

9.27.25 Special Meeting of the Membership

Dear TBCIA Homeowners:

On behalf of the Dredge Committee, Christine Turcotte (Chair, Vice President of the Association), Charlotte Dickerman (Director), Matt Yokubaitis, Mark Hamlin, Richard Bookout, Dale Golden (ACC Chair), Ken Dickerman and Kevin O'Keefe (Director), and the TBCIA Board of Directors, and in preparation for the upcoming vote to allow the Board to expend funds on a maintenance dredge, we wanted to share more details on the history and need for dredging and scope of the proposed project.

Background:

Planning for this project has been underway for several years. Prior to 2025, a smaller committee began performing a substantial amount of background work to research how to accomplish a maintenance dredge of the channel, spurred by the continued accumulation of dredge material preventing safe navigation. It has now been 16 years since our channel was dredged, and recent surveys confirm the urgent need for the project.

Over the past 18 months, we've grown our committee, researched project permitting and grant funding, and began meeting with potential contractors on how best to dredge the channel without a hefty price tag. We also formed a working group with Sea Isle's and Isla Del Sol's dredge committees to discuss common goals and challenges in order to help each other's communities advance our respective projects. And we began consulting with Compass Environmental to guide us through the survey, permitting and agency/environmental process.

Recent activity/RFP Process:

Compass advised it was necessary to resurvey the channel because of the lapse of time and the impact of several major recent storms. But they also informed us that we could successfully perform a maintenance dredge of the waterway without the expense and red tape of formal permitting under Nationwide Permit 35 (NWP 35) which governs maintenance dredging of existing basins. NWP 35 requires we stay within the footprint of our Texas General Land Office (GLO) lease and the prior maintenance dredge **and** deposit our dredge spoils upland (on our own property) such as not to harm or disrupt wildlife or impact any waters of the United States. This significantly simplified the process, both in terms of time and money. We completed the resurvey in May, after which the committee performed a thorough analysis of the results, data and volume calculations. We then used that data, along with historical maps and dredge information to prepare a formal bid document/request for proposal (RFP) which we sent out in late June. The RFP called for bids to restore navigability of our channel via a mechanical maintenance dredge

(approximately 2850 in length – see attached drawing) based on two scenarios derived from our survey data: 1) 100' W x 3' D (14,327 cu yds) and 2) 60' W x 4' D (13,912 yds), both at MLLW (Mean Low Low Water, which represents the average height of the lowest tide of the day). The RFP requested a detailed scope of work and project plan, any needed permitting, mob/demob, transportation, and containment of spoils upland to our pool area (in compliance with NWP 35), replacement of all channel markers, compliance with all laws and regulations, references, and certificates of insurance. We sent the RFP to 12 potential marine dredge contractors and invited each to conduct site visits.

The RFP process concluded in July. Several potential contractors declined to bid because the project was too small in scope and/or their equipment was too large for our job. We received four total bids. Of those, three were between \$875,000 and \$1.25MM. One bid stood out, reinforced by a productive site visit with the company's owner and the project manager who would be assigned to our project should they be awarded the contract - Crawley's Shoreline. Not only was their bid by far the most competitive, it complied with the RFP requirements, included credible references, proof of insurance, a solid construction plan, and a pricing structure that alleviated any risk of hidden payments or overages. The committee presented its recommendation to award the contract to Crawley to the Board which approved.

Why now and how will we fund?

The TBCIA Board is charged with the responsibility of maintaining all of Terramar's assets, including the navigability of our channel. This is not only set forth in our original and current deed restrictions but also required in our GLO lease. And it is critical to preserving everyone's land values and the enjoyment of our community's assets. The last maintenance dredge was performed in 2009. It is long overdue.

The Board raised HOA dues in 2023 with the express goal of maintaining current amenities and continuing to allocate significant funds earmarked for waterway maintenance. We currently have \$573,671.52 in our reserve money market account, in addition to \$95,131.04 in our operating account. That is after completing several extensive projects in 2024-2025. At the same time, the current Board is still addressing several other deferred maintenance items, including our piers, beach walkovers, fencing, pool, community bulkheads and landscaping. We recently completed our first ever reserve study to ensure we adequately establish HOA dues and reserves going forward to maintain our community assets over the next decade plus, while planning for potential risks such as hurricanes. Waterway maintenance is a project that, by its nature, will need to be performed every ten years or so and if we continue to budget accordingly, we should be able to accomplish that, while still maintaining the rest of our community amenities.

While we understand some owners don't utilize the waterway, others don't utilize the pool, piers, beach, pavilion or boat launch. However, we are one bay and beach side community with an enviable suite of assets that is available to all (and will hopefully be in the future) and the value and vitality of our community depends on the continued maintenance and integrity of those assets.

We are beyond pleased to have the opportunity to safely and effectively dredge our channel without assessing individual homeowners, or taking out a loan, something that our neighboring properties cannot do. Some homeowners have inquired about grants and point to adjacent communities. While we will address this more in detail at the meeting, one of these is benefitting from some level of dredging because the Galveston Bay Organization is restoring an adjacent bird island. There will still be undetermined costs assessed to the community, along with a longer projected timeline. Another community recently received a CEPRA grant, but only because they have to incorporate a beneficial use site for the dredge spoils. The total price tag is three times ours and the timeline is as well. CEPRA is not applicable to our proposed project.

We know there will be many other questions, and we will do our best to answer those at the upcoming meeting. But I can assure you our committee has spent countless hours trying to ensure we are able to do this project as safely, effectively, and efficiently as possible and already saved the community a lot of money performing tasks internally that other communities have delegated to consultants.

It is our hope that the vote will pass next Saturday to allow the Board to award the project and expend the funds. Should the vote fail, the funds earmarked for waterway maintenance will remain in the money market account until we can get this much needed project approved. In the interim, our neighboring communities will proceed with their dredge maintenance projects and our waterway (and hence property values, rentability, enjoyability) will deteriorate. We hope this will not be the case and look forward to completing the dredge in 2025 and turning our attention to other areas of concern in 2026.

Sincerely,

Christine Turcotte

TBCIA Board of Directors & TBCIA Dredge Committee