular Meeting Minutes

Tuesday, April 15, 2014, 5:30 p.m.  
North Side Marina, 148 Black River Street



City of South Haven

### 1. Call to Order

Present: Sullivan, Reineck, Silverman, Strong, Arnold  
Absent: Pyle, Stephens

Also present: Joe Wiltgen, Applicant for the Restaurant Barge at 515 Williams Street

### 2. Approval of Agenda

Motion by Strong, second by Silverman to approve the agenda as presented.

All in favor. Motion carried.

### 3. Approval of Minutes: March 18, 2014 Regular Meeting

Motion by Reineck, second by Strong to approve the March 18, 2014 Regular Meeting Minutes as written.

All in favor. Motion carried.

### 4. Interested Citizens in the Audience Will be Heard on Items Not on the Agenda

None at this time.

### 5. Marina Reports

VandenBosch gave an overview of the Marina Reports.

### 6. 515 Williams Street Restaurant Barge, Site Plan Review

VandenBosch explained that in his original review, he determined that if the barge were not inspected by the Coast Guard to carry passengers, it would be considered by the Coast Guard to be a land structure, and therefore as a structure would be subject to the prohibition on extending past the harbor line in Ordinance #740. The City Attorney opinion is that the

barge is not subject to limits on extending past the harbor line, in part because the ordinance did not use the Coast Guard definition of land structure. The City Attorney stated that building codes apply and according to VandenBosch, the city will work out code issues in the permit process through the building, electrical and plumbing codes. These will be reviewed after Planning Commission approval. VandenBosch recommends approval of the site plan because there does not appear to be a hazard to harbor traffic.

Reineck questioned the Idler, and that they extend further than the proposed barge. VandenBosch stated that he originally thought they were grandfathered in to the harbor line restrictions, but according to the City Attorney's opinion they may extend past the harbor line.

Strong asked about tying up boats to the barge; Joe Wiltgen said originally he planned to, but not now. Wiltgen noted that the original drawings showed gates on the outside railings for that purpose, but he has since decided against that.

Sullivan asked if this barge will be Coast Guard inspected. Wiltgen responded that it is a barge and after calls to many different Coast Guard stations, he learned that the Coast Guard does not inspect barges.

Sullivan expressed concern regarding a water event such as sinking or capsizing. VandenBosch said that there are no construction codes which directly address seaworthiness of a vessel. The inspector may be able to address some concerns such as construction material failure. With a barge, VandenBosch noted it will be seaworthy for a long time; it could be many years before the hull might begin to have issues with rust.

Sullivan questioned general safety to which VandenBosch responded that the building inspector will be reviewing ramps, handrails and walkways. Wiltgen stated that he has had the building inspector down there to the site multiple times and everything will be built to code. Wiltgen noted that his barge restaurant will not protrude as far out into the river as the Idler.

Reineck asked if VandenBosch has any concerns. VandenBosch said his concern initially was whether the City Code prohibited the barge from extending past the harbor line, but the City Attorney resolved that concern that in his opinion.

Silverman asked about navigation in the area of the barge and VandenBosch noted that it is tucked into a corner where it will be located so there seems to be no problem with navigation.

VandenBosch noted that the Harbor Commission's focus is harbor traffic and safety. Silverman stated that the two issues we had, based on the opinion of the City Attorney and your explanation, the protrusion onto the harbor lines is not a problem and navigation concerns do not exist.

Motion by Silverman, second by Strong to recommend approval of the application to the Planning Commission for the proposed restaurant barge at 515 Williams Street.

All in favor. Motion carried.

## **7. Queen's Cup Event Agreement**

VandenBosch said this was a last minute item, and he has since talked to Commodore Todd Needham, who sent him some information. VandenBosch has asked the City Attorney to go through this and will call the attorney tomorrow so they can work through this agreement. VandenBosch recommended that the board table action on this item as there are some corrections that need to be made; no real big problems but VandenBosch would like the attorney to make the corrections and then meet with a representative of the Yacht Club and make sure the agreement is satisfactory to them.

Motion by Silverman, second by Reineck to table Item 7, Queen's Cup Agreement until corrections are made to the agreement by the attorney.

All in favor. Motion carried.

## **Member and Staff Comments**

VandenBosch sent an email out to the Army Corps requesting soundings of the federal harbor. He believes that the shoaling in the federal channel may be a result of the dredging that was done. The Army Corps may have the expertise to determine whether the problem is due to something other than a natural event.

Silverman noted that the silt was not there before the dredging and it was there immediately after the dredging. Reineck said the dredger does soundings as they work so he cannot see how it could be from the dredging. VandenBosch said depth was twelve feet and six months later it is five and a half feet. So we are waiting on the Army Corps to do their soundings and get back to us.

Strong noted that we should let the lawyers work it out.

Silverman talked to about half a dozen boaters who had done the loop; four (4) had stopped in South Haven and all four (4) raved about our facilities and our community. That is a potential source of transient traffic, because there are an incredible number of boats doing the loop and there are a couple of places they all look for information. VandenBosch noted he gets the Waterways Guide and is waiting for the dredger to get done so he can send out a press release and get some free advertising. VandenBosch said he has gone to "Active Captain" and has put harbor information everywhere he could on that site. Silverman noted there is a hard copy Looper Newsletter that might be another place for a press release.

## **Adjourn**

Motion by Reineck, second by Strong to adjourn at 5:52 pm

All in favor. Motion carried.

RESPECTFULLY SUBMITTED,

Marsha Ransom  
Recording Secretary

# Harbor Commission

## Workshop Minutes Harbor Coordination Meeting Emergency Services

Tuesday, April 15, 2014  
4:30 p.m., North Side Marina  
148 Black River Street, South Haven, Michigan



City of South Haven

### 1. Call to Order

Present: Reineck, Silverman, Strong, Sullivan, Arnold  
Absent: Pyle, Stephens

Also present: Ben Plachta, Coast Guard Aux; Darryl Emrath, U. S. Coast Guard; Michael Hostetler, Van Buren County Marine Patrol

### 2. The Harbor Commission will hold a workshop coordinating emergency services in the harbor.

Dredging. VandenBosch gave an update regarding dredging, noting that the Federal channel looks like it is silted in to 5.5 below datum. The dredging contractor is aware of the problem. This spot, which is near the Idler, is an issue for some boats. Noted that the majority of the dredging project has been completed and other than this spot the harbor and river are in good shape. VandenBosch has a request in to the Army Corps to come in and do soundings.

VandenBosch noted the city is applying for a grant with LimnoTech for a weather buoy. The buoy will be out a couple of miles; they are still in the permitting process. This will give us better weather information than we have now. The big difference is that with current weather equipment the city does not have good wave height data available. The city will find out May 12 if we get the grant to put this in. Responding to a question, VandenBosch noted that the grant is from NOAA (National Oceanic and Atmospheric Administration) out of Columbus, OH. Plachta stated he understands there are maintenance costs. VandenBosch noted that we have commitments for donations to cover much of that; if we get the grant we will start requesting that money. While the amount committed is a little short of what we need money-wise, but perhaps we can get in-kind donations from people to pull the buoy out for the winter, etc. Solicitation of donations is on-going, per VandenBosch. The buoy has a temperature string below it that gives water temperature every few feet; this will be helpful to keep up with the

thermocline for fishing. If the city is awarded the grant it will be installed sometime this summer.

Direct fueling. Per VandenBosch, the Harbor Commission has done some education on the prohibition of direct fueling; i.e.: no direct fueling except at the gas docks. Will probably try to do more education this year.

Fuel Spill Response. VandenBosch explained that in case of a fuel spill, 911 will be notified and they will call the correct agency. Noted that the city has some floating boom available but that is all he is aware of. Darryl Emrath, U.S. Coast Guard, will get back to the Harbor Commission regarding spill response equipment. Hostetler said he thought he remembers that SHAES (South Haven Area Emergency Services) has some. Strong thinks Barney has some. Discussion regarding who owns the booms that were put in around the Wilhelm Baum when it sank.

Tug Sinking. VandenBosch noted that after the Wilhelm Baum was pulled out it was discovered that there was a rusted area that was above the water line but the weight of the snow pushed it down and it took on water and sank. Noted that it took about three (3) days to get the tug out.

Queen's Cup. VandenBosch said South Haven will not be hosting the Queen's Cup race this year but we have an application for next year. Noted that the Coast Guard participated in that last time. City staff is working on getting approvals for next year.

Independence Day. Actual fireworks are on the third of July. That is somewhat routine, per VandenBosch.

Fire Boat. Silverman asked whether there has been any further discussion about an additional fire boat. Discussion ensued regarding the one that that SHAES has is really for inland lakes; they keep it on a trailer which means it is always late to get here for a fire. Silverman expressed that one is put in the harbor it should be one that can go out on Lake Michigan. VandenBosch said the city could provide a dock, but Wise said they are satisfied with what they have because they can respond in the harbor/river as well as inland lakes. Wise seems willing to consider adding a fire boat but is looking for that as a donation. Silverman said he may be happy with it but it does not do much good sitting on a trailer at SHAES. Silverman noted that when the two fires occurred, the fire boat was not able to get into the harbor in time to be effective. VandenBosch said Wise might be interested in a second boat but the funding is not there.

Hostetler stated that there are no inland lakes in their service area. Noted that there is no inland lake they can launch a boat on in their service area; by the time they would get to an inland lake it would not be effective. Silverman noted that there are two types of material that the tubes are made of; noted that there is a product you can put on them, Chaps, which is used on boats in the Caribbean. Silverman suggests talking to the chief

more directly; having Chief Wise attend a meeting with the Harbor Commission. We are continually putting ourselves at risk by not putting that boat in the water in the harbor.

Strong mentioned the fog horn on the South pier. Plachta said you have to be on Channel 83 (eighty-three) and click five (5) times. Said it works but if you go past the light house you can hardly hear it. Plachta said it was reduced due to complaints. Silverman asked how we can increase the volume. Plachta said the old foghorn had a louder tone. Muskegon is the one that handles that. Emrath said he would have to look up what the standard is; questioned why that was even altered as it is a federal statute. VandenBosch clarified that the city is responsible for the structures but not the navigational aids. Plachta will come up with what is up there and what the decibels are. Silverman asked if Plachta could get that information to Emrath, who said there is a standard and he can find out what that is. Reineck pointed out that people still rely on the foghorn to which Strong added, "Especially the small boats." Plachta noted that you cannot make it work from on the pier, only out on the water.

Ben Plachta noted we have the local Coast Guard Auxiliary flotilla which was established in 1974 after the Coast Guard shut down the South Haven station in 1973. This year is the Auxiliary's fortieth year here, and the seventy-fifth year for the Coast Guard, which has been here since 1939. There is going to be a small celebration; a short ceremony outside if the weather is good, then coffee and cake here at the North Marina facility. The ceremony will include some brief comments and a plaque for presentation to the city. Plachta thanked the city for the use of the buildings; due to Upton and the city. VandenBosch said it is great that the auxiliary provided that service for so many years. Discussion ensued regarding the salvage business and that the Coast Guard Auxiliary can only respond to emergencies. After a question from VandenBosch, Plachta said he started doing these forty-two (42) years ago. Started in St. Joe, and then transferred here forty (40) years ago. Silverman asked who made that call that the salvage guy gets first dibs to which Emrath responded that it is a federal statute. Plachta noted that the government does not want us to compete with the private entity.

Discussion ensued regarding the ice still being on the lake; plugging the channel now that the wind is coming from the north.

3. Adjourn at 5:10 p.m.

RESPECTFULLY SUBMITTED,

Marsha Ransom  
Recording Secretary



Marina Fund Revenue

Marina Fund Revenue  
As of April 30, 2014

Fiscal Year Ending in	Revenue		Operational		Net Revenue
	Seasonal	Transient	Total	Expense	
2002	234,236	161,984	396,220	369,081	27,139
2003	259,840	166,084	425,924	403,463	22,461
2004	280,151	167,907	448,058	429,353	18,705
2005	282,245	170,944	453,189	479,287	-26,098
2006	300,819	173,817	474,636	517,881	-43,245
2007	343,171	170,869	514,040	471,088	42,952
2008	368,408	168,362	536,770	493,906	42,864
2009	377,955	166,674	544,629	492,039	52,590
2010	350,635	161,584	512,219	485,399	26,820
2011	314,270	140,546	454,816	521,900	-67,084
2012	330,660	151,046	481,706	427,390	54,316
2013	377,199	89,267	466,466	599,418	-132,952
2014	380,849	112,163	493,012	359,182	133,830

**NOTES ON OPERATIONAL EXPENSES:**

Operational Expense does not include depreciation of approximately \$133,000 per year. Operational Expenses do not include large construction expenses. Operational Expenses do not include the annual transfer to the River Maintenance Fund of approximately \$21,080 annually.

**Operating Expense excludes reimbursable dredging costs**

	Seasonal Marina Revenue												Calendar Year Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2007	58,007	147,702	34,975	42,960	23,115	-3,846	6,199	1,554	703	1,100	22,348	19,285	354,102
2008	60,795	185,520	32,325	36,210	19,130	16,761	820	50	0	6,550	26,799	900	385,860
2009	44,784	185,069	32,390	25,955	31,150	23,488	843	50	850	900	27,990	1,000	374,469
2010	13,035	218,460	41,530	20,235	5,050	20,692	0	434	350	200	29,812	1,000	350,798
2011	43,222	157,210	38,473	31,230	12,498	-158	800	1,950	400	1,100	17,625	8,865	313,215
2012	31,810	178,650	44,840	14,750	31,795	-1,925	0	200	1,050	3,940	11,420	850	317,380
2013	29,476	169,790	80,125	37,555	28,362	14,431	0	0	750	7,735	7,300	7,545	383,069
2014	328,765	5,389	22,415	950									357,519

	Transient Marina Revenue												Calendar Year Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2007	0	0	0	8,528	11,494	39,340	56,647	48,986	10,983	1,553	-41	0	177,490
2008	0	0	0	11,657	8,957	29,620	53,315	53,501	11,385	630	0	0	169,065
2009	0	0	0	11,972	10,994	24,877	55,645	39,835	22,176	1,301	0	0	166,800
2010	0	0	0	8,445	9,029	25,154	52,730	40,107	8,654	1,299	0	0	145,418
2011	0	0	0	373	16,162	21,221	47,565	41,459	12,635	515	0	0	139,930
2012	0	0	0	4,684	12,448	31,740	40,344	21,935	4,392	0	-267	0	115,276
2013	0	706	3,502	2,466	3,689	12,501	33,066	40,527	17,724	843	359	542	115,924
2014	2,236	4,453	5,894	6,520									19,103



Black River Park Revenues

Black River Park Revenue  
As of April 30, 2014

Fiscal Year Ending	Seasonal Dock	Transient Dock	Boat Launch & Parking fees	Seasonal Launch Permit	Revenue Total	Operational Expense	Net Revenue
2007	84,563	9,480	42,544	10,471	147,058	90,412	56,646
2008	96,484	11,143	37,896	10,053	155,576	97,145	58,431
2009	93,239	9,240	37,261	11,922	151,662	99,992	51,670
2010	84,432	9,249	38,478	10,183	142,342	90,883	51,459
2011	66,393	8,658	42,038	3,859	120,948	113,430	7,518
2012	73,619	10,711	55,134	10,097	149,561	129,949	19,613
2013	71,440	9,150	47,844	10,980	139,414	102,155	37,259
2014	65,330	9,132	35,868	3,625	113,955	136,309	-22,354

Note: Operational Expense does not include depreciation of approximately \$50,000 per year.  
Operational Expenses do not include large construction expenses.

Transfer to River Maintenance Fund of approximately \$5,800 annually

Boat Launching & Parking Fees Revenue													Calendar Year	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
2007	0	0	0	1,289	4,160	7,725	13,459	7,941	5,917	1,808	0	0	42,299	
2008	0	0	0	831	2,768	5,172	11,030	10,046	4,709	2,170	0	0	36,726	
2009	0	0	0	370	3,378	5,558	10,738	7,704	8,311	812	0	0	36,871	
2010	0	0	0	527	6,102	4,284	13,972	11,844	2,799	2,186	0	0	41,714	
2011	0	0	0	126	4,301	6,870	19,145	10,345	7,373	1,221	0	0	49,381	
2012	0	0	0	0	7,000	10,050	19,667	9,346	4,702	2,376	1,031	112	54,285	
2013	56	0	91	637	3,671	6,154	14,069	12,964	4,874	3,081	14	0	45,611	
2014	0	0	0	866										

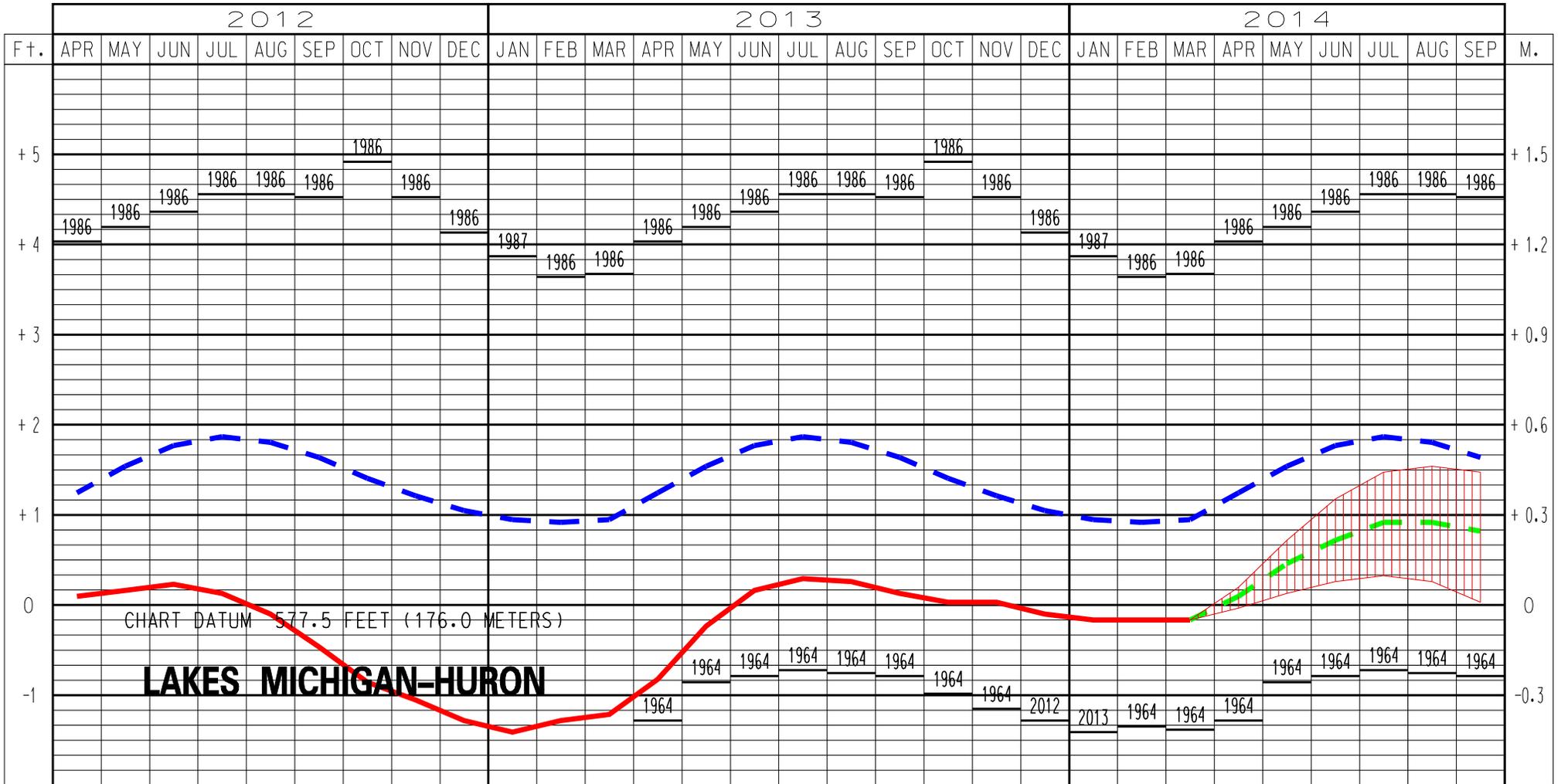
Launching - Seasonal Permit Revenue													Calendar Year	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
2007	0	0	0	2,261	4,157	2,749	1,453	0	0	0	0	0	10,620	
2008	0	0	0	1,885	3,743	2,972	1,620	0	0	0	0	0	10,220	
2009	0	0	0	2,770	4,924	2,608	640	0	0	0	0	0	10,942	
2010	0	0	0	1,370	7,158	1,015	1,546	0	75	0	0	150	11,314	
2011	0	0	0	610	75	1,403	1,222	0	0	75	0	0	3,385	
2012	0	0	0	600	6,620	1,580	1,200	0	0	-270	0	0	9,730	
2013	0	100	400	2,400	3,900	3,250	1,050	200	50	0	0	100	11,450	
2014	100	75	175	1,875										

Seasonal Dock Revenue													Calendar Year	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
2007	9,140	27,530	6,155	11,695	12,270	5,762	0	0	250	400	5,200	4,787	83,189	
2008	7,940	45,315	9,400	11,905	12,675	-1,388	0	0	200	2,000	5,009	1,655	94,711	
2009	6,865	41,215	7,085	9,125	4,990	15,095	0	0	0	0	5,000	0	89,375	
2010	3,740	30,265	19,680	11,325	15,585	-1,163	1,650	0	0	0	4,650	2,369	88,101	
2011	6,550	22,995	3,740	7,215	8,505	8,720	727	3,707	0	1,680	2,175	4,670	70,684	
2012	3,995	20,485	9,585	6,440	18,500	1,655	3,745	0	0	600	2,000	200	67,205	
2013	3,070	24,760	11,180	6,850	17,300	1,735	55	985	0	800	4,700	2,650	74,085	
2014	49,950	-430	-1,870	8,490										

Transient Dock Revenue													Calendar Year	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
2007	0	0	0	169	1,303	1,986	3,988	2,672	984	0	0	0	11,102	
2008	0	0	0	329	1,562	1,609	2,571	2,904	1,204	303	0	0	10,481	
2009	0	0	0	0	483	1,776	2,444	3,796	1,332	0	0	0	9,831	
2010	0	0	0	0	748	930	2,657	2,479	746	0	0	0	7,560	
2011	0	0	0	0	818	1,958	4,492	2,190	1,181	23	0	0	10,662	
2012	0	0	0	0	604	2,221	3,567	2,325	1,125	98	0	0	9,939	
2013	0	0	0	0	163	1,873	3,815	4,435	808	74	0	0	11,168	
2014	0	0	0	0										



# LAKES MICHIGAN-HURON WATER LEVELS - APRIL 2014



## LEGEND

LAKE LEVELS

RECORDED

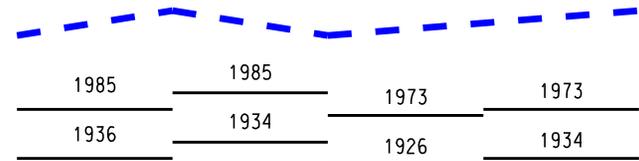
PROJECTED



AVERAGE \*\*

MAXIMUM \*\*

MINIMUM \*\*



\*\* Average, Maximum and Minimum for period 1918-2013

## Memorandum

**From:** Ed Verhamme, Greg Peterson      **Date:** March 11, 2014  
**To:** Paul Vandebosh & Brian Dissette      **Project:** South Haven Buoy Project  
City of South Haven      **CC:**

**SUBJECT: South Haven Buoy Project Estimated Costs**

### Background

The City of South Haven, MI along with other community organizations and businesses in the South Haven area are working together to support the annual deployment and retrieval of a real-time weather buoy to be located approximately three miles offshore in Lake Michigan. The buoy will provide ten minute observations of wind speeds, wave heights, and water temperature over the internet. Observations will be used to inform area residents and tourists of the current conditions on Lake Michigan so they can make informed decisions about recreational boating and swimming on Lake Michigan. In addition, the observations will be used by search and rescue personnel and the National Weather Service to protect and inform the public.

This memorandum provides an estimate of the total capital costs of the project and the annual operation and maintenance costs. The role of the City of South Haven is described in this memo as well as how LimnoTech will work with the City and other organizations to meet the project objectives.

### Estimated Buoy Capital Costs

The table below describes all of the capital costs associated with acquiring the components of the proposed buoy. The first six items represent the basic buoy that is capable of measuring air temperature, relative humidity, wind speed and direction, surface water temperature, and wave height, period, and direction. The sub-total cost of these items is \$40,000. LimnoTech is currently working with the City of South Haven to apply for a grant from the Coastal Storms Program that is being administered by Ohio Sea Grant and NOAA. If LimnoTech is not successful in winning this grant, then the partner groups will continue to work with LimnoTech to find other sources of funds including other partners and grant opportunities.

The cost of acquiring the one ton mooring anchor (\$2,500) will be covered by Louis Padnos metal recycling of Holland, MI. A letter of support from Padnos is attached.

The other components mentioned in the table represent additional sensors that can be added to the basic buoy platform to enhance capability and provide more information to other user groups in the South Haven Area. These include a string of ten temperature sensors that can measure water temperatures from the surface down to the bottom, a webcam that can transmit high definition video clips and images on an hourly basis, and a velocity meter capable of measuring water currents from the surface to the bottom. Support from other organizations is needed to add these components to the buoy. These components can either be added before the buoy is deployed if additional funding is received by partners or grants, or they can be added between field seasons in subsequent years. Local fishing clubs have expressed interest in supporting the water temperature sensors. WOODTV8 and WZZM13 in Grand Rapids have expressed interest in supporting the web camera. A potential supporter of the velocity meter is the Palisades Nuclear Power Plant, who could use the observations to support planning at their facility. However, no firm commitments/pledges have been received to date for the additional equipment other than the anchor, which is a component of the basic buoy.

**Table 1. Estimated capital costs**

<b>Buoy Component</b>	<b>Cost</b>
Buoy Hull, Mast, Ballast, Solar Panels, Batteries	\$25,000
Air Temperature & Wind Speed/Direction Sensor	\$2,750
Wave Height, Period, Direction Sensor	\$5,000
Data Logger & Cellular Modem	\$5,000
Mooring Line & Shackles	\$1,250
Permits from USACE, MDEQ, USCG	\$1,000
Basic Buoy Sub-Total	\$40,000
Anchor	\$2,500
Water Temperature Sensors (10 depths)	\$5,000
Web Camera (Video Clips/photos)	\$5,000
Velocity Meter	\$20,000
Grand Total	\$72,500



**Estimated Annual Operation and Maintenance Costs**

Table 2 below lays out a detailed description of the expected annual operation and maintenance costs. These costs assume that LimnoTech will be supporting the entire O&M operation via its boat, personnel, and resources. Cost savings could possibly be realized by LimnoTech combining trips from Ann Arbor to South Haven with other buoy support projects in St. Joseph and Holland. The estimate also assumes three trips to South Haven, one each for deployment and retrieval, and an additional trip mid-season to service any failed sensors. This mid-season trip could be eliminated entirely or supported by local groups to offset the cost. In addition, the data support costs mentioned in Table 2 could be reduced or eliminated if other means of data display were arranged or provided by another partner. Currently LimnoTech partners with Michigan Tech University to display data from the buoy on a custom website.

At the high end (most conservative) it is estimated that it would cost \$27,550 to support the annual O&M costs. If all cost savings were realized it would cost \$18,070 for annual O&M costs.

**Table 2. Estimated annual operation and maintenance costs**

<b>Deploy/Maintain/Retrieve Real-Time Buoy</b>			
<b>Hardware/Equipment Costs</b>			
<b>Description</b>	<b>Qty</b>	<b>Unit</b>	<b>Total</b>
Buoy Insurance	1	\$ 880	\$ 880
Cell Phone Data Plan	1	\$ 780	\$ 780
Garmin GPS Tracking Plan	1	\$ 110	\$ 110
Misc Equipment	1	\$ 1,100	\$ 1,100
Data Support	1	\$ 1,650	\$ 1,650
		<b>Sub Total</b>	<b>\$ 4,520</b>
<b>Unit Field Costs from Ann Arbor to St. Joe</b>			
<b>Description</b>	<b>Qty</b>	<b>Unit</b>	<b>Total</b>
Boat Rental (hourly)	8	\$ 90	\$ 720
Vehicle Rental (Mileage)	600	\$ 0.75	\$ 450
Vehicle Rental (Daily Rate)	2	\$ 75	\$ 150
Food (2 ppl/1 days)	1	\$ 50	\$ 50
Labor Driving (2 ppl)	11	\$ 110	\$ 1,210
Labor Field (2 ppl)	18	\$ 110	\$ 1,980
Labor Preparation	6	\$ 110	\$ 660
		<b>Sub Total</b>	<b>\$ 5,220</b>
<b>Other Labor + Total Costs</b>			
<b>Description</b>	<b>Qty</b>	<b>Rate</b>	<b>Total</b>
Hardware/Equipment subtotal			\$ 4,520
Field Travel Costs (unit above)	3	\$ 5,220	\$ 15,660



Prepare and Test Bouy (hrs)	33	\$ 110	\$ 3,630
Data Quality Monitoring (hrs)	24	\$ 110	\$ 2,640
End of Season Maintainance (hrs)	10	\$ 110	\$ 1,100
		<b>Sub Total</b>	\$ 27,550
<b>Total Costs by Category</b>			<b>Total</b>
Other Direct Costs (Travel, Equipment, Misc..)			\$ 8,630
Direct Labor			\$ 18,920
<b>Grand Total</b>			<b>\$ 27,550</b>

**Support from other partners**

The City of South Haven is working with other organizations to secure commitments for annual operation and maintenance costs. At the high end (most conservative) it is estimated that it would cost \$27,550 to support the annual O&M costs. If all cost savings were realized it would cost \$18,070 for annual O&M costs. As of the writing of this document, the following organizations are willing to pledge \$13,500 towards the O&M costs. The remaining funds will be solicited from area organizations and businesses.

**Organizations Committing to 5 years for O&M support as of March 10, 2014**

- \$5,000 Van Buren County
- \$5,000 City of South Haven
- \$1,000 South Haven Yacht Club
- \$1,000 Steelheaders
- \$1,000 Convention and Visitors Bureau
- \$500 Coast Guard Auxiliary

To deploy the buoy by July 1, 2014 the minimum of \$18,070 needs to be pledged by May 19, 2014. Preferably all annual pledges would be for a duration of five years. If signed commitments for payment for annual O&M are not received by May 19, then the deployment date might be delayed accordingly. Payments must be received no later than August 1, 2014 or buoy deployment will be delayed until 2015. Deployment in subsequent years will be re-evaluated by the major funding partners to determine if enough funds are available to continue to deploy the buoy.



## ***Timeline***

The timeline below lays out the upcoming dates that will lead to buoy deployment by July 1, 2014.

March 10: Deadline to have materials ready for March City Council meeting

March 17: City Council meeting to approve participation in grant

March 18: Harbor Commission meeting

March 21: Deadline to submit a full proposal to NOAA Coastal Storms

May 12: Grant awards announced by NOAA Coastal Storms

May 19: Written funding commitments due from partner organizations

May 19: City Council approval to enter into O&M agreement and accept grant award

July 1: Anticipated buoy deployment date

## ***Invoicing***

LimnoTech will directly invoice each partner for their pledged portion of the annual operation and maintenance costs. Payments are due 30 days past the invoicing date. LimnoTech will present a quarterly update of the amount of dollars billed against the total funds available to all of the funding partners. Any funds left over at the end of the calendar year (December 31) will either be carried over to the next year to support future deployments or returned to the partner organizations based on a percentage of their total annual contribution. LimnoTech will work with partner organizations to determine the most appropriate means to handle any leftover funds and address any unexpected costs.

The material contained in this document represents LimnoTech's best estimate of the cost to acquire, deploy, and retrieve a real-time buoy off of South Haven, MI. A more formal proposal and service contract will be established with the partner groups once the capital for the buoy is secured.



Capital Costs, All Options

25,000 Buoy Hull, Mast, Ballast, Solar Panels, Batteries  
 2,500 Air Temperature & Wind Speed/Direction Sensor  
 5,000 Water Temperature Sensors (10 depths)  
 5,000 Wave Height, Period, Direction Sensor  
 5,000 Data Logger & Cellular Modem  
 5,000 Mooring Line and Anchor  
 2,000 Permits form USACE, MDEQ, USCG  
 5,000 Web Camera (Video Clips/photos)  
 20,000 Velocity Meter  
 74,500 Total

Proposed Capital Costs

25,000 Buoy Hull, Mast, Ballast, Solar Panels, Batteries  
 2,500 Air Temperature & Wind Speed/Direction Sensor  
 5,000 Water Temperature Sensors (10 depths)  
 5,000 Wave Height, Period, Direction Sensor  
 5,000 Data Logger & Cellular Modem  
 5,000 Mooring Line and Anchor  
 2,000 Permits form USACE, MDEQ, USCG  
 5,000 Web Camera (Video Clips/photos)  
 Velocity Meter  
 54,500 Total

Annual Operation and Maintenance Costs

26,500 Annual (this amount needs to be confirmed by Limnotech)  
 132,500 Five Years

Capital Cost Commitments

40,000 Grant  
 5,000 Steelheaders Temperature String

Annual Cost Commitments (Five Years)

5,000 Van Buren County  
 5,000 City of South Haven  
 1,000 South Haven Yacht Club  
 1,000 Steelheaders  
 500 Coast Guard Auxiliary  
 1,000 Convention and Visitors Bureau (requires link on webpage)  
 500 River Bend Boat Club  
 1,000 Covert Generating  
 15,000 TOTAL Annual Commitments

11,500 Shortfall based on Annual Need: 26,500  
 57,500 Shortfall over five years

One time commitment:  
 500 Kiwanis  
 200 Chamber

# MEMORANDUM

DATE: April 30, 2014

TO: Paul Vandebosch, City of South Haven  
Brian Dissette, City of South Haven

FROM: Tony McGhee

RE: City of South Haven North Side/South Side Marinas Maintenance  
Dredging project

Upon review of the recent accumulation of material in the North Side/South Side marina area, we have found the current assessment of conditions:

Accumulation of material in the turning basin started to be visible in March 2013, before the April 2013 dredging work began. It became more noticeable in the fall of 2013, but was still in a mostly isolated location which tended to shoal frequently on its own. Currently, there is a fair amount of erosion/scouring occurring around the Dyckman Bridge (as shown on the USACE sounding sheets) and possibly upstream as well. Recent USACE readings in the area show large differences in navigational channel depth from the fall – shallower by up to 5’ in spots and scoured by up to 9’ in others.

As to what could be causing this, it may be due to the quick rebound in water levels in 2013. The enclosed PDF shows Lake Michigan (and the Black River) came up 20” from the middle of January to the middle of July...and 14” of those were over a 3 month period (April-June).

Another reason for the scouring to be occurring could be due to a change in flow condition. New structures placed in the river near the Dyckman Bridge or upstream could affect flow. If the water main and sewer crossing just upstream of Dyckman are leaking, this could lead to a hole forming underwater and compounding rather quickly. The City could investigate its utility records to see if there are any unusual changes.

It is highly unlikely that a storm pipe could create this problem. This is not a small amount of material by any means, and that pipe would have to be dumping dirt/mud for a long period of time. If that were the case, a problem would definitely show up on land with that much material gone.

As far as dredging, the current dredging contract (w/ GroAmerica) is for the removal of 20,090 CYDS of "wet" material. This breaks out as follows:

Northside Marina: 8,100 CYDS

Southside Marina: 1,450 CYDS

Turning Basin: 600 CYDS

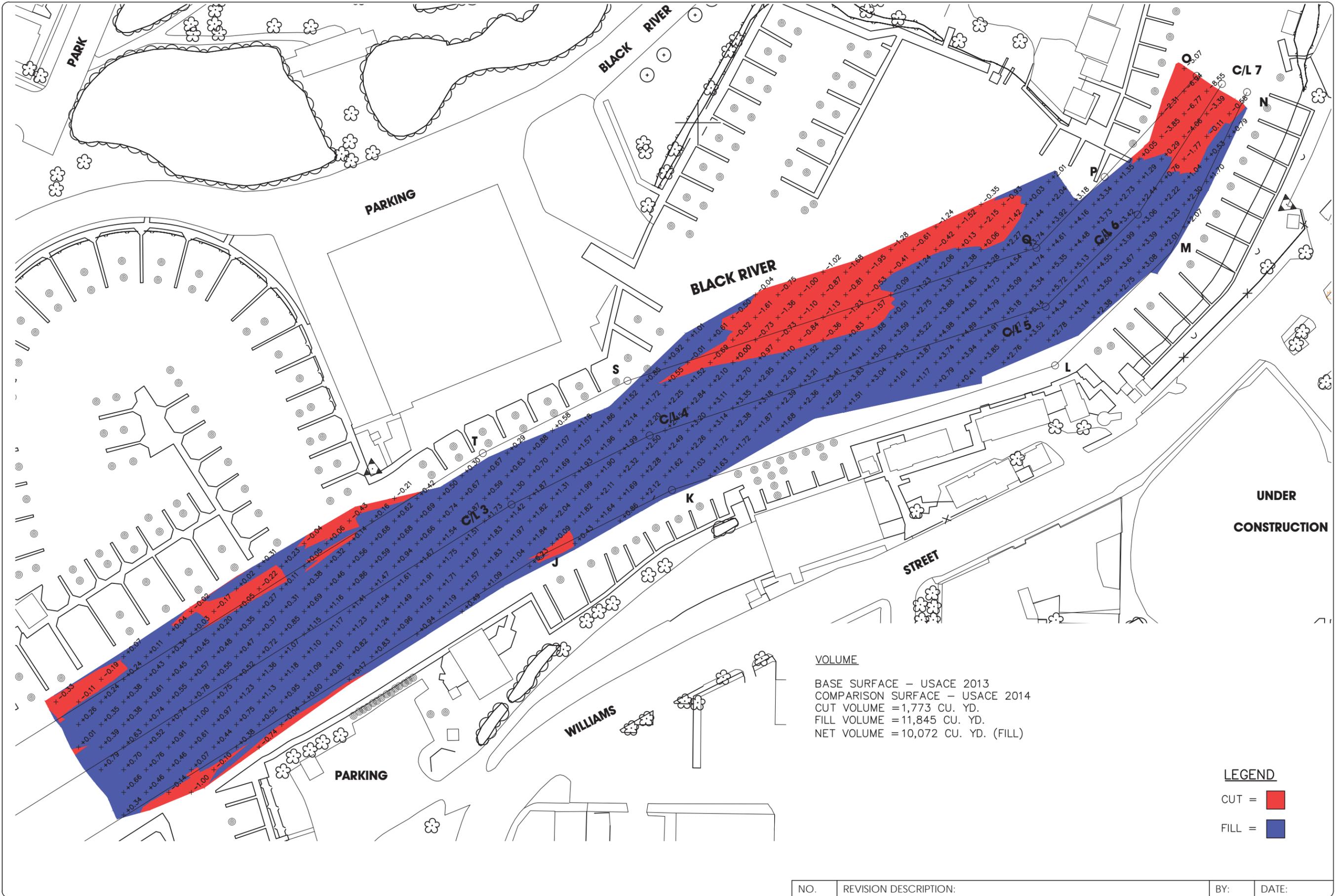
Friends Goodwill Channel: 2,990 CYDS

Upper Black River Channel: 6,950 CYDS

In the exercise we ran for the City to determine how much "dry" material actually ended up on the Dunkley site, we did a pre-topo /post-topo volume comparison. The amount of additional dry material disposed of on that site was 13,041 CYDS...or 1/3 less the amount dredged (very common shrinkage factor). This is what we expected would be on site, so no red flags there.

We'll be talking to Tom O'Bryan (USACE) tomorrow to see if we can get their point files to run a volume calculation between the USCE's 2013 and 2014 soundings, but it appears to us that the current problem with shoaling is not a result of contractor negligence or mismanagement.

E:\CIVIL\_3D\ENG\12-0712 SOUTH HAVEN MAINT DREDGING\dwg\12-0712 USACE SURFACE COMPARISON.dwg, 11-17, 4:30:2014 11:45:02 AM, dlanam, 1:1



**VOLUME**  
 BASE SURFACE – USACE 2013  
 COMPARISON SURFACE – USACE 2014  
 CUT VOLUME = 1,773 CU. YD.  
 FILL VOLUME = 11,845 CU. YD.  
 NET VOLUME = 10,072 CU. YD. (FILL)

**LEGEND**  
 CUT = [Red Box]  
 FILL = [Blue Box]

**ABONMARCHÉ**  
 Confidence By Design  
 95 West Main Street  
 Benton Harbor, MI 49022  
 T 269.927.2295  
 F 269.927.1017  
 Manistee, MI  
 South Haven, MI  
 South Bend, IN  
 Portage, IN  
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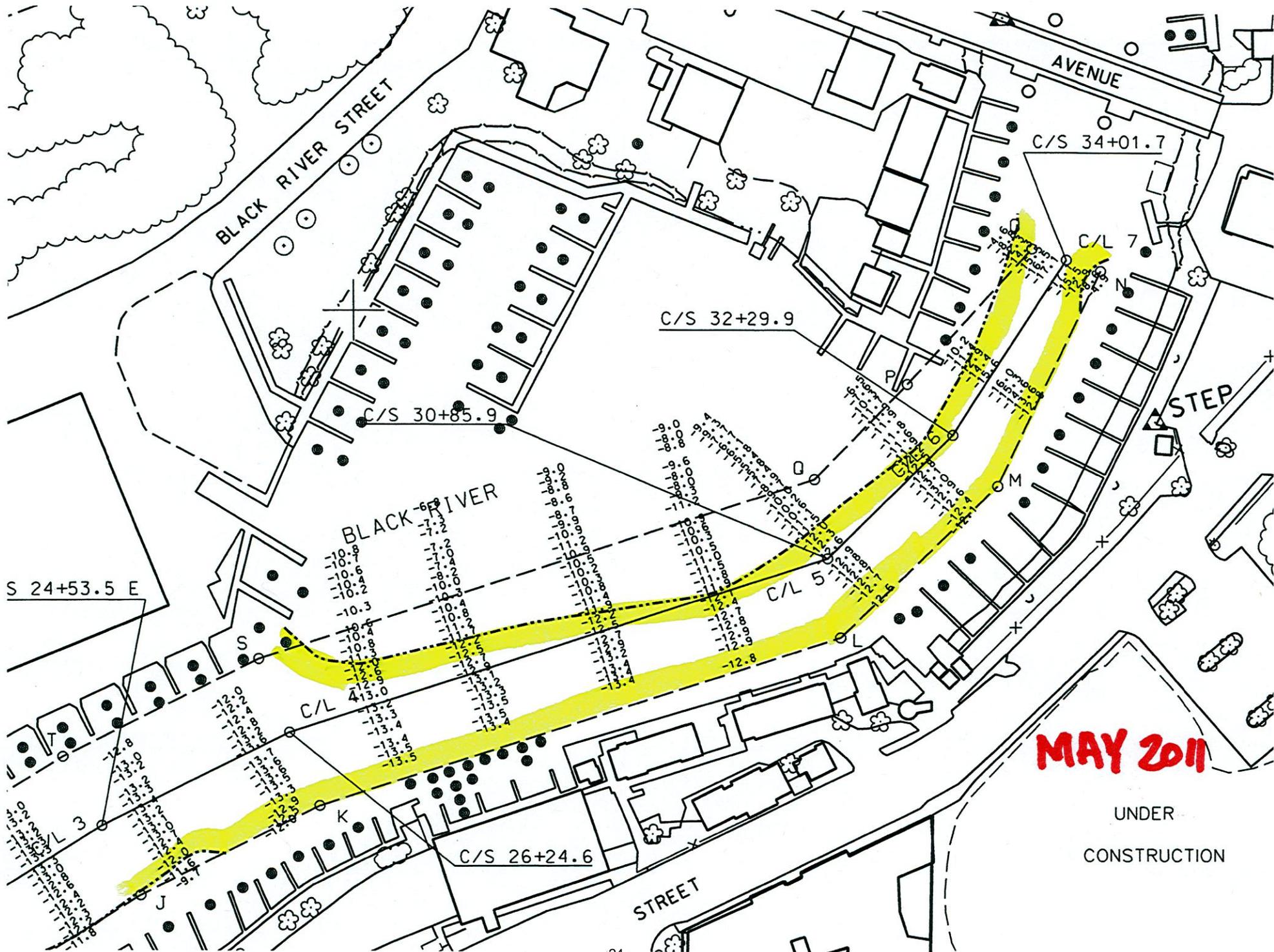
PROJECT:  
**SOUTH HAVEN  
 MAINTENANCE DREDGING**

SHEET TITLE:  
**USACE 2013 AND 2014  
 BATHYMETRIC COMPARISON**

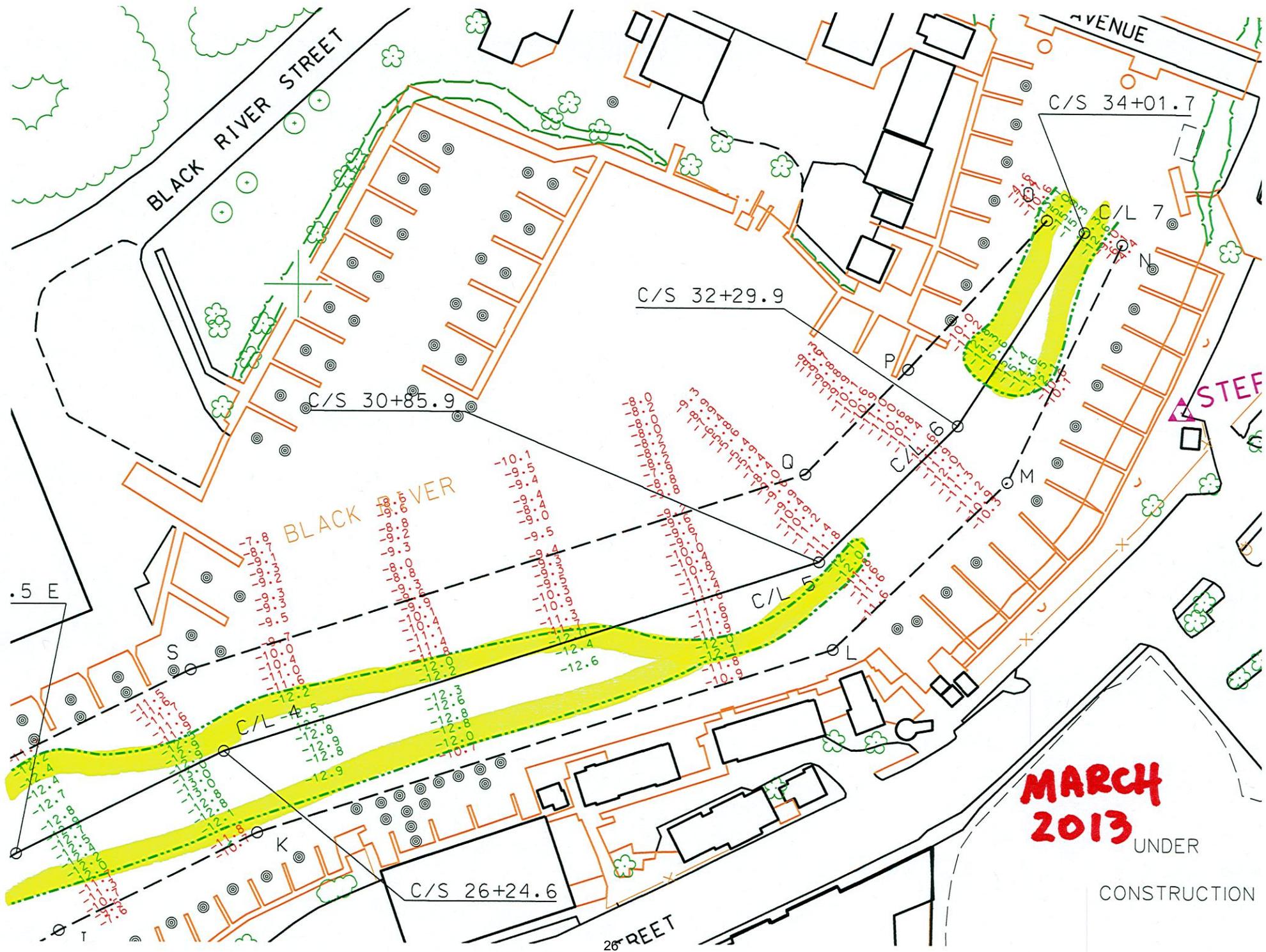
DRAWN BY:  
**DJL**  
 DESIGNED BY:  
 PM REVIEW:  
**CAK**  
 QA/QC REVIEW:  
 DATE:  
 SCALE:  
 HORIZ: 1"=100'  
 VERT: N/A  
 ACI JOB #  
**12-0712**  
 SHEET NO.

1 of 1

NO.	REVISION DESCRIPTION:	BY:	DATE:

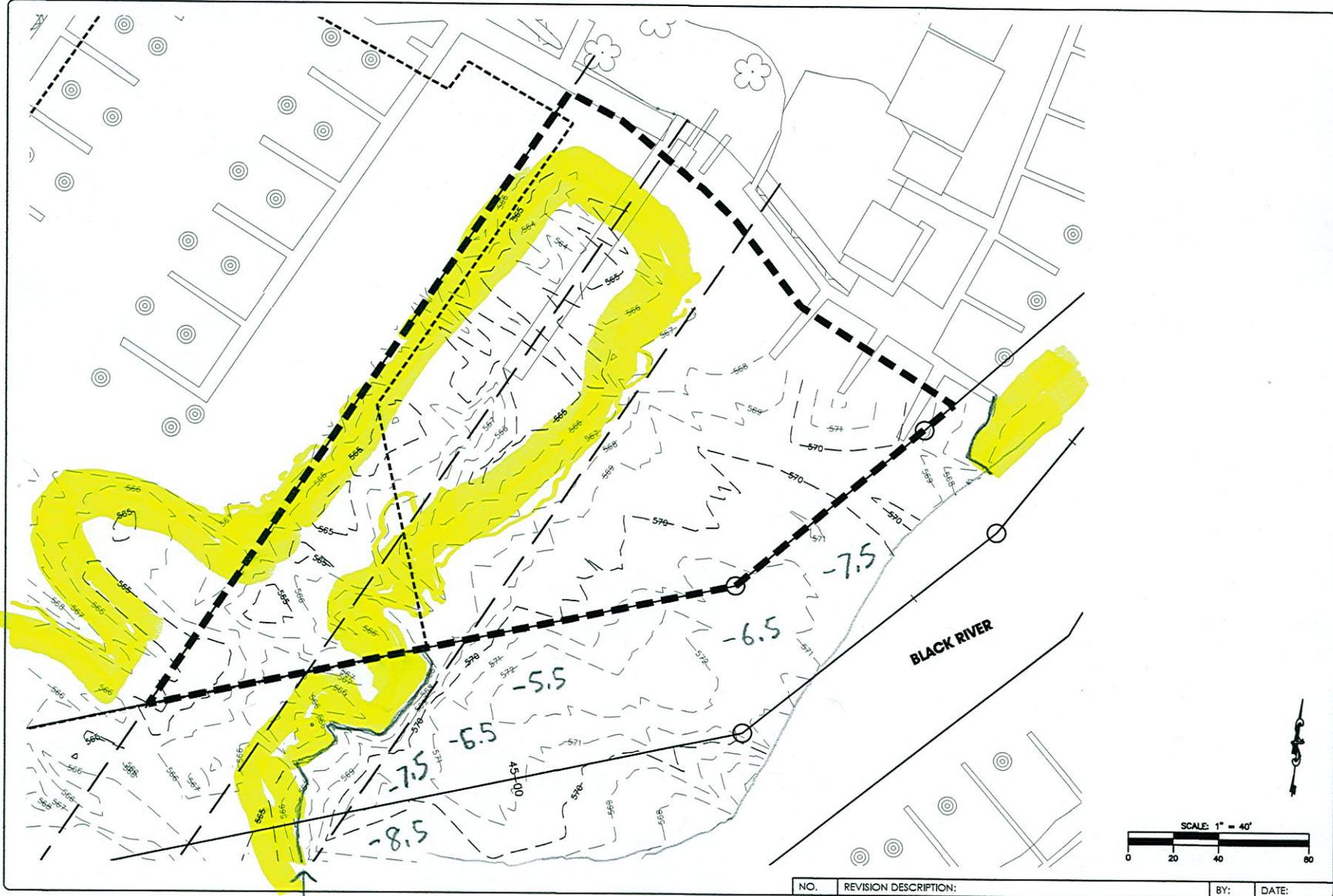






**MARCH 2013**  
 UNDER  
 CONSTRUCTION

E:\CIVIL\3D\ENGL12\0712 SOUTH HAVEN MAINT DREDGING.dwg, #12-0712 MARINA DREDGE.dwg, TURNING BASIN POST DREDGE CONT, 9-27-2013 2:24:09 PM, dbaron, 1:1



NO.	REVISION DESCRIPTION:	BY:	DATE:

**SEPT 2013**

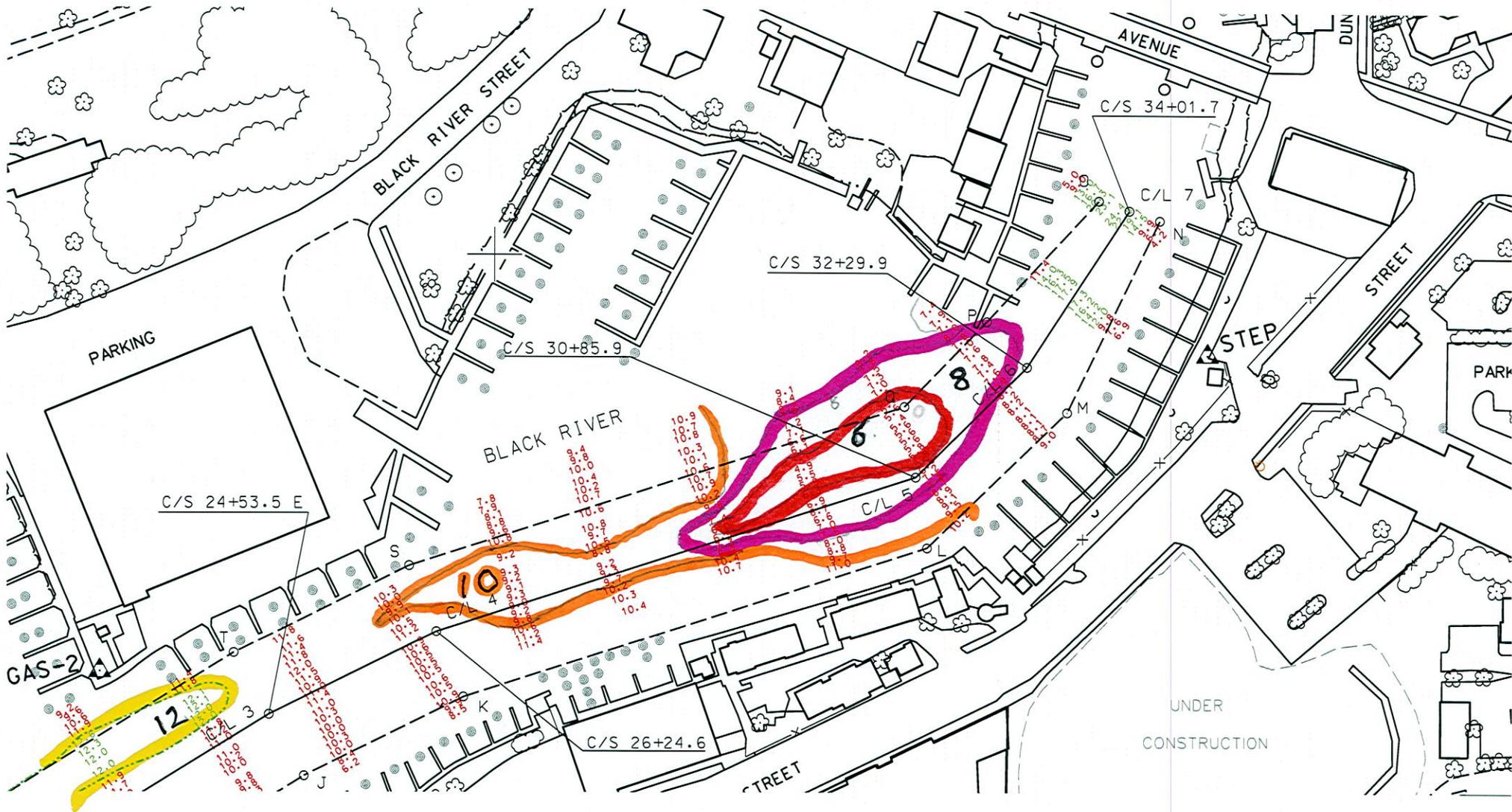
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Manitowic, MI  
Benton Harbor, MI 49022  
269.777.2205  
F 269.727.1017  
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PROJECT:  
**CITY OF SOUTH HAVEN  
BLACK RIVER  
MAINTENANCE DREDGING**

SHEET TITLE:  
**TURNING BASIN  
POST DREDGE**

DRAWN BY: DJL  
DESIGNED BY: CAK  
PM REVIEW:  
QA/QC REVIEW:  
DATE: 9-27-13  
SCALE:  
HORZ: 1"=40'  
VERT: N/A  
ACT JOB # 12-0712  
SHEET NO.

**3 of 7**



**APRIL 2014**

April 30, 2014

TO: Brian Dissette

FR: Paul VandenBosch

RE: 2013-2014 Marina Budget Amendment

At the time that the 2013-2014 Marina Fund budget was being prepared, we were dealing with a number of uncertainties related to marina expenditures.

- The North Side Marina was under construction
- The Marina and Harbor Dredging project was being bid out
- The marina management was being performed under a new contract for the first season

Because cost and potential grant funding for the North Side Marina and dredging were unclear, staff did not request any capital expenditures for 2013-2014. The intent was to wait and see what funds were remaining after paying for the projects and receiving grant funding.

We have closed out the North Side Marina project, and the dredging project will be finalized by the end of the May. The North Side Marina project total cost was \$1,624,549.82, just under the originally budgeted amount of \$1,628,000. Note that all of North Side Marina Project expenses were budgeted in fiscal year 2012-2013, but a few final expenditures occurred after July 1, 2013 in the next fiscal year.

In order to adjust the budget based on actual expenditures and fund maintenance and marketing of the marinas in fiscal year 2013-2014, I am requesting a Marina Fund budget amendment for the current fiscal year as follows.

### **Maintenance and Improvements**

Maintenance and improvements to be carried out in Spring, 2014:

Museum Marina: \$15,000

Rehab existing restrooms, install deck umbrellas, power wash and seal deck

North Side Marina: \$4,000

Construct dock frame in front of new building, water seal docks

South Side Marina: \$12,000

Refinish bead board, water seal docks, new electrical pedestal at headdock.

### **North Side Marina Project Completion**

Project Completion Items after July 1, 2013: \$9,100

Combination Door Locks, Handicap Ramp: \$7,500

Utility Bills for New Building (Unbudgeted): \$10,000

## **Marina Marketing**

Marketing efforts carried out in 2013 and Spring of 2014:

Attend Strictly Sail and Grand Rapids Boat Shows  
Website, advertising, marketing materials and services  
Brochure printing and print advertising

Total Marketing: \$15,000

## **Harbor Dredging**

The original plan for dredging was for the municipal marinas. We were able to acquire a dredging grant in the amount of \$296,050, so we expanded the dredging project to include the Turning Basin, Friends Goodwill Channel and Black River. At the time of preparing the 2013-2014 budget, this additional work was not known and was not included in the budget. In order to adjust the budget, the following changes are requested:

Marina Fund: \$20,000  
River Maintenance Fund: \$45,000  
Black River Park Fund: \$58,644.18

Total Dredging: \$123,644.18

## **Other Budget Issues**

The Finance Director has identified budget lines which are over budget in the current fiscal year. Specifically, Black River Park experienced gate repair and other contractual costs above the budgeted amount.

Black River Park Unbudgeted Contractual Services: \$8,184

## **Conclusion**

By adopting this budget amendment, we are adjusting the budget to reflect completion of two major capital improvements, the North Side Marina Project and the Harbor Dredging Project. The North Side Marina Project came in under budget. The dredging project was expanded to resolve shoaling issues for municipal marinas, the Turning Basin and the Black River.

We are allowing for minor maintenance to bring the marinas into good condition for the upcoming season.

We are marketing the marinas to transient boaters with a focus on attracting people to visit the marinas and South Haven. Our focus will be on showing the downtown, beaches and Maritime District as a desirable destination for boaters. This marketing will also attract others to South Haven as a vacation destination.

We currently have a waiting list for seasonal boaters, so we know we will have good

occupancy and revenue in the upcoming year. Please note that all of the improvements in the marinas are funded by slip rental revenues, not by property tax dollars. We were able to construct a new marina building and dredge the harbor without incurring any debt.

The expenditures included in the current budget adjustment will position the marinas to be in a very competitive and attractive position for the next few years.

Staff Recommendation:

Approve the marina budget amendment.

**Marina Fund Maintenance, Marketing and Construction Completion**

776-931	15,000	Museum Marina Maintenance
776-932	4,000	North Side Maintenance
776-975-011	9,100	North Side Marina Project, 2013-2014 Completion Items
776-975-011	7,500	North Side Marina Additional Work, combination locks, handicap ramp
	10,000	North Side Marina Operating Expenses – Unbudgeted Utility Costs
776-933	12,000	South Side Maintenance
776-964	12,000	Marketing
776-900	3,000	Brochure and Print Advertising
	72,600	Marina Fund Subtotal (Without Dredging)

**Black River Park**

8,184	Black River Park Underbudgeted Contractual Services
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**Dredging**

10,000	Marina Fund
45,000	River Maintenance Fund
65,000	Black River Park Fund
120,000	Dredging Subtotal

**Requested Budget Amendment Total**

82,600	Marina Fund
45,000	River Maintenance Fund
73,184	Black River Park Fund
200,784	<b>TOTAL</b>

	Marina Fund	Black River Park Fund	River Maintenance Fund
Net Unassigned Reserves/ Beginning Fund Balance	96,125	161,407	25,508
Original Budgeted Revenues	533,846	151,600	36,880
Original Budgeted Expenditures	524,813	165,243	10,500
Requested Budget Amendment	92,600	66,828	45,000
Proposed Amended Budget Expenditures	617,413	232,071	55,500
Excess of Expenditures Over Revenues	-83,567	-80,471	-18,620
Projected Net Unassigned Reserves June 30, 2014	12,558	80,936	6,888

**Summary of Total Project 0154: DREDGING**  
**July 1, 2012 through May 7, 2014**

	<u>FY 2012-13</u>		<u>FY 2013-14</u>		<u>Fund Totals</u>
Grand Total Spent to Date:	\$ 559,191.44	\$	76,382.85	\$	635,574.29
Total of Grant Funds Awarded	\$ (243,131.18)	\$	(52,918.82)	\$	(296,050.00)
Net Dredging Costs Paid by City Funds	\$ 316,060.26	\$	23,464.03	\$	339,524.29

**FUND BREAKDOWN:**

	<u>RIVER MAINT</u>		<u>BRP</u>		<u>MARINA</u>		
Grand Total Spent to Date:	\$ 101,442.76	\$	53,153.52	\$	480,978.01	\$	635,574.29
Less Total of Grant Funds Awarded	\$ -	\$	(52,918.82)	\$	(243,131.18)	\$	(296,050.00)
Net Dredging Costs Paid by City Funds	\$ 101,442.76	\$	234.70	\$	237,846.83	\$	339,524.29

CITY OF SOUTH HAVEN  
FY 2014  
BUDGET ADJUSTMENT

**River Maintenance Fund (296)**

Account	Fund	Activity	Description	Rev/Exp	Increase	Decrease	
296-774-974-006	River Maint	River Maint	Dredging Project	Expense	45,000		
					45,000	-	<b>45,000</b> Net Increase in Expense
		Revenue		Revenue	-		- Net Increase in Revenue
<b>Adjust for River Maintenance portion of Dredging Project</b>							<b>(45,000)</b> Net Change charged to Fund Balance

**Black River Park Fund (545)**

Account	Fund	Activity	Description	Rev/Exp	Increase	Decrease	
545-776-802-000	Black River Park	Park Maint	Other Contractual Services	Expense	8,184		
545-776-802-000-0154	Black River Park	Park Maint	Dredging Project	Expense	113,644		
					121,828	-	<b>121,828</b> Net Increase in Expense
		Revenue		Revenue	-		- Net Increase in Revenue
<b>Adjust for Black River Park portion of Dredging Project &amp; misc underbudgeted contractual services</b>							<b>(121,828)</b> Net Change charged to Fund Balance

**Marina Fund (594)**

Account	Fund	Activity	Description	Rev/Exp	Increase	Decrease	
545-776-802-000	Marina	Marina Oper & Maint	Other Contractual Services	Expense	8,184		
594-776-802-000-0154	Marina	Marina Oper & Maint	Dredging Project	Expense	30,000		
594-776-850-000	Marina	Marina Oper & Maint	Telephone	Expense	2,000		
594-776-860-000	Marina	Marina Oper & Maint	Travel & Conferences	Expense	3,000		
594-776-900-000	Marina	Marina Oper & Maint	Printing & Publishing	Expense	3,700		
594-776-922-000	Marina	Marina Oper & Maint	Utilities - Water & Sewer	Expense	10,000		
594-776-923-000	Marina	Marina Oper & Maint	Utilities - Gas	Expense	1,300		
594-776-931-000	Marina	Marina Oper & Maint	R & M - Museum Marina	Expense	15,000		
594-776-932-000	Marina	Marina Oper & Maint	R & M - North Side	Expense	4,000		
594-776-933-000	Marina	Marina Oper & Maint	R & M - South Side	Expense	12,000		
594-776-944-000	Marina	Marina Oper & Maint	Building Lease	Expense		30,249	
594-776-964-000	Marina	Marina Oper & Maint	Marketing	Expense	8,000		
594-776-975-011	Marina	Marina Oper & Maint	NS Upgrade	Expense	16,600		
					83,535		<b>83,535</b> Net Increase in Expense
594-000-667-003	Marina	Revenue	Seasonal Dock Rental	Revenue	30,000		
594-000-665-000	Marina	Revenue	Interest Income	Revenue		10,106	<b>19,894</b> Net Increase in Revenue
<b>Adjust for various Marina Expenses relating to Spring maintenance, dredging &amp; operating. Adjust revenues to projected YE levels</b>							<b>(63,641)</b> Net Change charged to Fund Balance

**Fund 594 - MARINA FUND**

GL NUMBER	DESCRIPTION	2013-14 AMENDED BUDGET
Fund 594 - MARINA FUND		
Dept 000-REVEUNES		
594-000-543-000	STATE DREDGING FUNDS	0.00
594-000-566-005	STATE GRANT	0.00
594-000-608-000	OTHER FEES	2,910.00
594-000-645-000	SALES	4,329.92
594-000-665-000	INTEREST INCOME	5,000.00
594-000-665-594	MARKET VALUE ADJUSTMENTS	0.00
594-000-667-003	SEASONAL DOCK RENTAL	380,000.00
594-000-667-004	TRANSIENT DOCK RENTAL	160,000.00
594-000-690-000	SUNDRY-MISC OPERATING REVENUE	1,500.00
594-000-699-401	TRANSFER IN - CAPITAL PROJ 401	0.00
Net - Dept 000-REVEUNES		553,739.92
Dept 776-OPERATIONS		
594-776-703-000	SALARIES & WAGES - FULL-TIME	4,597.00
594-776-704-000	SALARIES & WAGES - PART-TIME	48,403.00
594-776-708-000	OVERTIME - FULL-TIME	0.00
594-776-709-000	OVERTIME - PART-TIME	65.00
594-776-710-000	HEALTH/DENTAL INSURANCE	670.00
594-776-710-001	PAYMENT IN LIEU OF INSURANCE	0.00
594-776-712-000	WORKERS COMPENSATION	1,730.00
594-776-713-000	PAYROLL TAXES	4,054.00
594-776-713-001	UNEMPLOYMENT COMPENSATION	2,551.00
594-776-713-002	LIFE & DISABILITY INSURANCE	24.00
594-776-714-010	CAR ALLOWANCE	0.00
594-776-716-000	EMPLOYER MERS CONTRIBUTIONS	24.00
594-776-727-000	OFFICE SUPPLIES	900.00
594-776-729-001	OTHER CLOTHING & SUPPLIES	400.00
594-776-741-000	OPERATING SUPPLIES	5,200.00
594-776-742-000	SMALL TOOLS	300.00
594-776-748-000	MOTOR FUEL	200.00
594-776-801-000	PROFESSIONAL/CONSULTING FEES	62,700.00
594-776-802-000	OTHER CONTRACTUAL SERVICES	17,300.00
594-776-802-000-0154	DREDGING PROJECT	30,000.00
594-776-803-000	CREDIT CARD FEES	15,000.00
594-776-850-000	TELEPHONE	5,000.00
594-776-855-000	POSTAGE	0.00
594-776-860-000	TRAVEL/CONFERENCES/TRAINING	4,000.00
594-776-870-000	PAYMENT IN LIEU OF TAXES	26,350.00
594-776-900-000	PRINTING/PUBLISHING	3,700.00
594-776-921-000	UTILITIES - ELECTRIC	20,000.00
594-776-922-000	UTILITIES - WATER & SEWER	21,000.00
594-776-923-000	UTILITIES - GAS	3,000.00
594-776-931-000	REPAIRS/MAINT-BLDS & STRCTRES	15,000.00
594-776-932-000	REPAIRS/MAINTENANCE - OTHER	4,000.00
594-776-933-000	REPAIRS/ MAINTENANCE - EQUIP	12,000.00
594-776-941-000	MOTOR POOL FEES	1,844.00
594-776-942-000	INFORMATION SERVICES FEES	6,591.00
594-776-944-000	BUILDING LEASE	70,581.00
594-776-957-000	CONCESSION EXPENSE	4,000.00
594-776-958-000	SUBSCRIPTIONS/MEMBERSHIPS	300.00
594-776-964-000	MARKETING	8,000.00
594-776-968-000	DEPRECIATION EXPENSE	133,300.00
594-776-969-101	ADMIN FEES - GENERAL FUND	25,000.00
594-776-969-111	POLICE DEPART FEES-GEN FUND	5,000.00
594-776-975-000	BUILDINGS/ADDS/IMPROVEMENTS	0.00
594-776-975-011	NORTH SIDE MARINA UPGRADE	16,600.00
594-776-979-001	YARD EQUIPMENT	0.00
594-776-980-000	OFFICE EQUIPMENT & FURNITURE	0.00
Net - Dept 776-OPERATIONS		(579,384.00)
Dept 965-OPERATING TRANSFERS OUT		
594-965-999-296	OPER TRANS OUT - RIVER MAINT	21,080.00
Net - Dept 965-OPERATING TRANSFERS OUT		(21,080.00)
Fund 594:		
TOTAL REVENUES		553,739.92
TOTAL EXPENDITURES		(600,464.00)
NET OF REVENUES & EXPENDITURES		(46,724.08)
BEG. FUND BALANCE		2,475,738.18
LESS NET CAPITAL ASSETS		(2,246,312.71)
NET UNASSIGNED RESERVES		229,425.47
END FUND BALANCE		182,701.39

**Fund 545 - BLACK RIVER PARK FUND**

GL NUMBER	DESCRIPTION	2013-14 AMENDED BUDGET
Fund 545 - BLACK RIVER PARK FUND		
Dept 000-REVEUNES		
545-000-566-002	STATE GRANT-LAUNCH/PARK	0.00
545-000-566-003	FISHERIES TRUST GRANT	0.00
545-000-608-000	OTHER FEES	0.00
545-000-645-000	SALES	500.00
545-000-653-000	BOAT LAUNCHING & PARKING FEES	50,000.00
545-000-653-001	LAUNCHING-SEASONAL PERMIT	10,000.00
545-000-665-000	INTEREST INCOME	500.00
545-000-667-003	SEASONAL DOCK RENTAL	80,000.00
545-000-667-004	TRANSIENT DOCK RENTAL	8,000.00
545-000-667-016	LEASE AGREEMENT - MILLER	2,500.00
545-000-690-000	SUNDRY-MISC OPERATING REVENUE	100.00
Net - Dept 000-REVEUNES		151,600.00
Dept 776-OPERATIONS		
545-776-703-000	SALARIES & WAGES - FULL-TIME	1,596.00
545-776-704-000	SALARIES & WAGES - PART-TIME	36,173.00
545-776-708-000	OVERTIME - FULL-TIME	71.00
545-776-709-000	OVERTIME - PART-TIME	149.00
545-776-709-001	OVERTIME - PART-TIME	0.00
545-776-710-000	HEALTH/DENTAL INSURANCE	412.00
545-776-710-001	PAYMENT IN LIEU OF INSURANCE	0.00
545-776-712-000	WORKERS COMPENSATION	1,238.00
545-776-713-000	PAYROLL TAXES	2,889.00
545-776-713-001	UNEMPLOYMENT COMPENSATION	1,539.00
545-776-713-002	LIFE & DISABILITY INSURANCE	14.00
545-776-714-010	CAR ALLOWANCE	0.00
545-776-716-000	EMPLOYER MERS CONTRIBUTIONS	15.00
545-776-727-000	OFFICE SUPPLIES	200.00
545-776-729-001	OTHER CLOTHING & SUPPLIES	100.00
545-776-741-000	OPERATING SUPPLIES	2,000.00
545-776-742-000	SMALL TOOLS	200.00
545-776-748-000	MOTOR FUEL	500.00
545-776-801-000	PROFESSIONAL/CONSULTING FEES	5,000.00
545-776-802-000	OTHER CONTRACTUAL SERVICES	12,184.00
545-776-802-000-0154	DREDGING	113,644.00
545-776-803-000	CREDIT CARD FEES	3,000.00
545-776-850-000	TELEPHONE	2,000.00
545-776-855-000	POSTAGE	0.00
545-776-860-000	TRAVEL/CONFERENCES/TRAINING	0.00
545-776-870-000	PAYMENT IN LIEU OF TAXES	7,250.00
545-776-900-000	PRINTING/PUBLISHING	100.00
545-776-921-000	UTILITIES - ELECTRIC	2,652.00
545-776-922-000	UTILITIES - WATER & SEWER	4,500.00
545-776-923-000	UTILITIES - GAS	550.00
545-776-931-000	REPAIRS/MAINT-BUILDS & STRCTRE	1,000.00
545-776-932-000	REPAIRS/MAINTENANCE - OTHER	5,000.00
545-776-933-000	REPAIRS/MAINTENANCE - EQUIP	1,500.00
545-776-942-000	INFORMATION SERVICES FEES	2,150.00
545-776-957-000	CONCESSION EXPENSE	700.00
545-776-958-000	SUBSCRIPTIONS/MEMBERSHIPS	0.00
545-776-968-000	DEPRECIATION EXPENSE	50,300.00
545-776-969-101	CHARGES FOR SERV - GEN FUND	18,818.00
545-776-969-111	CHARGES FOR SERV - GF - POLICE	3,827.00
545-776-975-000	BUILDINGS/ADDITIONS/IMPROVE	0.00
545-776-980-000	OFFICE EQUIPMENT & FURNITURE	0.00
Net - Dept 776-OPERATIONS		(281,271.00)
Dept 965-OPERATING TRANSFERS OUT		
545-965-999-296	OPER TRANS OUT - RIVER MAINT	5,800.00
545-965-999-401	OPER TRANS OUT - CAP PROJ FUND	0.00
Net - Dept 965-OPERATING TRANSFERS OUT		(5,800.00)
Fund 545:		
TOTAL REVENUES		151,600.00
TOTAL EXPENDITURES		(287,071.00)
NET OF REVENUES & EXPENDITURES		(135,471.00)
BEG. FUND BALANCE		627,980.14
LESS NET CAPITAL ASSETS		(466,573.59)
NET UNASSIGNED RESERVES		161,406.55
END FUND BALANCE		25,935.55

5/5/14

**Fund 296 - RIVER MAINTENANCE FUND**

GL NUMBER	DESCRIPTION	2013-14 AMENDED BUDGET
Fund 296 - RIVER MAINTENANCE FUND		
Dept 000-REVEUNES		
296-000-566-000	STATE GRANT-DREDGING	0.00
296-000-665-000	INTEREST INCOME	0.00
296-000-665-001	INT INCOME - SPECIAL ASSESS	0.00
296-000-672-000	SPECIAL ASSESSMENTS	0.00
296-000-672-500	DREDGING ASSESSMENTS	0.00
296-000-690-000	MISC OPERATING REVENUE	0.00
296-000-699-250	OPERATING TRANS IN-DWTN DEV	10,000.00
296-000-699-545	TRANSFER IN-BLACK RIVER PARK	5,800.00
296-000-699-594	OPER TRANS IN - MARINA	21,080.00
Net - Dept 000-REVEUNES		36,880.00
Dept 774-RECREATION		
296-774-741-000	OPERATING SUPPLIES	500.00
296-774-802-000	OTHER CONTRACTUAL SERVICES	0.00
296-774-932-000	REPAIRS/MAINTENANCE - OTHER	0.00
296-774-974-006	DREDGING	55,000.00
Net - Dept 774-RECREATION		(55,500.00)
Dept 965-OPERATING TRANSFERS OUT		
296-965-999-101	CHARGES FOR SERVICES - GEN FUN	0.00
Net - Dept 965-OPERATING TRANSFERS OUT		0.00
Fund 296:		
TOTAL REVENUES		36,880.00
TOTAL EXPENDITURES		(55,500.00)
NET OF REVENUES & EXPENDITURES		(18,620.00)
BEG. FUND BALANCE		25,506.19
END FUND BALANCE		6,886.19