COASTAL ENERGY IMPACT PROGRAM

City of Rockport

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Prepared by

RPC, Inc.

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PREFACE

This study of the city of Rockport is designed to provide information and recommendations to help the community plan and manage its energy-related growth. It is a part of the Coastal Energy Impact Program (CEIP) - a federal project for coastal areas influenced by energy development.

The study identifies, classifies and determines the probable effects of Rockport's energy-related development.

Existing energy facilities, as well as those expected within five years were considered.

Methodology for the study was divided into five major segments:

1. surveying existing conditions, services and public facilities (such as housing, health care, schools, etc.) and their capacities, costs and revenues;

2. determining existing and expected energy facilities (1976-1985) and estimating associated population increases;

3. examining existing or planned city facilities and services' capability for adequately meeting the needs of projected population growth;

4. projecting city costs to provide any additional public services and facilities needed to accommodate a larger population, including energy-related growth; and

5. establishing recommended goals and objectives for short and long-term growth management strategies.

Although this study is not a comprehensive plan for energy-related growth, it establishes some important data from which such a plan can be

formulated and implemented. Energy development and production are difficult to predict and subject to rapid change. The study provides a range of projected population growth because of this difficulty. However, the study is designed to provide an understanding of the cost of growth in the city, regardless of the actual projections. The information provided can be a vital tool for planning Rockport's growth management strategy.

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Section I

ECONOMIC, DEMOGRAPHIC, AND INFRASTRUCTURAL INVENTORY

Introduction

This section discusses the results of an inventory of existing conditons in the city of Rockport. It was conducted in order to update the city's existing comprehensive plan and to provide a baseline of the existing capacity, present use, and reserve capacity of the city's facilities and services. This information can then be used to develop an analysis of the impacts of expanding population as a result of energy-related growth in the city. Those facilities or services that are presently being utilized at or near capacity will be identified as potential constraints to the city's capability to absorb the new population projected in Section II of this study.

The factors which have been inventoried include:

1. Population
2. Employment and Income
3. City Revenues
4. Schools
5. Public Buildings
6. Health Care Facilities
7. Police and Fire Protection
8. Water Supply Facilities
9. Sanitary Sewer Facilities
10. Solid Waste Disposal Facilities

11. Storm Drainage System
12. Transportation
13. Parks and Recreation
14. Housing
15. Land Use

In the process of providing information to update the city's comprehensive plan, particular attention has been paid to the existing conditions in the city's central business district as well as housing and land use conditions in the city's extraterritorial jurisdiction. The information obtained in compiling the baseline inventory was derived from published information as well as from detailed interviews with various city administrators and administrative staff. The inventory focuses on the types of facilities provided, the number of population served per unit of each facility, and the existing adequacy or capacity of each facility and service. The adequacy of the facility to meet current demands is based on an evaluation provided by the city administrative staff as well as a comparison to published community facility standards.

The results of the inventory can be summarized as follows: the school facilities, public buildings, police protection, fire protection, solid waste system, transportation, and recreation facilities are considered adequate to accommodate the present population of Rockport. Health care facilities are being improved with the construction of a new emergency clinic. However, local hospital facilities are in great demand and may become critical with an increase in retirement-age population. The water supply system is adequate with the exception of reserve storage capacity;

this should be alleviated with the addition of 1.5 million gallons of storage planned for construction in 1979. The sanitary sewer system is also considered adequate, although there are plans to expand the system by 1 million gallons before 1985. Storm drainage in the city presents a fairly serious problem due to poor runoff conditions and the inability to collect and transport enough water from a greater than average storm. Housing is at a premium in the city of Rockport with few vacancies, few rental units, and new housing starts being primarily concentrated in the higher income housing types; there is presently no subsidized low-income housing in the community. These factors are summarized in Table 1, including a description of the facility and its capacity, the current service ratio, the present adequacy of the facility, and the city's plans to expand the facility or service in the future. Each factor is discussed in greater detail subsequently.

Regional Setting

The city of Rockport is located on Live Oak Peninsula which is formed by Aransas Bay and Copano Bay in Aransas County, Texas. It is one of a network of communities which surround Corpus Christi Bay, Redfish Bay, and Aransas Bay. Due to its location on the Texas coast, it is becoming increasingly popular as a retreat from the colder northern climates during the winter and the blistering Texas sun in the summer.

A major transcoastal traffic artery, State Highway 35, places Rockport in the mainstream of tourism traffic and regional commuting.

Table 1

Summary of Existing Conditions

Factor	Description/Capacity	Current Service Ratio	Present Adequacy	Plans to Expand
Schools	106 teachers 2,252 students 132 classrooms, est.	24 students per teacher	Adequate with completion of 10 classrooms	Have authorization to expand as needed over next five years
Public Buildings	City Hall Police and Fire Dept.		City Hall is becoming crowded	Considering new City Administrative buildings on city-owned tract
Health Care	Emergency Clinic under construction; hospital facilities in Corpus Christi		Local hospital facilities in demand; may become critical with increase in retirement-age population	
Police	Staff of nine with four patrolmen	1 patrolman per 700 persons	Adequate	Ratio of 1:700 will be maintained
	Five patrol cars	1 car per 1,108 persons		
Fire	35 volunteers	6 firefighters per 1,000 people	Adequate with addi- of 1,000 gallon pumper	1,000 gallon pumper ordered for 10-79
	Brush truck; equip. trucks; 500 gal. pumper; 750 gal. pumper			

Table 1 (Continued)

Factor	Description/Capacity	Current Service Ratio	Present Adequacy	Plans to Expand
Water Supply	San Patricio W.D. via 24 inch line Total 3 million gal. storage; 1 million gal. elevated	Max. 358 gal./person/day Average 233 gal/person/day Total maximum daily usage 1.97 million gallon Total average daily usage 1.28 million gal.	Sufficient supply available; additional storage needed for peak period 1.03 million gal. reserve capacity	Additional 1.5 million gallon storage planned for construction in 1979
Sanitary Sewer	1 million gal. capacity plant 15 lift stations 10 to 12 inch collection lines	126 gallons per day per person treated Total 700,000 gal. per day treated	300,000 gal. per day reserve capacity considered adequate at present	Plan to expand system by 1.5 million gal. capacity; estimated completion in 1985
Solid Waste	Disposal site in Gregory 4 trucks, 12 to 16 yards	2.27 lbs./person/day collected	Present system is considered adequate although distance to disposal site is costly	Plan to purchase additional 25 cu. yard truck in 1980
Storm Drainage	Storm sewer and open ditches		Present system can handle average storm; heavy rainfall creates flooding; poor runoff	Will add curb and gutter along S. Magnolia St. within next 5 months

Table 1 (Continued)

Factor	Description/Capacity	Current Service Ratio	Present Adequacy	Plans to Expand
Transportation	State Highway 35 is major thoroughfare; FM 2165 and 881 provide access to interior of peninsula Rail service Truck freight lines Intracity bus service Charter air service; commercial lines in Corpus Christi		Highway 35 creates heavy traffic through town Parking and local transportation is adequate at present	State is planning to reroute Highway 35 around the city
Recreation	3 municipal parks, one 25 acres: tennis, baseball, playgrounds, picnicking facilities Wildlife sanctuaries and Goose Island State Park in vicinity Salt water recreation	Total municipal park land is 28 acres or .005 acres per person	Present acreage is considered adequate	
Housing	Few vacancies; few rental units; new housing starts primarily more expensive single-family dwellings Less than 20 percent substandard		Inadequate rental and lower income housing	Total 135 units of apartments under consideration

Population

As Table 2 indicates, there has been a 144 percent increase in population in Rockport since 1950. Between 1970 and 1978 alone, the city's population increased by about 43 percent to a population of 5,538. This represents a faster rate of growth than in the previous ten years. However, according to the 1976 and 1978 population estimates, the majority of this increase occurred between 1970 and 1976; the growth rate declined by about 30 percent between 1976 and 1979. By comparison, the population of Aransas County has also been increasing steadily since 1950. It has more than doubled its population since that year.

The age, sex, educational and racial composition of Rockport and Aransas County are compared in Tables 3, 4 and 5. In both Rockport and Aransas County, there are more females than males. The median age for both males and females in Rockport (32 years and 34.1 years, respectively) is slightly lower than for that of Aransas County as a whole (32.9 years and 35.2 years, respectively).

Both Rockport and Aransas County are predominantly white. Rockport's population was 96 percent white in 1970, while that of the county was 95 percent white (see Table 4). The median number of school years completed by the residents of Rockport is slightly higher than the county as a whole. In Rockport in 1970, the median school years completed was 11.5 while that in Aransas County was 11.2. Forty-nine percent of Rockport's population completed 1-4 years of high school, compared to 47 percent in the entire county. In sum, Rockport has more females than males and is predominantly white. Compared to Aransas County, it has a slightly younger median age and is slightly more educated.

Table 2

Population Trends

Year	Rockport	% Change	Aransas County	% Change
1950[1]	2,266	---	4,252	---
1960[2]	2,989	31.91	7,006	64.77
1970[2]	3,879	29.8	8,902	27.06
1976[3]	5,080, est.	30.96	10,947, est.	22.97
1978[4]	5,538, est.	9.02	N.A.	---

N.A. = Not available

Sources:

[1]The Comprehensive Plan, Rockport, Texas, April, 1969.

[2]U.S. Bureau of the Census, U.S. Census of Population: 1970, Number of Inhabitants, Final Report. PC (1) - A45 Texas, U.S. Government Printing Office, Washington, D.C., 1971.

[3]1976 Population Estimates and 1975 and Revised 1974 per Capita Income Estimates for Counties and Incorporated Places in Texas. P25 #782, January 1979.

[4]The City of Rockport, 1979.

Table 3

Age/Sex Distribution of Population, 1970

Age Group	Rockport				Aransas County			
	Male		Female		Male		Female	
	Number	% of Total Population	Number	% of Total Population	Number	% of Total Population	Number	% of Total Population
Under 18	673	17	670	17	1,582	18	1,449	16
21 and over	1,104	28	1,288	33	2,642	30	2,902	33
65 and over	264	7	313	8	614	7	600	7
Median age	32.0		34.1		32.9		35.2	
Total Population[1]	1,844	48	2,035	52	4,398	49	4,504	51

Source: U.S. Bureau of the Census. Census of Population: 1970, General Population Characteristics, Final Report PC(1) - B45, Texas, U.S. Government Printing Office, Washington, D.C. 1971.

Table 4

Racial Composition

	Rockport				Aransas County			
	1960	%	1970[1]	%	1960	%	1970	%
White	2,918	98	3,722	96	6,719	96	9,490	95
Minority	71	2	157	4	287	4	412	5
Total	2,989	100	3,879	100	7,006	100	8,902	100

Source: [1]U.S. Bureau of the Census, Census of Population: 1970, General Population Characteristics, Final Report PC(1) - B45 Texas, U.S. Government Printing Office, Washington, D.C., 1971.

Table 5

Education Level Attained by Persons 25 Years and Older, 1970

Grade Level	Rockport		Aransas County	
	Number	%	Number	%
No. school years completed	62	3	167	3
Elementary: 1-4 years	173	8	415	8
5-7 years	226	10	680	13
8 years	170	8	511	10
High School: 1-3 years	562	26	1,119	21
4 years	494	23	1,369	26
College: 1-3 years	351	16	708	13
4 or more	146	6	282	6
Total	2,184	100	5,251	100
Median school years completed	11.5		11.2	

Source: U.S. Bureau of the Census, Census of Population: 1970. Vol. 1, Characteristics of the Population, Part 45, Texas - Section 1, U.S. Government Printing Office, Washington, D.C., 1973.

Population projections made by the Coastal Bend Council of Governments for the Rockport Live Oak Peninsula, which is essentially Aransas County, are shown in Table 6. These projections show a steady growth in the population until 1995, with a 93 percent increase between 1982 and 1995.

Although the total population of Rockport remains fairly constant throughout the year, the origin of some of the temporary residents changes seasonally. Between the months of November and March, residents from the northern states migrate to Rockport to take advantage of its warmer winter months. During the late spring, summer, and early fall, people from closer locales come to Rockport to take advantage of the coastal recreational opportunities.

Employment and Income

The city of Rockport is supported by two main industries: fishing and tourism. Rockport's location on the Texas coast makes it an ideal location for both.

The unemployment rate of Rockport is low, at 3.38 percent. Table 7 shows that most (62 percent) of the employed individuals 16 years of age and older work in sales, clerical, or craftsmen/foremen positions, or as managers or administrators. Farming comprises only 1 percent of the jobs. Employment figures for the county are comparable, with sales and clerical workers comprising a smaller percentage of the employed in the county than in Rockport. In 1977, the majority of the population still worked in private, nonfarm industries (Table 8).

Table 6

Rockport Live Oak Peninsula
Population Projections

Year	Population
1982	15,555
1985	18,888
1995	30,000

Source: Coastal Bend Council of Governments

Table 7

Comparative Employment by Occupation: 1970

Occupation	Rockport		Aransas County	
	Number	%	Number	%
Professional/Technical	98	8	233	8
Managers/Administrators, except farm	187	14	436	15
Sales	198	15	281	10
Clerical	238	18	385	14
Craftsmen/Foremen	197	15	441	16
Operatives	117	9	338	12
Laborers, except farm	85	7	241	8
Farmers, Farm Managers, Laborers and Foremen	7	1	49	2
Service, except private household	121	9	335	12
Private household	48	4	106	3
Total employed (16 years and older)	1,269	100	2,845	100

Source: U.S. Bureau of the Census, Census of Population: 1970

Table 8

Employment by Industry: 1977
Aransas County

Total Employment	4,194
Number of Proprietors	537
Farm	35
Nonfarm	502
Total Wage and Salary Employment	3,657
Farm	17
Nonfarm	3,640
Private	3,146
Government	494

Source: U.S. Department of Commerce, Bureau of Economic Analysis, Employment by Type and Broad Industrial Sources, computer printout, 1977.

Income for Rockport and Aransas County is shown in Table 9. The median income for all families and unrelated individuals in Rockport in 1969 was $5,914. For all families and unrelated individuals in Aransas County, the median income was lower at $5,808. The per capita income of persons was also lower at $2,622 (Table 10). Per capita income of all persons for Rockport was $2,815. By 1975 the estimated per capita income had increased for both the city and the county, to $5,238 in Rockport and $4,834 in Aransas County.

Revenues

City of Rockport. Major sources of revenues for the city of Rockport include property taxes, city sales taxes, gross receipts taxes, fines, garbage disposal fees, and water and sewer system fees. Of these, property taxes, city sales taxes, and gross receipts taxes contribute the most revenue to the general fund.

Table 11 shows revenues by major sources for fiscal years 1973-1978. In 1978, property taxes were $213,232.27, city sales taxes were $177,451.20, and gross receipts taxes were $35,377.58. The ad valorem tax rate has remained at $1.50 while the assessed valuation has increased over $10,000,000 since 1973 (Table 12).

The two principal taxpayers in the city are Houston Oil and Mineral and H.E. Butt (Table 13). Property taxes from the two combined constitute approximately 9 percent of the total collected.

Expenditures of the general fund have been less than appropriations for all but one year since 1973 (Table 14). For example, for the fiscal year ending September 30, 1978, $452,445.00 was appropriated and $449,163.33

Table 9

Income of Families and Unrelated Individuals: 1969

	Rockport		Aransas County	
	Number	Percent	Number	Percent
All families	942	100	2,435	100
Less than $1,000	23	2.4	73	3.0
1,000 - 1,999	59	6.3	135	5.5
2,000 - 2,999	61	6.5	158	6.5
3,000 - 3,999	104	11.0	267	11.0
4,000 - 4,999	95	10.1	227	9.3
5,000 - 5,999	67	7.1	228	9.4
6,000 - 6,999	48	5.1	196	8.0
7,000 - 7,999	93	9.9	194	8.0
8,000 - 8,999	53	5.6	146	6.0
9,000 - 9,999	58	6.2	157	6.4
10,000 -11,999	97	10.3	216	8.9
12,000 -14,999	50	5.3	175	7.2
15,000+	134	14.2	263	10.8
Median income	$7,151		$6,661	
Mean income	$9,237		$8,400	
All families and unrelated individuals	1,209	100	2,965	
Median income	$5,914		$5,808	
Mean income	$8,579		$7,828	

Source: U.S. Bureau of the Census, Census of Population: 1970.

Table 10

Income and Earnings

	Rockport	Aransas County
Per Capita Income		
1969[1]	$ 2,815	$ 2,622
1975[2]	15,238	4,834
Total Personal Income by Residence[3]	-	66,834,000

Source: [1]U.S. Bureau of the Census, Census of Population: 1970.
[2]1976 Population Estimates and 1975 and Revised 1974 per Capita Income Estimates for Counties and Incorporated Places in Texas, p. 25, #782, January 1979.
[3]U.S. Department of Commerce Bureau of Economic Analysis, Personal Income by Major Sources, computer printout, 1977.

Table 11

Revenues by Major Sources
for Fiscal Years 1973-1978

Fiscal Year Ended	Net Property Taxes	City Sales Taxes	Gross Receipts Taxes	Fines	Garbage Disposal System Profits**	Water and Sewer System Profits**
9-30-73	$104,991.85	$ 88,130.13	$15,839.82	$11,690.55	$2,496.87	$108,165.63
9-30-74	116,940.07	89,604.98	18,750.90	13,651.35	3,464.06	95,540.75*
9-30-75	159,170.59	101,708.78	22,026.90	13,204.75	150.42	91,807.80
9-30-76	157,250.84	121,444.47	26,003.70	14,084.50	(1,305.34)	170,268.81
9-30-77	194,258.77	146,786.56	30,114.58	15,328.50	694.46	148,191.31
9-30-78	213,232.37	177,451.20	35,377.58	21,877.50	(1,793.76)	190,623.41

* Adjusted to properly reflect contributions and transfers erroneously reported
** Before Depreciation and Debt Service Charges

Source: Audit Reports, City of Rockport, Texas September 30, 1978; September 30, 1977; September 30, 1976; September 30, 1975; September 30, 1974; September 30, 1973

Table 12

Assessed Valuation, Rockport

Tax Year	Assessed Valuation	Tax Rate
1973[1]	$ 8,030,934	$1.50
1974[1]	10,917,890	1.50
1975[1]	10,676,760	1.50
1976[1]	13,271,460	1.50
1977[1]	14,603,260	1.50
1978[2]	18,698,610	1.50

Source: [1]Municipal Advisory Council of Texas, 1977, 1978.

[2]City of Rockport, Texas Budget 1978-1979

Table 13

PRINCIPAL TAX ROLL LISTINGS AND VALUATIONS
CITY OF ROCKPORT

Principal Taxpayers	1979 Assessed Valuation	1979 Taxes
1. Houston Oil and Mineral	$1,334,450.00	$20,016.75
2. H.E. Butt	225,530.00	3,382.95
3. First National Bank	727,640.00	10,914.60
4. Central Power and Light	236,560.00	3,548.40
5. Rockport Yacht and Supply	210,000.00	3,150.00
6. Southwestern Bell	619,960.00	9,299.40
7. G.H. Kautz (Sea Aire Center)	212,930.00	3,193.95
8. Rockport Apartments	163,830.00	2,457.45
9. Grady West	233,420.00	3,501.30
10. Bracht Lumber Co.	223,120.00	3,346.80

Source: City of Rockport

Table 14

General Fund Appropriations and
Expenditures for Fiscal Years
1973 - 1978

Fiscal Year Ended	Appropriations	Expenditures	Expenditures Over (Under) Appropriations
9-30-73	$247,624.00	$212,934.93	$(34,689.07)
9-30-74	208,437.00	238,151.13	29,714.13
9-30-75	324,948.82	291,868.23	(33,080.59)
9-30-76	283,487.57	270,539.05	(12,948.52)
9-30-77	361,785.00	348,316.15	(13,468.85)
9-30-78	452,445.00	449,163.33	(3,281.67)

Source: Audit Reports, City of Rockport, Texas, September 30, 1973; September 30, 1974; September 30, 1975; September 30, 1976; September 30, 1977; September 30, 1978.

was actually spent. Expenditures were, thus, $3,281.67 less than anticipated. Table 15 shows expenditures for fiscal years 1973-1978 for general government, public safety, and street maintenance and drainage.

The waterworks and sewer system fund is an example of another fund, aside from the general fund. Since 1973, its operating revenues have also exceeded operating expenses. In 1973, net operating revenues for the fund were $190,623.41 (Table 16).

The city of Rockport also receives revenue sharing funds. These funds have been used for such items as a new police car and street repair. The city expects to receive $70,669.52 for 9th and 10th entitlement periods (Table 17). The money has been appropriated to pay for a new fire truck/pumper and to partially pay for a new garbage truck.

As of September 30, 1978, the total indebtedness of Rockport's general obligation bonds, series 1969, was $354,825.00. For certificates of obligation, series 1973, the total indebtedness was $97,300.00. Funds appropriated for debt service in the 1978-1979 Budget of the city of Rockport total $45,658.00. Of this, $41,738.00 will be for the General Obligation Bonds, Series 1969, and $3,920.00 for the Certificates of Obligation, Series 1973.

Aransas County Independent School District. The Aransas County Independent School District receives 46 percent of its revenues from taxes on oil, gas, and industrial utilities. The bulk of the remainder of the revenue comes from other local taxes and from the state. Principal taxpayers for Aransas County ISD are Cities Service Oil Company and Houston Oil and Mineral (Table 18). They contribute approximately

Table 15

Expenditures for Selected
Functions for
Fiscal Years 1973 - 1978

Fiscal Year Ended	General Government	Public Safety	Street Maintenance and Drainage
9-30-73	$58,199.82	$ 68,786.79	$ 63,186.03
9-30-74	57,058.83	78,370.62	54,870.03
9-30-75	56,915.53	101,576.48	72,151.48
9-30-76	58,048.72	108,401.88	79,135.02
9-30-77	61,286.41	108,701.78	116,586.16
9-30-78	89,472.53	139,542.84	165,763.96

Table 16

Waterworks and Sewer System
Revenues, Expenses

Fiscal Year Ended	Operating Revenues	Operating Expenses	Net Operating Revenues	Bonded Debt Requirements	Customers	
					Water	Sewer
9-30-73	$411,172.39	$303,006.76	$108,165.63	$43,253.75	2,809	1,226
9-30-74	445,674.59	350,133.84	95,540.75	52,749.58	2,943	1,282
9-30-75	488,199.23	396,391.43	91,807.80	51,052.50	3,079	1,346
9-30-76	573,232.87	402,964.06	170,268.81	47,653.75	3,242	1,464
9-30-77	657,146.32	508,955.01	148,191.31	47,576.25	3.425	1,563
9-30-78	792,353.76	601,730.35	190,623.41	47,463.75	3,641	1,646

Source: Audit Report, City of Rockport, Texas, September 30, 1978

Table 17

Revenue Sharing Trust Fund

9th Entitlement Period
Oct. 1, 1977 through Sept. 30, 1978

Total received from Government as of 9/30/78	$26,862.00
Interest on Investments as of 9/30/78	521.52
Total Receipts as of 9/30/78	$27,383.52
Anticipated Receipts from Government 10/10/78	8,956.00
Estimated Interest on Investments 1978-1979	3,455.00
Estimated Total Receipts for 9th Entitlement Period as of 9/30/79	$39,794.52

10th Entitlement Period
Oct. 1, 1978 through Sept. 30, 1979

Anticipated Receipts from Government	$29,996.00
Estimated Interest on Investments - 1978-1979	879.00
Estimated Total Receipts for 10th Entitlement Period as of 9/30/79	$30,875.00

Total Estimated Receipts for 9th and 10th Entitlement Periods: $70,669.52

Source: City of Rockport, Texas. Budget 1978-1979.

Table 18

ARANSAS COUNTY ISD PRINCIPAL
TAX ROLL LISTINGS AND VALUATIONS

	Principal Taxpayers	1979 Assessed Valuation	1979 Taxes
1.	City Service Co.	$5,923,940	$4,365,943
2.	Houston Oil and Mineral	5,449,730	40,164
3.	Mitchell Energy Offshore	4,761,960	35,095
4.	Phillips Petroleum Co.	3,975,780	29,301
5.	Exxon	3,906,450	28,790
6.	Getty Oil Co.	3,835,120	28,264
7.	Central Power & Light Co.	3,081,460	22,710
8.	Southwestern Bell Tel. Co.	2,803,360	20,660
9.	Conoco, Inc.	2,620,480	19,312
10.	W.H. Hunt Trust Estate	1,359,510	10,019

Source: City of Rockport

4 percent and 2 percent of the taxes, respectively. Assessed valuation of the district increased about 12 percent, or $15,495,238, between 1977 and 1978 (Table 19).

The school district has a general obligation bond debt of approximately $456,490 for 1977. The debt service requirement for these bonds in 1977 was $129,845. Thus, the fiscal year 1977 debt service requirement constituted about 7 percent of the school district's ad valorem property tax revenue.

Schools

Students in Rockport attend schools in the Aransas County Independent School District. There are 5 schools in the district. Fulton Elementary School contains grades kindergarten through 5; Rockport Elementary contains grades kindergarten through 5; Live Oak Elementary, on the west side of the school district and outside the city limits, contains grades 1 through 4. Grades 6, 7 and 8 are in the Rockport-Fulton Junior High and grades 9-12 are in the Rockport-Fulton High School.

There is a total staff of 122 in the school district, of which 106 are teachers. This results in a student/teacher ratio of about 24:1. The district is in the process of constructing 10 additional classrooms for the junior and senior high schools. The school district is increasing yearly with an average increase of 75 to 100 students. Presently, it is operating under a 5-year plan to build new facilities when needed. With this authorization to build facilities, the school district estimates it will be able to maintain adequate physical facilities for at least the next 5 years.

Table 19

Aransas County ISD Tax Revenues

Tax Year	Assessed Valuation	Tax Rate	Estimated Revenues
1973[1]	$ 72,583,190	$1.63	$1,183,106
1974[1]	91,843,552	1.55	1,423,575
1975[1]	99,475,875	1.67	1,661,247
1976[1]	124,819,526	1.44	1,797,401
1977[1]	129,410,354	1.34	1,941,743
1978[2]	144,906,192	1.34	1,941,743

Source: [1]Municipal Advisory Council of Texas, 1977.

[2]Municipal Advisory Council of Texas, 1979.

Public Buildings

Rockport has several municipal buildings. There is the City Hall, located on North Broadway. The Police and Fire Departments are located in one building. The city also owns a tract of land which may be used for administration buildings in the future.

As the County Seat of Aransas County, Rockport is the location of the Aransas County Courthouse building. The Aransas County Public Library is also located in Rockport. It contains 23,000 volumes, including a Texas collection, juvenile and adult collections, references, and periodicals.

Health Care

Most residents of Rockport use the hospital facilities in Corpus Christi and Aransas Pass. There are 8 hospitals in Corpus Christi: Corpus Christi Osteopathic Hospital with 140 beds, Doctor's Hospital with 100 beds, Doctor's North with 52 beds, Memorial Medical Center with 501 beds, Physicians and Surgeons Hospital with 114 beds, Spohn Hospital with 470 beds, and Driscoll Children's Hospital. There are two hospitals in Aransas Pass.

There is presently concern over the lack of hospital facilities in Rockport, in general. A new emergency clinic is under construction. It is being built virtually entirely by private contributions and is 60 percent complete. The clinic will help alleviate some of the problem of inadequate short-term health care. However, the need for complete hospital facilities will remain.

Police Protection

The police department of the city of Rockport is located in the Fire and Police Station building. The department consists of the chief, a lieutenant, a sergeant, a detective, and 4 patrolmen, as well as a clerk. There are 5 patrol cars, all of which are radio-equipped. Three of the cars are marked and 2 of them are plain. The present police force is considered adequate, with a present ratio of 1 patrolman per 700 people. The department plans to maintain this ratio, adding patrolmen to the force as the population increases. The patrol cars are also adequate at present (ratio of 1 car per 1,108 persons).

Fire Protection

The fire department is located on the corner of Concho and Pearl, in the same building as the police department. The department is completely volunteer, with a force of 35 men. This is a ratio of 6 firefighters per 1,000 population and is considered adequate at present.

Firefighting equipment consists of a brush truck, equipment trucks, a 500 gallon pumper and a 750 gallon pumper. A new 1,000 gallon pumper is ordered for October 1979. With the addition of this pumper to Rockport's fire protection equipment, the city will be able to continue to provide adequate fire protection.

Water Supply System

The Aransas County Reclamation and Conservation District has jurisdiction over the water supply of the city. It receives its water from a 24

inch line. This same water district also serves Aransas Pass, Port Aransas, Gregory, Portland and Taft. The water supply for Rockport was originally from 13 wells, all of which are now inoperable except for 1. This well may be used only in the case of an emergency, such as a hurricane.

Total available storage capacity for the water system is 3 million gallons. Two million gallons are ground storage and 1 million are elevated storage.

There are 3,707 water connections in the city. In June, 1978, maximum daily water use was 1.97 million gallons per day and average daily water use was 1.28 million gallons per day. Maximum per capita daily water use was thus approximately 358 gallons and per capita average daily use was approximately 233 gallons. Water rates approved by city council, effective with October 1978 billing, are shown in Table 20.

At present, the water supply system is considered sufficient. The Reclamation and Conservation District furnishes water to the city, as needed. There is also enough storage capacity to meet the maximum daily demand. However, to ensure that storage capacity remains adequate, the city plans to add an additional 1.5 million gallon ground storage tank. Money for this tank has already been appropriated in the 1978-1979 Budget.

Sanitary Sewer System

The sanitary sewer system for Rockport includes 15 lift stations and lines of 10 to 12 inches. Larger lines transport sewage directly

Table 20

Water Rates

Amount	Rate
First 3,000 Gallons - minimum	$4.50
Next additional 17,000 gallons per each 1,000 gallons	1.08
Next additional 130,000 gallons per each 1,000 gallons	1.03
Over 150,000 gallons per each 1,000 gallons	1.01

into the treatment plant. The method of sewage treatment employed is contact stabilization, and the treatment plant has a capacity of 1 million gallons. Seven hundred thousand gallons per day, or an estimated 126 gallons per person per day, are processed, which leaves a reserve capacity of 300,000 gallons, or 54 gallons per capita, daily.

Residences are charged a minimum of $2.00 per month for use of the sanitary sewer system. Other types of buildings are charged according to the classification of their use. For example, hotels, hospitals, and buildings where business is conducted for profit are charged a minimum of $2.50 per month, and mobile home parks are charged a fee of $1.00 per month for each mobile home space.

At present the sanitary sewage system is considered adequate, but the city is applying for a Step 1 grant to expand its treatment plant facilities. The city has already obtained permits to handle treatment of 2.5 million gallons.

Solid Waste System

The city of Rockport utilizes the San Patricio Landfill, along with the cities of Ingleside, Portland, Taft, and Gregory, to dispose of its solid waste. The round trip to the landfill is 40 miles from Rockport. In 1979, the disposal fee was increased from $1.05 to $1.35 per cubic yard of refuse. Each truck carries a load which ranges between 12 and 16 cubic yards, costing the city $12.60 to $16.80 per load.

Four collection trucks pick up refuse twice a week from residences and 3 to 5 times a week from businesses. Days when 3 or 4 loads are

collected, usually after the weekend on Mondays and Tuesdays, are considered to be days of heavy collection. On lighter days, usually Thursdays and Fridays, 1 or 2 truckloads are collected. Wednesday is always a light day (1 load) because only trash from businesses is collected. This amounts to approximately .033 cubic yards per person per week, or approximately 2.27 lbs. per person per day. Although the present routes and schedules for pick-up are considered adequate, the city is in the process of rerouting to try to have as efficient a system as possible. Purchase of an additional 25 cubic yard truck is planned for 1980.

The garbage, trash, rubbish, brush and tire pick-up collection rates are fixed by Sections 12, 13 and 14 of the Sanitation Ordinance of the city of Rockport. One-family residences are charged $4.00 per month, for 2 pick-ups weekly. Condominiums and apartments are charged $3.00 per unit per month; businesses are charged from $40.00 to $325.00 per month, depending on their classification.

Storm Drainage

Storm drainage is provided through a system of open ditches and storm sewers. All storm water is drained into the Aransas Bay. For average rainfall the system is adequate, but for a very heavy rain it is not.

There are some areas of ponding scattered throughout the city, and there is also a problem with water from the county draining into the city and overloading the drainage system. Also, due to the low elevation of

the city, there is a problem with runoff. No solution to this problem has been provided as yet.

Within the next several months, $200,000 will be spent to improve the storm drainage system. This will primarily be along South Magnolia Street where 5 blocks of curbs and gutters will be added.

Transportation

The primary mode of transportation in Rockport is the automobile. State Highway 35, the major route through the city, carries a heavy traffic flow. There is, however, a bypass proposed which will divert traffic from State Highway 35 around the city of Rockport. In spite of the occasional heavy traffic, there is no apparent problem with parking in the central business district. Farm-to-Market Roads 2165 and 881 also provide access from the city to the interior portions of the peninsula.

There is rail freight service provided by Southern Pacific Freight. Truck freight lines are Red Air, Alamo, Tex-Pack, and United Parcel Service.

Rockport has no local bus service. However, Continental Trailways serves the city, connecting it with Corpus Christi and other major cities.

Air travel in the vicinity is limited to that provided at Aransas County airport. The airport handles charter, but not commercial, airlines. The closest commercial airport is Corpus Christi International.

Recreation

The city of Rockport has 3 municipal parks. Memorial Park is a 25-acre city park. It has 2 tennis courst and 3 baseball diamonds. In addition, Rockport has 2 smaller parks, which are 1-acre and 2-acres in size. They have playground and picnic facilities. All of the parks are located in the central developed area of the community.

In and around Rockport there is great opportunity for fishing, bird watching, swimming, boating, water-skiing, and other coastal recreational activities. The Aransas County Navigation District owns 50 acres used for water-based recreation. In addition, Aransas National Wildlife Refuge, a 54,289-acre sanctuary, Connie Hagar Wildlife Sanctuary, Welder Wildlife Refuge in Sinton, and Goose Island State Park are all located in the Rockport vicinity.

Housing

Housing in Rockport is at a premium. There are few vacant houses, and those that are vacant are for sale. Table 21 provides housing data collected by the Bureau of Census in 1970. The majority of the houses are single-family structures, and there is no low-income housing. Less than 20 percent of the housing is substandard. There are 6 mobile home parks scattered throughout the city. These are filled to capacity from November to March when people from northern states come south for the winter months. With the exception of Harbor Oaks in the northeast part of Rockport, there is no discernable area of seasonal homes; seasonal homes are scattered throughout the city. Construction of 2 apartment projects, 1 of 92 units and 1 of 42 units, is being considered.

Table 21

1970 Housing Characteristics, City of Rockport, Texas

Housing	Number	Percentage
Total Housing Units	1,885	100%
Vacant-seasonal and migratory	124	6.578%
All year-round housing units	1,761	93.42%
All occupied units		
Owner occupied	924	49.0%
White	894	47.4%
Negro	24	1.27%
Renter occupied	365	19.36%
White	349	18.51%
Vacant year-round units	472	25.039%
Lacking some or all plumbing facilities	97	5.145%

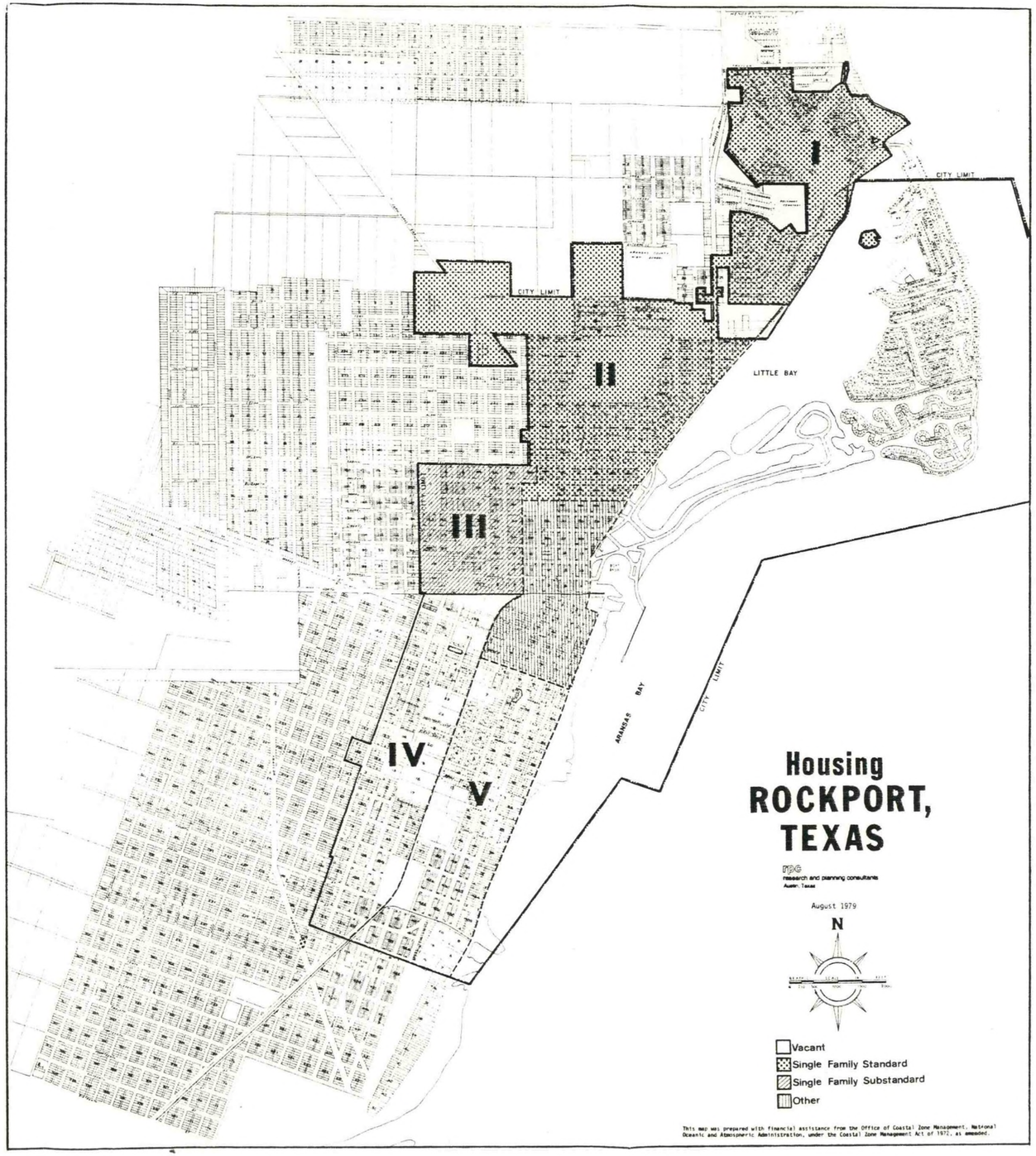
Source: U.S. Bureau of Census, 1970.

The present housing situation is illustrated on Map 1. It shows areas of dominant housing condition by 5 sectors. A characteristic was considered dominant if it prevailed in 50 percent or more of the sector.

Based on Department of Housing and Urban Development guidelines, three condition categories of housing were considered in mapping the housing types: standard, substandard, and deteriorated. Definitions of the three are as follows:

1. Standard - units which are well maintained, and show no visible sign of major defects. These are structurally sound, meet model code requirements or could meet model code requirements with only minor repairs and normal maintenance.
2. Substandard - units which are not well maintained, or lack all or some plumbing facilities, but are basically sound structures that could meet livable standards with major repairs. These units would fall under a rehabilitation program, and defects must be corrected as soon as possible to prevent it becoming unsafe for habitation.
3. Deteriorated - structures which are unsafe, not structurally sound, and for which the major repairs required would not be economically feasible. These units should be condemned and removed upon vacancy.

The five city sectors inventoried were determined in the following manner: State Highway 35 was chosen as the western boundary for Sector I. The northern edge of the central business district was chosen as the


I
II
III
IV
V
CITY LIMIT
CITY LIMIT
LITTLE BAY
ARANSAS BAY
CITY LIMIT
Housing
ROCKPORT,
TEXAS
rpc
research and planning consultants
Austin, Texas
August 1979
N
Vacant
Single Family Standard
Single Family Substandard
Other
This map was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the Coastal Zone Management Act of 1972, as amended.

southern boundary of Sector II. North Street and the railroad tracks divide Sectors III and IV. Sectors IV and V are also divided by railroad tracks. The city limits (or ETJ as described below) comprise the remaining boundaries. The results of the housing inventory are as follows:

Sector I consists mainly of new subdivisions. These subdividions, Harbor Oaks and Little Bay, contain single-family units. The area is being developed rapidly. There are also a few condominiums.

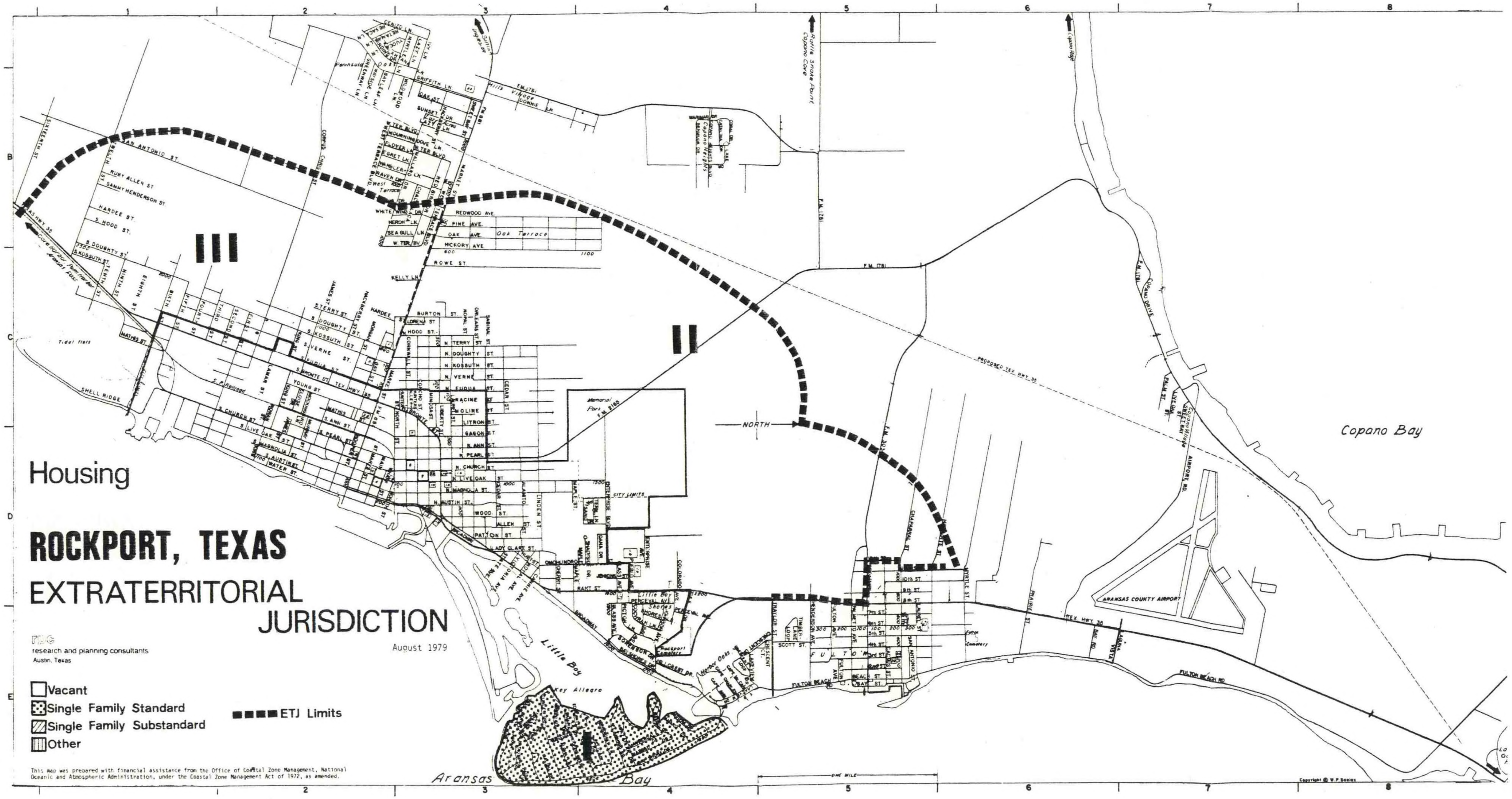
Sector II contains 2 complexes and some vacant and public land, such as the Rockport Memorial Park. However, the majority of the area consists of single family dwellings of standard condition.

Sector III is primarily residential. Over 50 percent of the dwellings in this sector are substandard.

Sectors IV and V are mostly vacant land (i.e., over 50 percent). There are some scattered residents and commercial buildings in both sectors, but the dominant characteristic is vacant.

The extraterritorial jurisdiction (ETJ), which extends 1 mile outside the city limits, was also mapped (Map 2) in a manner similar to the city proper. Sector I consists of Key Allegro, which is primarily single-family homes. Sectors II and III are divided by FM 881. Both are predominatly vacant, with scattered residences, both standard and substandard, and trailer parks.

A majority of the new housing starts in the Rockport area consist of single-family homes, ranging in price from $50,000 to $300,000. New lower-priced housing starts are hindered to some extent by the cost


Housing
ROCKPORT, TEXAS
EXTRATERRITORIAL
JURISDICTION
August 1979
research and planning consultants
Austin, Texas
Vacant
Single Family Standard
Single Family Substandard
Other
ETJ Limits
III
II
I
Copano Bay
Aransas Bay
Little Bay
Key Allegro
ARANSAS COUNTY AIRPORT
Memorial Park
NORTH
ONE MILE
SHELL RIDGE
Tidal flats
PROPOSED TEX. HWY. 35
FULTON BEACH RD.
TEX. HWY. 35
CITY LIMITS
Oak Terrace
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of constructing sewage lines and lift stations required by the city prior to connection to the city sewage treatment system.

Land Use

A survey of existing land use was conducted in 1968 for the Rockport Comprehensive Plan. The results are shown in Table 22. At that time over half of the land in Rockport was undeveloped (57.7 percent). Of the developed land, the two major uses were public and residential.

Present land use is shown on Map 3. The total land area of the city is 4.6 square miles. North Street, the railroad tracks to Bay Street (north to south), and Bay Street (east to west), form a major dividing line between the developed area on the north and the undeveloped area on the south. Little Bay and Rockport Harbor are natural barriers on the east.

The majority of the city, approximately 50 percent, is residential. The Central Business District (CBD) is the primary commercial area. In addition, there is a commercial corridor along Highway 35. Light industry is located near the railroad. Because of its low elevation and poor drainage, the southern portion of the city is prone to flooding and, thus, remains undeveloped.

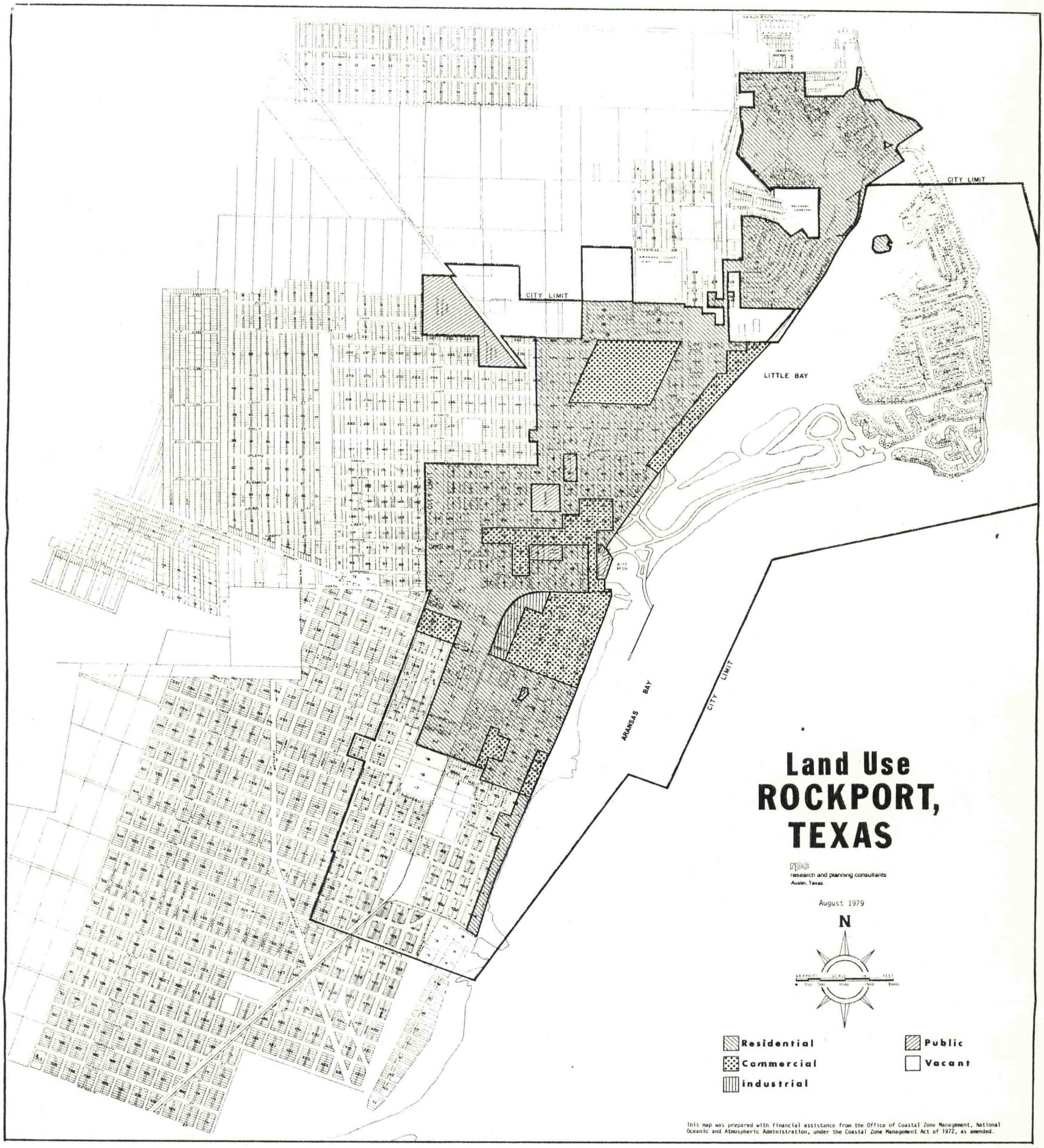
The extraterritorial jurisdiction (ETJ), extending 1 mile outside the city limits, was also mapped (Map 4). This area is predominantly undeveloped, with scattered residential and commercial development. Key Allegro, east of Little Bay, is an exception, characterized by more densely developed single-family dwellings.

Table 22

Existing Land Use, 1968

Land Use Category	Acres	Percent of Land
Residential	220.5	11.7
Commercial	43.5	2.3
Industrial	50.3	2.7
Public	483.9	25.6
Total Developed Area	797.9	42.3
Undeveloped Area	1,092.1	57.7
Total Area	1,890.0	100.0

Source: Comprehensive Plan, Rockport, Texas 1969.



Land Use ROCKPORT, TEXAS

rpc
research and planning consultants
Austin, Texas

August 1979

N

GRAPHIC SCALE IN FEET
0 250 500 1000 1500 2000

- Residential
- Commercial
- Industrial
- Public
- Vacant

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Land Use
ROCKPORT, TEXAS
EXTRATERRITORIAL JURISDICTION

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August 1979

- Residential
- Commercial
- Industrial
- Public
- Vacant
- ETJ Limits

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Section II

ENERGY ACTIVITY ANALYSIS

Introduction

Section 308(c) of the Coastal Zone Management Act of 1972, as amended, provides for planning grants to study economic or social consequences occurring or likely to occur as a result of new or expanded energy facilities. "New or expanded" activities include those occurring since July 26, 1976, the date that the Coastal Energy Impact Program (CEIP, or Section 308) provisions of the act were signed into law. Regulations of the National Oceanic and Atmospheric Administration define the types of energy activities and facilities covered by these grants. These are listed in Table 1.

The purpose of this section is to identify and analyze energy-related expansion that has occurred in the Rockport vicinity since 1976, or expansion that may be expected to occur through about 1985. The latter date is an arbitrary boundary assigned for planning purposes associated with this initial grant. However, the Coastal Energy Impact Program is an ongoing program. Funds are available each year, and new grants may be obtained to study specific energy-related activities and impacts, without reference to the 1985 date.

The analysis in this section is intended to complement the infrastructural inventory in Section I. The object of energy activity identification is to examine associated employment impacts, and thereby to

Table 1

ENERGY ACTIVITIES/FACILITIES DEFINED BY CEIP REGULATIONS

1. Electric generating plants (fossil fuel, biomass, nuclear, geothermal, direct solar, ocean thermal, tidal power, wave power, wind power)
2. Uranium enrichment or nuclear fuel processing facilities
3. Facilities to separate oil, water, and gas
4. Oil and gas processing facilities
5. Petroleum refineries and associated facilities
6. Gasification plants
7. Facilities for geopressurized gas
8. Facilities/activities associated with transportation, conversion, treatment, transfer, or storage of liquefied natural gas
9. Drilling rigs, platforms, subsea completions, subsea production systems
10. Construction yards for platforms and exploration rigs
11. Pipe coating yards
12. Bases supporting platforms and pipeline installation
13. Crew and supply bases (offshore activity)
14. Marine pipeline systems (pressure source, gathering lines, pipeline, intermediate pressure boosting facilities, landfill sites)
15. Marine terminals service OCS energy activities
16. Transportation facilities (heliports, tug boats, crew boats, supply boats, production utility boats, ocean and seismic vessels, barges, "spread vessels," workover rigs, diving tenders, drilling tenders, etc.) serving OCS activities
17. Facilities/activities (including deepwater ports) related to transportation, transfer, or storage of oil, gas, or coal

Source: 15 CFR 931, 43 Fed. Reg. 7546 (February 23, 1978).

develop population forecasts which take into account the prospects for energy-related economic growth. These projections are then matched with information contained in the infrastructural inventory, in order to determine the adequacy of various public services.

However, it is not crucial or even useful to base the entire study on the accuracy of employment or population estimates. The major element of the analysis, rather, is the impact management section. Basically, this approach looks at the opposite side of the problem. The object is to determine which service capacities are most susceptible to strain by energy-related growth, and to quantify the amount of additional population that can be absorbed before expansion of service capacity is required.

Methodology

The methodology to be used in estimating energy-related employment growth and resultant population impacts, as originally anticipated, consisted of a dual approach. The first was the consultation with area individuals involved in energy-related activities to (1) gather data on recent or expected changes in employment among existing facilities, and (2) identify any proposed major facilities, and their expected completion dates and employment levels. The other approach was the investigation of population projections and historical employment data, and the statistical manipulation of this data for similar purposes. Specifically, this data would be expected if (1) the population grew as projected, and (2) existing ratios between population, employment, and energy-related employment remained constant. Energy employment figures obtained by the two approaches

would then be compared, and if figures derived from the interviews indicated growth above or below the statistical projections, population estimates would be revised accordingly.

However, the inventory of individual energy-related facilities did not produce adequate employment figures. The Rockport area was found to contain many, small energy-related enterprises, and attempts to survey all of these and derive an aggregate employment estimate proved difficult. Information obtained by a telephone survey was often too vague for the intended purposes, and the city planning and zoning commission found the resulting inventory to be incomplete. A follow-up newspaper advertisement met with little response.

Still, the telephone survey and talks with local officials produced a general understanding of the nature and extent of energy-related activities affecting Rockport. In general, the immediate Rockport vicinity seems to hold little short-term potential for siting of major energy-related facilities such as power plants or refineries. Although considerable energy-related expansion is underway in the Ingleside-Aransas Pass area, relative commuting distance or other factors seem to indicate that those communities, together with Corpus Christi and other communities south of Rockport, will bear the brunt of the resulting social and economic impacts. Rockport, in comparison, remains relatively unaffected by heavy industrial growth. Instead, it retains the flavor of a coastal community built around fishing, recreation, and related marine activities.

The energy-related sector that has affected Rockport, the offshore oil and gas industry, blends well with this existing economic setting. Rockport has a small concentration of enterprises, centered around the Cove Harbor dock facilities just south of town, which support offshore operations. These include marine and air transportation services, as well as oil and gas field services.

The industrial facilities near Ingleside and Aransas Pass are also founded upon offshore oil and gas development. That area contains four large fabrication yards for offshore drilling rigs and platforms. Rockport has received at least a small residual percentage of the new-resident population generated by these yards, as well as by three small refineries which have recently located in the same area.

Telephone calls gleaned enough information on the fabrication yards to enable estimates of their combined residential impacts within Rockport. However, a similar survey aimed at the offshore service companies was handicapped, as explained earlier, by those companies' small size and great number. Therefore, for those enterprises, the study methodology reverted to an examination of aggregate employment figures from secondary sources, singling out economic sectors most closely linked to offshore activity. This examination was supplemented by the scrutinizing of statistics on offshore leasing, exploration, and development in the Rockport vicinity.

A combination of annual figures on employment and offshore activity between 1971 and 1978 yielded an estimate of the impact of offshore expansion on Rockport. Furthermore, analysis of the offshore information yielded

an evaluation of the future potential of that sector through 1985. These estimates and projections were then applied to a set of two population forecasts, to determine the need for any upward or downward adjustment. Procedures used in making the population forecasts are described in detail in the sub-section on analysis of energy-related population impacts.

Results

Energy Activities and the Rockport Economy. Aransas County contains no oil refineries, petrochemical plants, or electric generating plants. It does have one gas processing plant with a throughput capacity of 75 million cubic feet per day. That facility, Tenneco Oil Company's Pearce Plant, produces ethane and a mix of raw natural gas liquids.[1] Also, the county contains some oil and gas extraction activities. Oil and gas fields are located in both land and bay areas of the county. Finally, the county has the offshore service facilities. The Ingleside-Aransas Pass facilities are located in San Patricio County.

Employment figures by economic sector, for businesses located in Aransas County, are given in Tables 2, 3 and 4. These come from three different sources with varying employment definitions. Figures of the U.S. Bureau of the Census, given in Table 2, refer only to "covered" employment at a fixed time during the spring of each year. Their disadvantage is that they exclude self-employed persons, government employees, and other categories including part-time employees; their advantage is that the major sectors are often broken down into more specific categories which allow one to better identify energy-related employment. Figures of the U.S. Bureau

of Economic Analysis, averaged over the entire year, are given in Table 3. They have the advantage of including the categories omitted in Table 2, but have the disadvantage that the major sectors are not broken down into more specific components. Table 4 is compiled from quarterly publications of the Texas Employment Commission (TEC). Data in these publications is based on quarterly contribution and wage reports for 1978 submitted by employers subject to the Texas Unemployment Compensation Act.

Absolute figures from the three tables vary widely because of the differing definitions of employment. Nevertheless, they are useful in demonstrating the relative share of employment falling within each economic sector. Also, they demonstrate relative growth within each sector since 1971.

Employment and wages as reported by the TEC in Table 4 should not be compared with data for years prior to 1978 because the criteria for coverage under the Texas Unemployment Compensation Act was expanded in 1978. Thus, Table 4 is merely for descriptive purposes and is not used in the analysis in this section.

Energy-related employment is hidden within Tables 2 and 3, but can be identified partially. First, oil and gas extraction is shown in Table 2 to be synonymous with the major category of mining. Since both tables are based on standard industrial classification (SIC) codes, which incorporate oil and gas field services as a subset of oil and gas extraction, these figures include those services. Unfortunately, there are extensive gaps in the Table 3 data for mining. Table 2, though, shows 1974 as being the peak year, with a considerable decline in 1976.

Table 2

COVERED EMPLOYMENT, ARANSAS COUNTY

	1971	1972	1973	1974	1975	1976	1977
Agriculture/Forestry/Fishing	63	130	167	110	125	94	44
Fishing	63	130	167	NA	NA	NA	NA
Mining	71	44	55	98	75	32	44
Oil/Gas Extraction	NA	NA	NA	98	75	NA	NA
Contract Construction	229	187	171	182	144	253	175
General Construction	146	123	NA	NA	NA	62	63
Manufacturing	316	256	256	242	208	225	312
Ship/Boat Building & Repairing	NA	NA	NA	160	NA	NA	NA
Transportation/Utilities	109	101	94	169	249	257	219
Water Transportation	87	NA	69	145	167	171	172
Wholesale Trade	77	126	141	97	82	75	61
Retail Trade	369	357	475	382	410	454	560
Finance/Real Estate	48	38	NA	83	88	98	178
Services	274	374	313	471	406	429	363
Hotels/Lodging							
Unclassified	4	13	NA	126	105	1	9
TOTAL	1,560	1,626	1,738	1,960	1,892	2,018	1,965

Notes: NA = not available. The Census Bureau omits data occasionally for purposes of confidentiality. Definition changes account for wide fluctuations among "unclassified" establishments.

Source: U.S. Department of Commerce, Bureau of the Census. County Business Patterns: Texas (Washington: U.S. Government Printing Office), 1971-1977.

Table 3

TOTAL FULL-TIME AND PART-TIME EMPLOYMENT, ARANSAS COUNTY

	1971	1972	1973	1974	1975	1976	1977
PROPRIETORS:	514	494	484	503	508	513	537
Farm	54	48	43	37	36	36	35
Non-Farm	460	446	441	466	472	472	502
WAGE/SALARY EMPLOYEES	3,190	3,150	3,276	3,321	3,515	3,441	3,657
Farm	19	20	18	17	17	17	17
Non-Farm:	3,171	3,130	3,258	3,304	3,498	3,424	3,640
Private:	2,777	2,714	2,822	2,847	3,305	2,942	3,146
Agricultural/Forestry/Fishing	193	205	NA	323	NA	NA	372
Mining	NA	NA	111	123	NA	NA	NA
Construction	526	391	407	261	298	258	322
Manufacturing	338	332	381	343	283	373	433
Transportation/Utilities	108	152	125	180	194	204	217
Wholesale Trade	237	205	233	231	210	142	NA
Retail Trade	NA	NA	NA	663	735	730	797
Finance/Real Estate	32	51	63	76	94	105	125
Services	628	684	640	677	609	604	653
Government:	384	416	436	457	463	482	494
Federal Civilian	16	13	15	17	17	17	17
Federal Military	46	43	40	41	40	37	35
State/Local	332	360	381	399	406	428	442
TOTAL	3,704	3,644	3,760	3,824	4,023	3,954	4,194

NOTES: NA = not available. The Bureau of Economic Analysis omits data occasionally for purposes of confidentiality. Salaried "agricultural employees (under non-farm, private) are distinguished from salaried "farm" employees by the fact that they work for agricultural service or processing businesses rather than on farms.

SOURCE: U.S. Department of Commerce, Bureau of Economic Analysis, computer printouts, 1971-1976 and 1972-1977 (courtesy of Bureau of Business Research, University of Texas at Austin).

Table 4

1978 EMPLOYMENT AND TOTAL PAYROLLS BY INDUSTRY
ARANSAS COUNTY

	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Average
Agriculture	313	417	514	541	446
Mining	129	93	115	157	124
Construction	271	279	235	248	258
Manufacturing	370	468	508	518	466
Transportation, Communication, and Public Utilities	204	223	223	244	224
Trade	894	1,091	1,139	1,046	1,043
Finance, Insurance, and Real Estate	126	143	152	136	139
Service and Other	388	548	611	424	493
State Government	76	81	80	75	78
Local Government	373	362	331	380	362
Total Employment	3,144	3,705	3,908	3,769	3,632
Total Wages	$7,328,907	$8,019,685	$9,967,323	$10,710,888	$9,006,701

Source: Texas Employment Commission, Covered Employment and Wages by Industry and County, 1st Quarter 1978 - 4th Quarter 1978.

Second, transportation services associated with offshore production are included in the major category of transportation and utilities. Table 2 specifically separates the sub-category of water transportation, which would include offshore-related marine transportation based at Cove Harbor. At least two-thirds of the total employment in the major category consists of water transportation. Both tables show significant growth beginning in 1974.

Among other economic sectors, fishing employment almost doubled between 1971 and 1977. Contract construction employment decreased from a 1971 peak, but has since rebounded. Employment in the manufacturing sector decreased from 1973 to 1975, but has since increased; a major sub-category of manufacturing is shipbuilding and repairing, which would have benefitted from expansion in the fishing and water transportation sectors. Wholesale trade employment has decreased since 1971, but retail trade employment has increased. The finance and real estate sector has expanded considerably, while services have remained at about the same level. A major sub-category of services is the hotel and lodging sector.

Offshore Oil and Gas Exploration. In 1975, the U.S. Department of Interior vastly expanded its oil and gas leasing program in federal waters along the south Texas coast. Outer Continental Shelf (OCS) sale 37, held in February of 1975, offered 497 tracts to bidders for potential lease. Of this total, 106 tracts were actually leased; these provided the foundation for a huge wave of offshore exploratory drilling activity during the last four years. Smaller federal sales since 1975 have added 41 more tracts, for a total of 147. All but 16 of these leases are still in effect; exploration has been conducted on 59 tracts, with producible gas deposits found on 10 tracts. (See Table 5.)

Table 5

FEDERAL OFFSHORE LEASING AND EXPLORATION, SOUTH TEXAS COAST

		TRACTS						TOTAL WELLS ON:		
SALE/LEASE DATE	AREA	OFF	LEA	EXP	PRO	OTH	ACT	EXP	PRO	OTH
37/040175:	SP	48	5	2	0	2	5	2	0	2
	SE	88	12	2	0	2	8	2	0	2
	NP	42	0	0	0	0	0	0	0	0
	NE	44	10	4	0	4	10	4	0	4
	MU	117	38	17	4	13	33	24	9	15
	ME	68	21	13	2	11	17	26	10	16
	MA	90	20	8	3	5	20	13	7	6
		497	106	46	9	37	93	71	26	45
38/070175:	NP	36	9	4	0	4	6	7	0	7
		36	9	4	0	4	6	7	0	7
41/040176:	MU	2	1	0	0	0	1	0	0	0
	MA	2	2	1	0	1	2	1	0	1
		4	3	1	0	1	3	1	0	1
47/030177:	NP	2	2	0	0	0	2	0	0	0
	NE	2	1	0	0	0	1	0	0	0
	MA	8	6	4	1	3	6	8	2	6
		12	9	4	1	3	9	8	2	6
45/060178:	SP	2	1	0	0	0	1	0	0	0
	NP	1	1	1	0	1	1	1	0	1
	MU	7	4	1	0	1	4	1	0	1
	ME	1	1	1	0	1	1	1	0	1
	MA	6	3	1	0	1	3	1	0	1
		17	10	4	0	4	10	4	0	4
51/030179:	SP	1	1	0	0	0	1	0	0	0
	NE	2	0	0	0	0	0	0	0	0
	ME	8	7	0	0	0	7	0	0	0
	MA	6	2	0	0	0	2	0	0	0
		17	10	0	0	0	10	0	0	0
TOTAL		538	147	59	10	49	131	91	28	63

Explanation

Areas - SP = South Padre; SE = South Padre East; NP = North Padre; NE = North Padre East; MU = Mustang; ME = Mustang East; MA = Matagorda (See Table 6)

Tracts - OFF = tracts offered; LEA = tracts leased; EXP = tracts explored as of 040179; PRO = tracts found to be producible of gas or oil, as of 040179; OTH = other explored tracts (EXP = PRO + OTH); ACT = tracts still active as of 040179.

Wells - Figures refer to total number of wells drilled on each kind of tract. EXP = PRO + OTH.

Source: See Footnote 2.

Figure 1 shows the status of federal leases along the South Texas coast, as of April 1, 1979. Most of the gas discoveries have occurred between the Rockport-Aransas Pass area and Port O'Connor. These three ports are the most convenient harbor locations in the vicinity for vessels servicing offshore exploration and development. All are situated near channels which minimize boat running time to the Gulf. To the south, one has to go as far as Port Isabel and Brownsville to find similar facilities. Drilling along the lower coast has been both less intensive and less successful, however.

Of course, offshore support operations based in Rockport do not cover the entire area shown in Figure 1. Rockport is allocated only a percentage of some types of support operations, mainly marine and air transportation. The area shown is merely used as a convenient reference area for comparing relative growth in offshore activity with employment growth in offshore-related sectors given in Tables 2 and 3. If a smaller area in the immediate vicinity of Rockport is used, the proportionate expansion in offshore activity is about the same.[3]

Table 5 shows the expansion that has occurred in drilling of offshore exploratory and development wells along the South Texas coast since 1971. These figures include drilling in both the federal portion of the Gulf, outside the three-league line in Figure 1, and in the state portion of the Gulf inside the line; they do not include drilling in bay areas.[4] The number of wells drilled annually has increased by over 17 times; the amount of footage drilled, over 14 times. Drilling has decreased slightly, though, from a 1976 peak.

The doubling of footage in 1974 corresponds closely to the 1974 employment increases in the water transportation sector, given in Table 2. On the

Figure 1

STATUS OF FEDERAL OFFSHORE LEASES, SOUTH TEXAS COAST

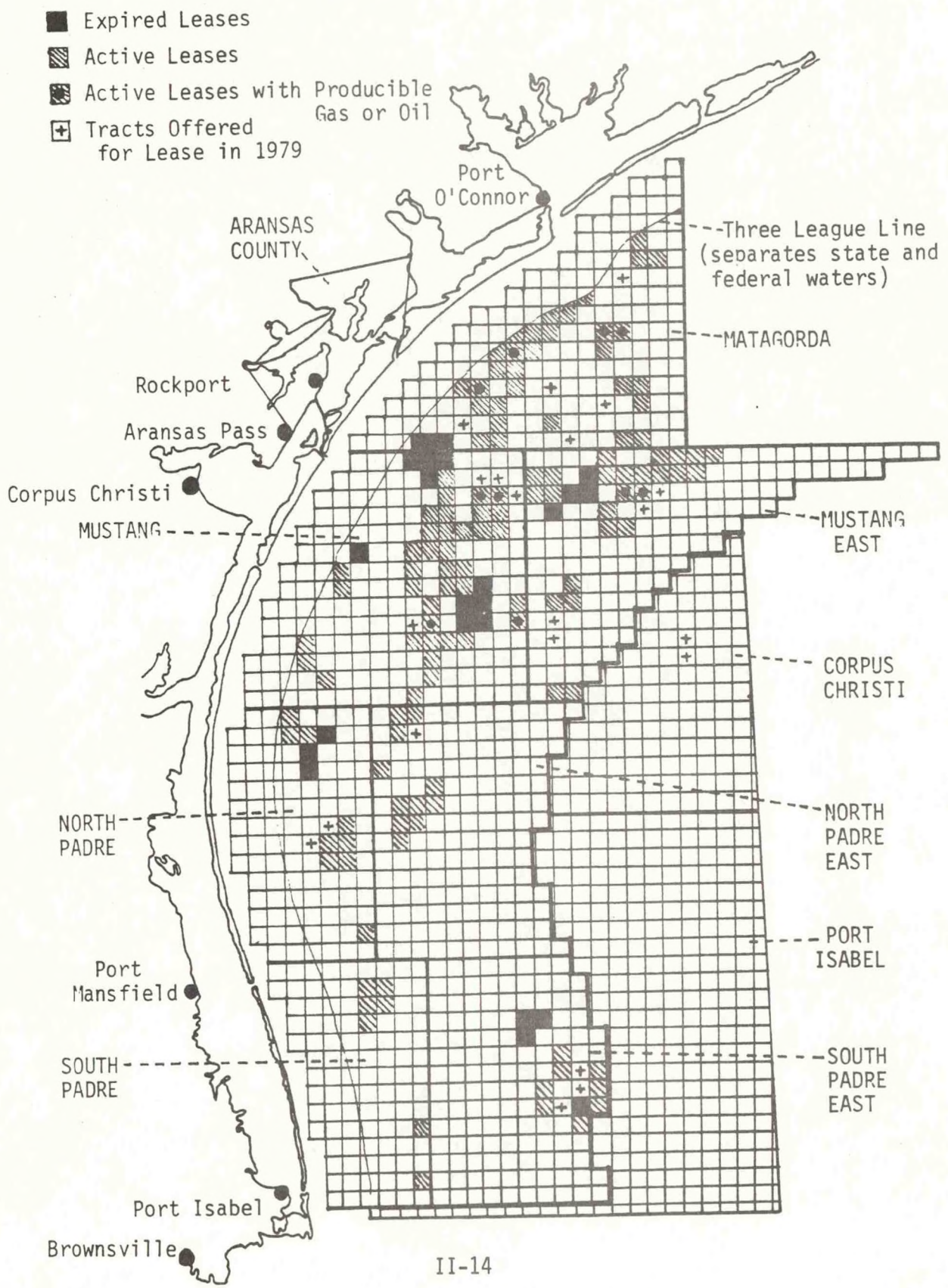


Table 6

ANNUAL OFFSHORE WELL COMPLETIONS, SOUTH TEXAS COAST
(State and Federal Waters)

	Exploratory Wells					All Wells				
	Oil	Gas	Dry	Total	Footage	Oil	Gas	Dry	Total	Footage
1971	0	0	2	2	19,700	0	0	3	3	32,906
1972	0	2	8	10	29,248	0	2	8	10	29,248
1973	0	0	13	13	82,870	0	0	13	13	82,870
1974	0	5	15	20	151,990	0	8	15	23	174,936
1975	0	1	19	20	185,081	0	1	19	20	185,081
1976	0	6	48	54	493,824	0	8	48	56	513,215
1977	1	6	45	52	477,000	1	9	49	59	538,700
1978	0	9	34	43	418,902	0	11	39	50	466,513

Source: Petroleum Information Company, Petroleum Informations Yearbook, 1971-1972, and Petroleum Information's Resume, 1973-1978.

other hand, a second major increase in footage which occurred in 1976 is not reflected by proportionate increases in Tables 2 or 3. Reasons for this discrepancy are unclear.

Further expansion in offshore drilling activity beyond present levels is not likely. The federal leases from OCS sale 37 will expire in early 1980, except for those tracts demonstrated to be producible. Sales since then, as shown in Table 5, have been of much smaller size, focusing on leasing of selected tracts with high potential for gas discoveries.[5]

The U.S. Department of Interior is now accepting bids on tracts offered in OCS Sale 58. This will be followed by sale 58A in November, and by about ten more Gulf of Mexico sales scheduled through 1984.[6] Based on prior trends (Table 5), one might expect about 150-175 tracts to be offered in the twelve sales. Of that number, about 85-105 would be leased, 40-50 actually explored, and 8-10 result in producible deposits. If an average of 3 wells per tract were drilled on producible tracts and 1.25 wells per tract on those not found to be producible, about 65-80 wells would be drilled. Additional drilling on existing leases would increase the range to about 75-90, or an average of about 15-18 wells per year over the next five years, compared with 23 wells per year since 1975.

These reduced drilling figures do not necessarily mean that the level of offshore support activity will decline as well. Establishment and operation of producing platforms will generate additional service demands. Also, the number of wells drilled per producible tract is probably underestimated above. Until now, exploratory drilling has undoubtedly had priority over development drilling, because of pressures produced by the five-year lease term and by the large number of 1975 leases needing to be explored.

Therefore, in summary, one can say that the level of offshore support activity will probably not decline through 1984 or 1985, but neither will it expand very much, if at all.

Energy Facilities near Rockport. Most of the Rockport establishments involved in offshore operations are located at Cove Harbor. However, a few others, particularly the helicopter companies, are located elsewhere (e.g., Copano Bay, the Aransas County Airport, the harbor in town). These establishments include producer support bases, drilling contractors, drilling mud and additive suppliers, field and well services, fuel/supply dock operators, boat services, and helicopter services. There is one diving service company, but it reports that it does no offshore work. A sample of these companies is given in Table 7.

The Aransas Pass-Ingleside area, 15-20 miles south of Rockport, contains the four large fabrication yards mentioned earlier. Baker Marine, a successor to IHC Holland-Tourneau, manufactures drilling rigs; it began operations in 1972. It was followed by Brown and Root in 1975, and then by E.T.P.M.[7] and Chicago Bridge and Iron within the last two years. These latter three companies build fixed platforms, submersibles, or components for these structures such as decks and jackets. Their business is not restricted to the South Texas coast, but includes contracts for offshore structures to be placed as far away as Louisiana. These four companies, which are also partly based in Corpus Christi, are the only such fabricators between Galveston and Brownsville.

There are other energy-related facilities in the Aransas Pass-Ingleside area, although they are much smaller in terms of employment. The headquarters for Jackson Marine, one of the larger offshore boat service companies, is

Table 7

OFFSHORE-RELATED ESTABLISHMENTS
(partial list)

Producers
Cities Service Oil
Houston Oil and Minerals*
Marathon Oil*
Phillips Petroleum
Samedan Oil*

Drilling Contractors
Marine Drilling*
Field Drilling

Drilling Mud and Additive Suppliers
Dresser Magicobar*
Imco Services*
Milchem-Drilling Fluid Division*

Field and Well Services
Cove Harbor Lease Service*
State Service Company*
Halliburton Services*

Fuel/Supply Dock Operators
Cove Harbor Enterprises*
Berwick Bay Oil Company*

Boat Services
Caspary-Wendell Industries*
Purdy Boat Company
Ted R. Little & Sons*

Helicopter Services
Air Logistics
Petroleum Helicopters

*Cove Harbor

Source: RPC, Inc. inventory based on Rockport Yellow Page listings, discussion with local proprietors, Planning Commission Minutes, Rockport Chamber of Commerce

located in Aransas Pass. Also, three small refineries--the Raymal, Tipperary, and Uni refineries--have come into the area since 1976 when the Coastal Energy Impact Program was created.

Analysis of Energy-Related Population Impacts

Offshore-Related Employment in Aransas County. From Table 3, one can estimate the increase in energy-related employment in Aransas County between 1970 and 1977. For this purpose, Table 3 is better than Table 2, since it includes both full-time and part-time employment taken over the entire year. Table 2 is of supplemental use, however, where there are gaps in the Table 3 data.

It has been established from the preceding discussion that a high percentage of employment in the transportation/utilities sector consists of water transportation. Also, that sector shows noticeable increases beginning in 1974; these increases coincide with the first major increase in offshore activity. It can then be assumed that the difference between 1973 and 1977, equal to about 100, is primarily attributable to offshore activity. This amount also represents the increase since 1970, as little offshore activity occurred between 1970 and 1973.

Figures for the mining sector, which is synonymous with oil and gas extraction, are presented in Table 3 only for two years. Table 2, which does not have similar gaps in the data, shows considerable fluctuation in the sector throughout the decade, with an average employment of about 65. In general, it can be hypothesized that Aransas County has followed the pattern of most coastal counties, which is that declining onshore development and production of oil and gas has been balanced by new development and production in adjacent submerged areas (including both bay and offshore areas).

Based on this hypothesis, it is assumed that there are no important employment increases or decreases in the sector, and that the total energy-related employment increase within the county from 1970 to 1977 is equal to the 100 in the water transportation sector.

With respect to energy-related growth between 1977 and 1985, it has been established that little expansion in the offshore sector can be expected. Still, the Table 3 figures may not fully reflect the 1976-1977 increases in offshore activity. A reasonable estimate of peak employment might therefore be about 265, or an increase of about 50 employees over the transportation/utilities figure for 1977. If employment in the extraction and water transportation categories then remain roughly stable through 1985, the energy-related increase within the county from 1977 to 1985 would be about 50 employees.

Population Projections. The Texas Department of Water Resources (TDWR) is the major state agency involved in making population projections for Texas counties. These projections cover the period from the last census to the year 2000. They are continually revised; the most recent updated projections were made in December of 1978.

Although the TDWR projections are not broken down to the city level, city projections can be derived from the county projections by means of linear regression. This procedure is based on the historical relationship between the population of Aransas County and that of Rockport, using official census figures from 1890 to 1970 and U.S. Census Bureau estimates for 1973 and 1975. An equation is established such that future city population can be estimated, if county population projections are given. That is, county population is the independent variable; city population, the dependent variable.

Linear regression based on the TDWR county projections is one of two methods that have been used here to forecast the population of Rockport in 1985. It is advisable to use another procedure as a check on the TDWR estimates, because of the nature of the TDWR model. That model considers demographic factors such as birth rate, death rate, and age composition; it also considers expected migration trends. However, it does not really consider evidence of pronounced economic growth. For instance, with respect to the Bay City CEIP study, the South Texas Nuclear Project has obviously induced rapid population growth in that city since 1976. Recent local population estimates reflect this trend; estimates derived from TDWR projections are unrealistically low.

The other estimation procedure is based on the 1970-1977 employment figures in Table 3. The basic assumption is that the ratio between county population and county employment has remained constant. In other words, both have grown at the same rate. Thus, the percentage employment growth between 1970 and 1977 is calculated; this percentage is then applied to county population, for the same period. Projections through 1985, in turn, are made by calculating the average annual growth rate between 1970 and 1977 and applying that same rate to the years beyond 1977. City population is then estimated by applying the same linear regression technique as was used with the TDWR county projections.

Results are shown in Table 8. Although the TDWR and employment-based city projections vary somewhat for certain years between 1975 and 1985, they begin to converge towards the end of the period; the 1983-1985 estimates, in particular, agree very closely. Averages of the two models are shown on the right of the table. These county and city figures--14,007 and 6,150,

respectively--represent the best estimate of future population, exclusive of adjustments made on the basis of knowledge about the impacts of energy-related activity.

Adjustments for Energy-Related Activity. As explained, the employment model assumes that population has increased at the same rate as employment, between 1970 and 1977, and that both will continue to increase at the 1970-1977 rate through 1985. Since the 1985 TDWR projection closely coincides with the 1985 employment-based projection, the TDWR model in effect assumes the same thing.

Direct employment growth between 1970 and 1977 may be divided into two components, energy-related and non-energy-related. Between 1970 and 1977, energy-related employment has been estimated to be about 100 workers. Between 1977 and 1985, energy-related employment is expected to increase by an additional 50 workers.

The slower rate of energy-related growth anticipated for the latter period requires that the population estimates in Table 8 be adjusted downward. The reason is that the expectation of a slower rate of energy-related growth, based upon information about the future of offshore activity and assumptions about the relative stability of the extraction sector, conflicts with the assumption implicit in the Table 8 models that employment will continue to increase at previous rates. The latter assumption may indeed hold true for the non-energy-related component, but it is not expected to hold true for the energy-related component. Thus, for purposes of revising these estimates, it is assumed that the non-energy-related component continues to increase at previous rates, but that the energy-related component grows more slowly than before. Consequently, some of the energy-related growth implicit in the Table 8 models must be subtracted from the 1985 projection.

Table 8

POPULATION PROJECTIONS

	----TDWR Model----		-Employment Model-		-Average of Models-	
	County	Rockport	County	Rockport	County	Rockport
Census Bureau:*						
1970	8,902	3,879	8,902	3,879	8,902	3,879
1971	9,280	4,127	9,280	4,127	9,280	4,127
1972	9,765	4,391	9,765	4,391	9,765	4,391
1973	10,086	4,672	10,086	4,672	10,086	4,672
1974	10,294	4,787	10,294	4,787	10,294	4,787
1975	10,507	4,904	10,507	4,904	10,507	4,904
Post-Census:						
1976	10,855	5,016	10,476	4,704	10,667	4,860
1977	11,222	5,131	11,112	4,964	11,167	5,048
1978	11,602	5,249	11,470	5,111	11,536	5,180
1979	11,994	5,369	11,839	5,262	11,917	5,316
1980	12,400	5,492	12,220	5,418	12,310	5,455
1981	12,741	5,632	12,613	5,579	12,677	5,606
1982	13,091	5,776	13,019	5,745	13,055	5,761
1983	13,451	5,923	13,438	5,917	13,444	5,920
1984	13,820	6,074	13,871	6,094	13,846	6,084
1985	14,200	6,229	14,317	6,277	14,259	6,253
Adjustment$_1$	13,948	6,126	14,065	6,174	14,007	6,150
Adjustment$_2$		6,371		6,419		6,395

*For both the TDWR and employment model projections, the 1970-1975 figures are the same. They reflect the official census for 1970, U.S. Census Bureau estimates for 1973 and 1975, and interpolations of those figures for 1971, 1972, and 1974. Continuity between the Census Bureau estimates and the two models is assured by the fact that their respective figures for 1975 are similar. The given figure for the county is the Census Bureau estimate of 10,507. In comparison, the TDWR estimate is 10,500; the employment model estimate is 10,659.

The linear regression equation is $Y = mX + b$, where Y = city population, m = .409525, X = county population, and b = 413.799774. The equation is applied, for the TDWR model, to the 1980 and 1985 county estimates; city estimates for the intervening years are obtained by interpolation. The linear equation is applied, in the employment model, to each year between 1976 and 1985.

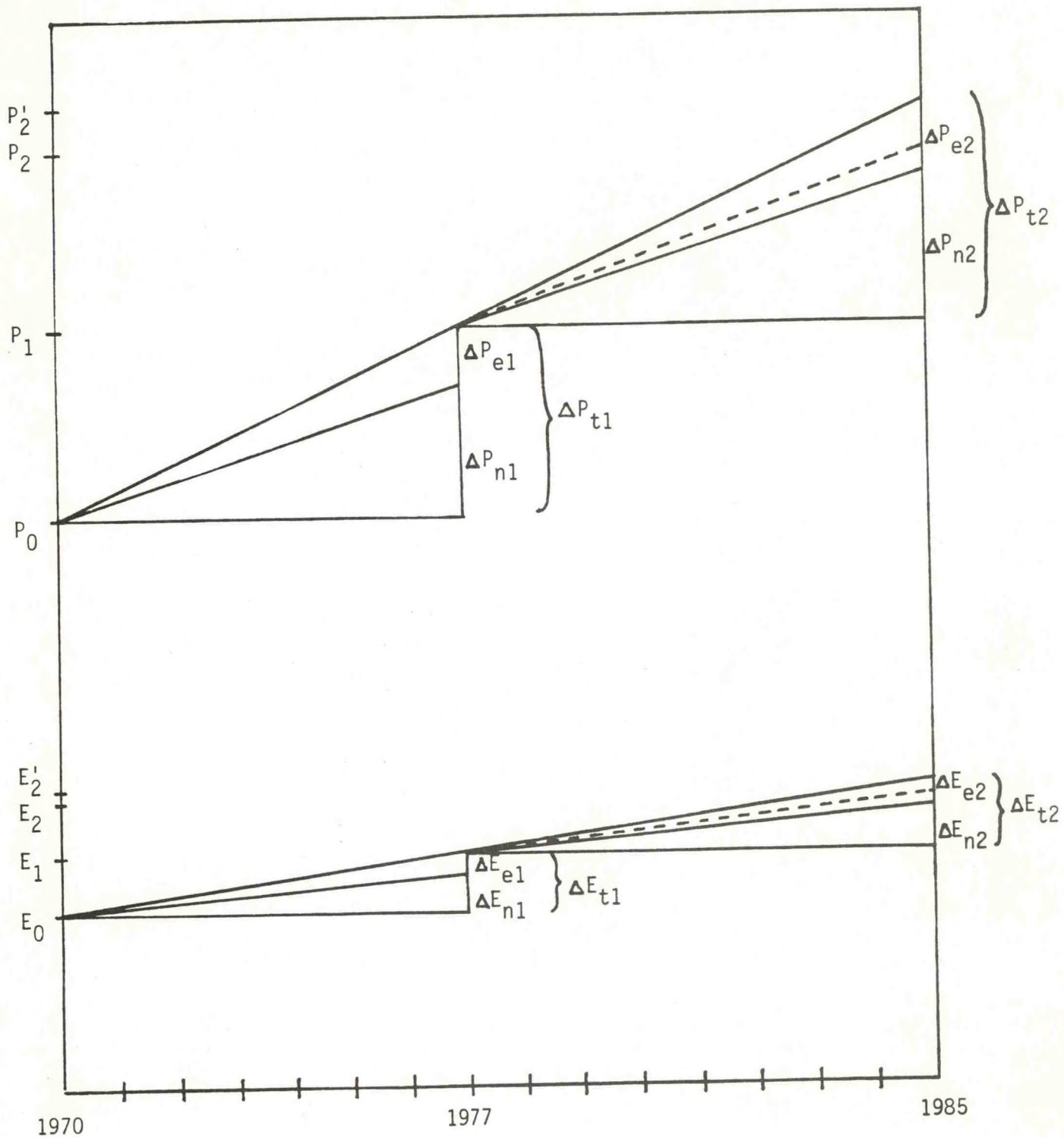
Figure 2 demonstrates graphically how this revision can be made. The total change in county employment from 1970 to 1977 (ΔE_{t1}) is equal to 834, based on figures of the U.S. Bureau of Economic Analysis (same source as Table 3). If the energy-related component (ΔE_{e1}) is 100, then the non-energy-related employment (ΔE_{n1}) is 734. Also, population grows such that the ratio between population and employment remains the same. That is, P_1/E_1 equals P_0/E_0. Population growth is similarly divisible into energy-related (ΔP_{e1}) and non-energy-related (ΔP_{n1}) components. The ratio between these two, $\Delta P_{e1}/\Delta P_{n1}$, is equal to the ratio $\Delta E_{e1}/\Delta E_{n1}$.

Continuation of the heavy lines in the graph beyond 1977 represents the assumption that growth continues at the same rate as before. In terms of county employment, this growth would amount to 1,209 workers. This figure is allocated theoretically into energy-related and non-energy-related components, such that the ratios $\Delta E_{e1}/\Delta E_{n1}$ and $\Delta E_{e2}/\Delta E_{n2}$ are equal. If the first ratio is 100/734, the second ratio is calculated to be 145/1064. (Total employment increase, ΔE_{t2}, equals 145 + 1,064 = 1,209).

Thus, the Table 8 models implicitly assume that county energy-related employment increases by about 145 from 1977 to 1985, although the expected value is 50. The difference of 95 employees must be subtracted, with a corresponding subtraction of 252 from the total projected population. The dotted lines represent the adjusted employment and population trends. Subtracting 252 from the two 1985 county projections of 14,200 and 14,317, the adjusted county populations for the TDWR and employment-based models, respectively, are 13,948 and 14,065. These county estimates translate, via regression, into city estimates of 6,126 and 6,174. The average of these figures is 6,150.

Figure 2

REPRESENTATION OF POPULATION MODEL ADJUSTMENT



There is need for more adjustment, however, because of two additional discrepancies. One of these is that the city's actual 1978 population estimate, based on empirical data, is 5,538. This figure is over 200 more than the average of the two models. The other problem is that the assumptions based on a constant population/employment ratio fail to take into account that the city population has been affected slightly by employment increases in the Aransas Pass-Ingleside area. These employment increases are not reflected in Table 3, since they occur outside the county, yet a small percentage of these employees and their families live in Rockport and would be reflected in the county population. Thus, the constant ratio between population and employment implicitly assumed within the Table 8 models is distorted.

These discrepancies can be reconciled simultaneously by assuming that the extra population evident in the city's 1978 estimate has resulted from new residents generated by industrial activity in the Aransas Pass-Ingleside area. This assumption is not inconsistent with data compiled during the telephone surveys. Table 9 shows current employment figures, and projected 1985 employment estimates, for the four fabrication yards and three refineries. Practically all of the 1979 total of 2,400 represents new employment since 1970. Interviews with these companies seem to indicate that only about three percent of the employees reside in Rockport. If this figure is correct, and if these employees' households average about three persons each, these facilities would account for the difference between the city's 1978 estimate of 5,538 and the estimate of 5,180 given in Table 8.

Finally, if 2,400 employees at these facilities outside the county generate an extra 222 residents in Rockport in 1979, the expected 2,660

Table 9

EMPLOYMENT AMONG ARANSAS PASS-INGLESIDE FACILITIES

	Current 1979	To 1985
Rig/Platform Construction:		
Baker Marine	950[a]	950[b]
Brown & Root	450	450[b]
Chicago Bridge & Iron	600	600[b]
E.T.P.M.	300	500
Refining:		
Raymal	10	25
Tipperary	30	35
Uni	75	100
TOTAL	2,415	2,660

a. Figure comes from Corpus Christi Industrial Commission

b. Respondent indicated no anticipated growth beyond 1979.

employees in 1985 would generate an extra 246 residents. If this adjustment is made in Table 8, the best estimate of Rockport's 1985 population is 6,395. Taking all the 1985 estimates together, the range is between a low of 6,126 and a high of 6,419.

The estimated population for Rockport for 1978 through 1985 is shown in Table 10. Two sets of estimates are shown, i.e., the population projections for Rockport excluding direct energy-related growth and population projections for Rockport including direct energy-related growth. They serve as the basis for the analyses in Section III and Section IV.

It must be noted that the projections in Table 10 may be low. There are several reasons for this. The Texas Department of Water Resources has revised its population projections as of September 1979, based on data submitted by the city of Rockport in May 1979 and on a field trip to the city of Rockport. The Department of Water Resources arrived at the following population projections:

1970	1977	1980	1990	2000
3,879	5,500	7,800	12,200	14,500

It is difficult to ascertain, through interviews and other methods, what the exact employment in energy facilities will be in the future; local opinion suggests that growth in energy facilities may exceed the projections in this study, which are based on documentable trends and industry's projections. Also, the growth projected is that of the direct energy-related employees and their families. In addition to this direct population

increase, there will be an indirect increase in population in service industries, for example. Estimates of indirectly affected employment are, however, beyond the scope of this study.

Table 10

ROCKPORT PROJECTED POPULATION

Year	Population, Inlcuding Direct Energy-Related Growth	Population, Excluding Direct Energy-Related Growth
1978	5,330	5,008
1979	5,535	5,259
1980	5,681	5,401
1981	5,816	5,532
1982	5,954	5,667
1983	6,097	5,806
1984	6,244	5,949
1985	6,395	6,096

Source: Consultant's estimates based on TDWR and city of Rockport population projections, 1970-1971 employment trends, and interviews with existing and potential energy establishments.

Notes

1. Petroleum Publishing Company, International Petroleum Encyclopedia Tulsa: Petroleum Publishing Company, 1976.

2. Transcontinental Gas Pipeline Corporation, Map of Texas Gulf Coast and Texas Continental Shelf, 1977;
U.S. Bureau of Land Management, Bid Recap Reports for OCS sales 45 and 51;
U.S. Bureau of Land Management, Draft Environmental Statement, OCS Sale 58A, January 1979, Volume 1, Appendix A, and Volume 2, Visual Number 1;
U.S. Geological Survey, Gulf of Mexico Region Lease Activity Report (computer printout), April 1, 1979.

3. This assumption was tested by examining the same type of data shown in Figure 5, but using only the Mustang portion of the federal OCS.

4. Offshore areas are defined here to mean the combined state and federal portions of the Gulf. Bay areas are defined to mean the submerged areas landward of the barrier islands. Drilling activities in state offshore and bay area tracts, both of which are leased by the General Land Office of Texas, are an important part of total drilling in submerged areas. Likewise, they are important in terms of marine support operations based in Rockport. Unfortunately, historical figures on bay area drilling are not readily available from secondary sources, and historical figures on offshore drilling are not readily separable into state and federal components. This study assumes that total drilling in all three areas has increased, proportionately, at about the same rate as drilling in the two offshore areas. Drilling figures themselves are only surrogate indicators for estimating the level of offshore support operations; they do not take into account the servicing of production platforms. Also, in this study, calculations of future anticipated drilling use federal offshore drilling projections as a surrogate means of projecting combined-area drilling.

5. Although the number of tracts offered in subsequent sales is much smaller, the percentage of tracts bid on and actually leased has increased considerably.

6. U.S. Department of Interior, Bureau of Land Management, Draft Environmental Statement, OCS Sale 58A, January 1979, Volume 1, p. 9.

7. Enterprise pour les Trovaux Petroliers Maritimes.

8. Such low percentages coincide with statements of Rockport officials that local residents working for these companies mainly consist of a few upper-echelon executives.

Section III

ANALYSIS OF CAPACITY TO MEET FUTURE NEEDS

Introduction

The population figures in Section II of this report, adjusted for expected energy-related growth, project a population increase for Rockport from 5,330 in 1978 to 6,395 in 1985. Without energy-related growth, Rockport's 1985 population is projected to be 6,096, which represents energy-related growth of 299 persons.

It must be noted that these population projections are, most likely, conservative. The Texas Department of Water Resources has revised its population projections as of September 1979, based on data submitted by the city of Rockport in May 1979 and on a field trip to the city of Rockport. The Department of Water Resources arrived at the following population projections:

1970	1977	1980	1990	2000
3,879	5,500	7,800	12,200	14,500

In addition, as noted in Section II of this report, the projected energy-related growth of 299 persons is considered to be a conservative estimate.

This analysis considers the impact of the projected growth with energy-related activity on the services and facilities provided by the city of Rockport. These services and facilities include schools, public buildings, health care, police protection, fire protection, water supply

Table 1

SUMMARY OF CAPACITY TO MEET FUTURE NEEDS

Factor	Existing Use/ Facility Ratio[1]	Present Reserve Capacity; Adequate	Projected Use/ Facility Ratio With New Population of 6395	New Reserve Capacity	Projected Adequacy in 1985
Schools	24 students/ teacher; 19 students/ classroom	yes	28 students/teacher (with 10 new teachers); 23 students/classroom (with 10 new classrooms)	none	no will need 28 more teachers (134 total) to maintain 24:1 student/teacher ratio
Public Buildings	City Hall is overcrowded	no			will be adequate new building is constructed
Health Care	Emergency Clinic under construction; hospital facilities in Corpus Christi	Local hospital facilities in demand		n.a.	Enterprise Medical Center's emergency clinic will help alleviate some of the demand for emergency care
Police	1 officer/700 persons; 1 car/ 1,108 persons	yes	1 officer/799 persons; 1 car/1,279 persons	none	no will need 1 more officer and 1 more car
Fire	6 firefighters/ 1,000 persons; 1200 gal. pumper capacity	yes	5 firefighters/ 1,000 persons; 2200 gal. pumper capacity	none	no will need 4 more firefighters

[1]Based on 1978 population of 5330

(Table 1, continued)

Factor	Existing Use/ Facility Ratio[1]	Present Reserve Capacity; Adequate	Projected Use/ Facility Ratio With New Population of 6395	New Reserve Capacity	Projected Adequacy in 1985
Water Supply System (Aransas County Reclamation and Conservation District)	358 gal/person/day max; 1.97 million gal/day max	1.03 million gal; adequate (based on present 3 million gal capacity)	358 gal/person/day max; 2.29 million gal/day max	0.79 million gal excluding planned additional storage; 2.21 million gal with planned additional 1.5 million gal storage	yes
Sanitary Sewer	126 gal/person/day avg; total 700,000 gal/day treated	300,000 gal; adequate	126 gal/person/day avg; 805,770 gal/day avg treated	0.19 million gal; with planned addition of 1 million gal capacity in 1985, reserve will be 1.9 million gal	yes
Solid Waste	0.033 cu yd/person/week; 183 cu yd/ week	41 cu yd/week; adequate	0.033 cu yd/person/week; 211 cu yd/ week	13 cu yd/week; with new truck in 1980, 113 cu yd/week	yes

[1]Based on 1978 population of 5330

(Table 1, continued)

Factor	Existing Use/ Facility Ratio[1]	Present Reserve Capacity; Adequate	Projected Use/ Facility Ratio With New Population of 6395	New Reserve Capacity	Projected Adequacy in 1985
Storm Drainage	Present system can handle average rainfall but inadequate to handle storm		Flooding and poor drainage during heavy rainfall will continue		
Transportation	Highway 35 creates heavy traffic. Adequate parking and local transportation		Heavy traffic from Highway 35 will be alleviated if bypass is built		
Recreation	28 acres; 0.005 acres/person (does not include 50 acres owned by Aransas County Navigation District)	yes because of coastal location	0.004 acres/person	n.a.	yes
Housing	3.01 persons/ household	472 reserve units; adequate	3.63 persons/household	none	no will need 364 additional units

[1]Based on 1978 population of 5330

system, sanitary sewer system, solid waste system, storm drainage, transportation and recreation. Effects on housing and land use are also discussed.

The capacity of these facilities and services to meet future needs is summarized in Table 1. Water supply, sanitary sewer system, solid waste disposal, and recreation will all be adequate to serve the 1985 population, with planned additions to some of these services. Housing, health care, schools, police protection, and fire protection will all need to be bolstered to serve the projected 1985 population. However, the city has planned to increase police protection as necessary to maintain the present ratio of law enforcement officers per population, and the Aransas County Independent School District has a five-year plan to provide facilities as needed to maintain educational adequacy. Housing and health care represent the greatest problems in the future development of Rockport.

Schools

Rockport is part of the Aransas County Independent School District. The district is currently near capacity, with a student/teacher ratio of 24:1. Using 25:1 as the maximum student/teacher ratio, the district can accommodate only 125 new students with the present number of teachers. The district, however, is in the process of building 10 new classrooms in the junior and senior high schools. Assuming 10 new teachers will also be hired, and that the student population increases by 70 students per year (consultant's estimates), the 1985 student/teacher ratio will be

26:1, and there will be 21 students per classroom. According to maximum school district projections of 100 students per year, the 1985 student/teacher ratio will be 28:1, and there will be 23 students per classroom.

Although these projected ratios are not adequate, they do not take into consideration the district's operational five-year plan to build new facilities, and presumably to hire new teachers, as needed. Thus, the district is expected to be able to maintain adequate educational facilities and personnel to serve the expanding school population. The district will need a total of 134 teachers in 1985 to maintain its current 24:1 student/teacher ratio. This is 28 more than the 1978 teaching staff.

Public Buildings

The Rockport City Hall is extremely overcrowded. The present tract of land is too small to allow for expansion. To alleviate the overcrowding, the city hopes to construct a new City Hall by 1985 to accommodate the personnel in the present building and perhaps the police department as well. The present building houses city offices such as those for the City Secretary, the Building Inspector, the Water and Sewer Departments and the Tax Collector. The City Council Chambers are also located there. No plans have been formulated to date as to the location, design or funding of the building. The city owns a tract of land which is well suited for a new city hall. This is Block 38, bounded by Nopal on the north, Ann St. on the east, Laurel on the south and Gagon on the west. The city could develop the new tract and retain the present City Hall as an annex. The new tract is well

located, in terms of being central to the city. However, care should be taken to avoid disruption of the existing residential area.

Health Care

The city of Rockport has no hospital facilities of its own. Residents of the city use the Corpus Christi and Aransas Pass hospitals (Section I). There are no plans for building a hospital by 1985. This is partially because federal guidelines and regulations for new hospital facilities are stringent and it is difficult for small towns to be able to afford their own facilities. Thus, the present demand for hospital facilities in Rockport will remain.

There is, however, a new medical facility in the city, the Enterprise Medical Center, which will be completed by 1985. It will help alleviate some of the demand for emergency facilities. The Enterprise Medical Center is designed essentially as a very elaborate doctor's office. A private facility, it was built through the donations of citizens. The features for emergency care were designed by the donors.

The difference between the Enterprise Medical Center and most doctors' offices is that the equipment such as that for X-rays is more elaborate. Also, there will be two emergency treatment stabilization rooms in a separate wing from the offices themselves. Thus, more than one physician will be able to use the emergency rooms without disrupting their private practices. The two emergency treatment stabilization rooms will be available to help in the treatment of cardiac cases and drug overdoses, in setting minor broken bones, and the like.

The suite of offices in the Enterprise Medical Center will accommodate four physicians by 1985. One physician is practicing there at present. The facility is designed so that other physicians, not having office space in the Enterprise Medical Center, can have an agreement with the resident doctors to use the emergency rooms. The agreement is yet to be formulated.

The Enterprise Medical Center is not an overnight facility. However, upon completion the emergency section will be able to accommodate two to four people and the entire medical center will be able to hold ten to twelve people at one time, in the event of a bus wreck or similar accident involving a small group.

Police Protection

In order to maintain the present ratio of one police officer per 700 persons, Rockport will have to increase its police force from eight to nine officers in 1985. One more officer will be needed in 1984. The city will also need one more police car in 1985 to maintain its current ratio of police cars to population.

Fire Protection

Rockport's present volunteer fire department of 35 firefighters is considered adequate by city officials. To maintain the current ratio of six firefighters per 1,000 population, the city will have to add four volunteers by 1985 at the rate of one firefighter per year, beginning in 1982.

Rockport has two pumpers with a combined capacity of 1,200 gallons. The city has ordered a new 1,000-gallon pumper for October 1979. This will almost double the city's pumper capacity.

Water Supply System

Water supply, under the jurisdiction of the Aransas County Reclamation and Conservation District, does not present a problem for the city of Rockport, nor is it projected to be in short supply. The city has approved an additional 1.5 million gallon ground storage tank, and money for the tank has been appropriated in the 1978-1979 budget. This will provide the city with 4.5 million gallons of storage, so even with the projected population increase, maximum water consumption can be maintained at its present 358 gallons per person per day. In addition, the 1985 reserve capacity will be more than twice its present amount. Even without the additional 1.5 million gallon storage tank, the present level of water consumption could be maintained in 1985 with a 0.79 million gallon reserve capacity.

Sanitary Sewer System

Rockport's sanitary sewer system is more than adequate to serve the city's needs, with a 1978 reserve capacity of 0.33 million gallons. With no increase in capacity, the sanitary sewer system can maintain the current average daily load of 125 gallons per person per day for the projected 1985 population. It will still have a reserve capacity of 0.19 million gallons. It must be noted that this reserve capacity may be an overestimate

since there are a limited number of customers outside the city as well, such as on Key Allegro.

As a preparedness measure, the city is applying for a Step I grant to expand its treatment plant facilities by an additional 1 million gallons for a total handling capacity of 2 million gallons. If this increase is operational in 1985, Rockport will have a reserve capacity of 1.19 million gallons in its sanitary sewer system.

Solid Waste System

Rockport's solid waste disposal system is adequate, although it is currently operating near capacity. The city has four trucks with an average capacity of 14 cubic yards. Rockport's disposal site is the San Patricio Landfill, which is a 40-mile round trip. In addition, the landfill's disposal fee increased recently from $1.05 per cubic yard to $1.35 per cubic yard.

With its four trucks, the city has a pick-up capacity of 224 cubic yards per week, discounting Wednesdays, on which only commercial refuse is collected. Current solid waste disposal averages 183 cubic yards per week, leaving a reserve capacity of only 41 cubic yards per week, or one truckload per pick-up day. The amount of solid waste disposal fluctuates considerably throughout the year, so the current reserve is barely adequate to handle peak disposal days. If the average disposal rate of 0.033 cubic yards per person per week is maintained in 1985, the city could theoretically dispose of the solid waste with its four trucks, but it would have a reserve capacity of only 13 cubic yards per week. Thus,

the city would be severely handicapped on collection days when there is a greater than average amount of refuse.

The city of Rockport plans to purchase a new 25-cubic-yard truck in 1980, which would provide the reserve margin needed for maximum-load collection days. With this truck, the city's collection capacity would be increased to 324 cubic yards per week. With the projected 1985 population, the solid waste disposal system would have a reserve capacity of 113 cubic yards per week, which should enable it to handle periods of peak refuse disposal.

Storm Drainage

For average rainfall, the storm drainage system will remain adequate. During heavy rain, there will continue to be ponding throughout the city and a problem with water from the county draining into the city.

Transportation

The increase in population anticipated through 1985 will result in a greater amount of traffic congestion. However, if the bypass for Highway 35 is built some present traffic will be rerouted. There will be a need for drainage improvements and repair of normal wear and tear on the roads. In addition, there will be a need for additional roads in expanding residential areas in the ETJ to accommodate the new population. There is presently a large area of land in the southern and southwestern portions of the city, particularly south of Hackberry St., which is undeveloped but platted. The probability of significant expansion of streets in this area is questionable, due to the poor drainage.

It is apparent that the majority of the new transportation improvements to accommodate growth will occur north of Rockport. Existing Highway 35 and associated arteries (e.g. Broadway) will become a dominant transportation corridor and will require continuous upgrading (widening, signals, turn lanes) over the forthcoming years.

Recreation

Rockport's three municipal parks provide a total of 28 acres of recreation land within the city limits. Although this amounts to only 0.005 acres per person, city officials consider the recreation area to be adequate. With the projected 1985 population, the recreation area will be 0.004 acres per person, which would still be considered adequate. This is partially because there are also 50 acres owned by the Aransas County Navigation District used for water-based recreational activities such as swimming and water skiing. The city presently lacks a municipal swimming pool, but is in the process of seeking federal funds for such a facility.

Because of Rockport's location on the Texas coast, the national recreation standard of 10 acres per 1,000 people cannot be strictly applied. Many residents prefer nearby beaches and concomitant opportunities for fishing, swimming, boating, water skiing, and other coastal recreation activities.

Housing

The most recent housing statistics available for Rockport are from the 1970 census. Therefore, the figure of 3.01 persons per household shown in Table 1 is based on Rockport's 1970 population and the count of 1,289 occupied year-round housing units reported by the census. There

were 472 reserve (unoccupied) housing units in 1970. With the projected 1985 population, 364 units in addition to the 1970 reserve will be needed to maintain the ratio of 3.01 persons per household.

According to the 1978 survey described in Section I of this report, there were few vacant units available. It is likely that most of the 1970 reserve has already been absorbed. This observation corresponds to calculations based on the 1978 population of 5,330, which show that 1,771 housing units would have been required to maintain the household size of 3.01 persons. Total occupied and unoccupied year-round housing in 1970 was 1,761 units, so even with new construction, one would expect few vacant units.

Construction of two apartment projects with a total of 134 units is under consideration. Other housing construction is in progress, but most of these are single-family homes in the $50,000 to $300,000 range. Construction of lower-priced single-family homes is hindered by the cost and necessity of required sewage lines and lift stations.

In the extraterritorial jurisdiction, with the exception of Key Allegro, residences are scattered. There are still 200 lots to be built on in Key Allegro. The addition of new houses in the ETJ will be dependent upon extension of facilities and services in that area.

Land Use

Land use patterns are influenced by man-made and natural factors. Both man-made and natural influences will help shape the land use patterns in Rockport until 1985. Zoning ordinances, height restrictions and building

codes are some of the means through which a city can regulate its land use patterns. Natural influences include topography and drainage.

The city of Rockport is presently a General Law City. It is, however, intending to apply for Home Rule status. Any city in Texas with a population of at least 5,000 may have a local election to approve or reject the idea. There are two main advantages to being a Home Rule City. These are the power to annex an area involuntarily and the power to set up its own forms of government. General Law Cities must abide by procedures set up by the State and must have the permission of the inhabitants or landowners to annex specific property (Vernon's Texas Civil Statutes). In conjunction with preparation for application as a Home Rule City, Rockport is in the process of revising its zoning ordinances.

As do most coastal cities, Rockport uses the Southern Standard Building Code. This code details performance standards for the construction, alteration, repair, equipment, use, occupancy, maintenance, location, demolition and removal of every building or structure or any appurtenances. The purpose of these standards is to secure public safety, health, and general welfare through structural strength, stability, adequate light and ventilation, sanitation, and safety to life and property from fire and other hazards. Regulations are included for such elements as heating equipment, minimum design loads, foundations, plastering, elevators, steel construction, plastics, glass, signs and outdoor displays, light, ventilation, sanitation, sprinklers and standpipes.

Natural features which will influence development are due to Rockport's location on the coast. Drainage from the county passes through city

on its way to Aransas Bay. This intensifies the pressure on the storm drainage system and increases flooding problems throughout the city. Its coastal location also puts much of Rockport in a floodplain, restricting development in the east; and the bay itself prohibits expansion in that direction.

It is anticipated that general commercial development will continue in the Central Business District and along State Highway 35. There are two proposed shopping centers north of Harbor Oaks, outside the city limits. The location of Fulton, on the north, will prohibit Rockport's growth in that direction. Residential development could conceivably continue in the west and the south. The land south of Hackberry St. which has not yet been developed could be used for a residential area. The extension of services into that area must precede further development there. The main obstacle to its development, however, is the fact that it is in a very low lying area and drainage is extremely poor. Thus, the potential for flooding is great and the likelihood of development is minimal.

The future residential land use pattern that appears most likely is to the north, toward Fulton. Most available, and currently developing tracts in that area are presently outside the Rockport city limits.

In the past, as a General Law City, annexation has occurred at the request of landowners and subdivisions. If Rockport becomes a Home Rule City it will be able to annex ten percent of its area each year, within its ETJ, as it deems appropriate (Vernon's Texas Civil Statutes). Further annexation will depend upon the extension of utilities and also on the will of the City Council. There is land to the north, west and south

which could be annexed. Key Allegro is included in this area. In addition, water area to the east might also be annexed.

The extraterritorial jurisdiction will remain primarily residential, with commercial development continuing on Highway 35. The extraterritorial jurisdiction (ETJ) of the city will expand as the city does. At present the boundary of the ETJ is one mile from the city's boundaries. As the city's boundaries change, so will those of the ETJ.

Section IV

ANALYSIS OF FISCAL EFFECTS

Introduction

The expansion or addition of energy facilities in the vicinity of the city of Rockport, and the associated population increase, may affect the revenues and expenditures of the city and of the Aransas County Independent School District. This section presents an analysis of these possible effects. The purpose of the analysis is to determine what, if any, costs the city or school district can be expected to incur as a result of new demands for public facilities and services associated with a growth in population.

The basic assumption behind the analysis is "business as usual." Revenues and expenditures from 1974 to 1978 are matched with the populations for the same years. Thus, the past relationships between population and revenues and population and expenditures are established. Assuming that the past relationships will continue, least squares regression analysis was used to project the future revenues and expenditures. This was done for the years 1979 through 1985 by using the future populations for those years, both with and without increased energy activities, and then assuming that future revenues and expenditures will lie along the same curve.

Where appropriate, specific expenses anticipated in the future are noted. These expenses are based on the findings in Section III, "Analysis of Capacity to Meet Future Needs." Costs listed are based on present costs for the projected requirements. These costs serve as specific indicators as to what some of the expenses would be.

It is important to realize that there are many circumstances that may alter the population, revenues, or expenditures when the time comes. For instance, a given energy facility may not locate near Rockport after all. Thus, it is not the actual numbers that are important, but, rather, the basic trends established. For example, can the city or school district anticipate a surplus or deficit as the population increases? In addition, it must be remembered that even the trends are based on the assumption that past relationships between revenues and expenditures will extend into the future.

The City of Rockport

The fiscal analysis of the city of Rockport is based on data obtained from the audit reports from 1973-1974 through 1977-1978. The major funds in the city are the General Fund, the Water and Sewer Fund, and the Garbage Disposal Fund.

Over eighty percent of the revenues for the General Fund are from taxes These include general property taxes, city sales taxes, gross receipts taxes, liquor sales taxes and occupation taxes. Additional revenues for the General Fund are from licenses and permits (vendors licenses, dog pound fees and licenses, building permits, special and re-zoning permits), fines and forfeits (state tax on fines, municipal court fees), and miscellaneous revenue (maps, insurance rebates, interest).

Revenues for the Water and Sewer Fund are divided by Water and Sewer Revenues. For the Water Fund, revenues are water sales, connection fees, line installments, service charges, and reconnection fees. Revenues for

the Sewer Fund are sewer use fees, connection fees, line installations, and plumbing permits. Other revenues include grants, projects, and sinking fund and escrow deposits. Revenues for the Garbage Fund include garbage collection charges, sanitary fill charges and debris pick-up charges.

Revenue sharing funds were not included in the revenue totals because they are not necessarily consistent or predictable. The procedure for distribution of revenue sharing funds is complex. Funds are allocated to each state according to a specific formula. Then, within the state, funds are allocated according to another formula. Required data about units of local government for the purpose of allocating the revenue sharing funds include population, per capita income, adjusted taxes, and intergovernmental transfers.

The city of Rockport has two types of expenditures: those for general services and operation of city functions, and those for specific items. General services include both government administration and costs incurred because of demands from various land uses and housing requirements; stress on the storm drainage and transportation systems are examples of expenditures for operation of city functions. Specific-items expenditures include employment of personnel such as policemen and firemen, acquisition of new equipment, and expansion of existing facilities.

Table 1 shows the revenues and expenditures for the city of Rockport from 1974 through 1978. In those years, there was an 11 percent growth in population, accompanied by overall increases in revenues and expenditures for the city. However, the increase in population was not proportional to the increases in revenues and expenditures. Over the five-year period, there was approximately a 32 percent increase in revenues. There

Table 1

ROCKPORT POPULATION, REVENUES, AND EXPENDITURES
1974-1978

Year	Population[a]	Revenues Excluding Revenue Sharing[b]	Expenditures[b]
1974	4,787	$ 998,824	$ 712,786
1975	4,904	838,488	757,077
1976	4,860	944,736	753,052
1977	5,048	1,124,941	945,849
1978	5,330	1,322,031	1,144,676

[a]Consultant's estimates. Figures for 1974 and 1975 are based on Census Bureau figures or estimates. Figures for 1976-1985 are based on TDWR projections and 1970-1977 employment trends; adjusted to reflect discrepancy with estimates made by the city of Rockport. Consultant's estimates are considered to be conservative.

[b]City of Rockport figures from Audit Reports; includes General Fund, Water and Sewer Fund, and Garbage Disposal Fund. Debt service and Capital Project Funds are not included.

was a 60 percent increase in expenditures. The city of Rockport has received various federal grants. For example, in 1974, Rockport received a Housing and Urban Development Grant of $180,400 which accounts for the revenues of that year exceeding those of 1975. The city's annual surplus decreased from $286,038 in 1974 to $177,355 in 1978. These figures are based on the General Fund, Water and Sewer Fund and Garbage Disposal Fund and do not include Debt Service and Capital Project Funds.

As this trend is projected with future population growth, the city's surplus will be only $65,013 in 1985 with energy-related growth (Table 2). The surplus will also decrease without continued energy-related growth, but only to $90,072 (Table 3). In other words, these projections indicate that energy-related growth will represent an average annual cost of $24,085 to the city of Rockport from 1979 to 1985.

In addition to the revenues reported in Table 1, however, Rockport also receives revenue sharing funds from the federal government. Revenue sharing funds are allocated in entitlement periods, usually at least twice each year, designated by the Office of Revenue Sharing. The funds received from 1974 through 1978 are shown in Table 4. Federal revenue sharing funds ranged from $27,358 in 1976 to $34,369 in 1978. The average amount of revenue sharing funds allocated to Rockport for those five years was $29,857.

The new fire truck/pumper scheduled for acquisition in October 1979 will cost the city approximately $62,000 which has been appropriated from the revenue sharing trust fund. Revenue sharing funds will also be used to pay for a new 29 cubic yard garbage truck, and will be used to

Table 2

ROCKPORT PROJECTED POPULATION, REVENUES,
AND EXPENDITURES, WITH ENERGY-RELATED GROWTH
1979-1985

Year	Population, Including Energy-Related Growth[a]	Revenues, Excluding Revenue Sharing[b]	Expenditures[b]	Surplus or (Deficit)[c]
1979	5,535	$1,459,868	$1,322,779	$137,088
1980	5,681	1,569,943	1,445,091	124,852
1981	5,816	1,671,725	1,558,187	113,538
1982	5,954	1,775,769	1,673,796	101,973
1983	6,097	1,883,582	1,793,594	89,988
1984	6,244	1,994,411	1,916,743	77,668
1985	6,395	2,108,256	2,043,243	65,013

[a]Consultant's estimates based on TDWR projections and 1970-1977 employment trends; adjusted to reflect discrepancy with estimates made by the city of Rockport. Consultant's estimates are considered conservative.

[b]Consultant's estimates based on a least-squares linear regression.

[c]Revenues (excluding revenue sharing) minus expenditures.

Table 3

ROCKPORT PROJECTED POPULATION, REVENUES,
AND EXPENDITURES, WITHOUT ENERGY-RELATED GROWTH
1979-1985

Year	Population, Excluding Energy-Related Growth[a]	Revenues, Excluding Revenue Sharing[b]	Expenditures[b]	Surplus or (Deficit)[c]
1979	5,259	$1,251,780	$1,091,561	$160,220
1980	5,401	1,358,840	1,210,521	148,319
1981	5,532	1,457,606	1,320,266	137,340
1982	5,667	1,559,388	1,433,362	126,026
1983	5,806	1,664,186	1,549,809	114,376
1984	5,949	1,771,999	1,669,607	102,392
1985	6,096	1,882,828	1,792,756	90,072

[a]Consultant's estimates based on TDWR projections and 1970-1977 employment trends; adjusted to reflect discrepancy with estimates made by the city of Rockport.

[b]Consultant's estimates based on a least-squares linear regression.

[c]Revenues (excluding revenue sharing) minus expenditures.

Table 4

REVENUE SHARING, CITY OF ROCKPORT
1974-1978

Year	Revenue-Sharing Allocation
1974	$30,196
1975	28,202
1976	27,358
1977	29,160
1978	34,369

Source: City of Rockport

partially pay for another new garbage truck and two patrol cars by 1980. The balance of the garbage truck and the two patrol cars will come from the General Fund. Each garbage truck will cost approximately $25,000 and each patrol car about $7,000.

The city has plans to increase its wastewater treatment capacity to 2 million gallons by 1985, but money has not yet been appropriated for this 1 million gallon expansion. The Water and Sewer Funds have been combined in the past. Rockport's sewer department has been operating for a deficit since 1975. The city is applying for a Step I grant, which will cover the proposed facility's plans and related elements. A Step II grant would cover preparation of construction drawings and specifications, and a Step III grant would finance the cost of construction. Even with the award of these grants, however, the city will have to finance 25 percent or more of the expansion, depending on eligibility of the project's components.

A new 1.5 million gallon ground storage facility for water is also in the planning stages. It would be financed through $245,000 worth of bonds, on which the city would then have to pay principal and interest.

The remaining anticipated expense for the city from the analysis in Section III is the need for one more police officer and one more police car by 1985 in order to maintain the present ratios of law enforcement personnel and vehicles to population. The police officer will have to be added to the staff in 1984. A new police patrol car will also be needed in 1985, at a present-day cost of approximately $7,000.

Aransas County Independent School District

The projections of revenues and expenditures for the Aransas County Independent School District (Tables 6 and 7) are based on the population projections for the city of Rockport. The underlying assumption is that population within the school district will fluctuate proportionally to the population in the city of Rockport, and that the difference in population between the city and the school district would not significantly affect the results of the analysis.

Data gathered for 1974 through 1978 (Table 5) are from the Texas Education Agency. Revenues shown are exclusive of major bond issues. In addition, the percentage of revenues received from federal and state governments is noted. State and federal revenues are allocated to school districts according to complex formulas utilizing such factors as number of pupils, relative wealth of the school district, expenditures, and tax effort. The remaining revenues are primarily from ad valorem taxes. It is anticipated that revenues from both the state and federal governments will continue to comprise a comparable percentage of school district revenues from 1979 through 1985. Thus, the percentage of state and federal contributions serves as an indicator of the percentage of revenues generated through local taxes.

From 1974 through 1978, the district averaged an annual surplus of $134,024. However, there was a general trend of decline in the amount of surplus, with a deficit in 1978 of $66,548. School district revenues from the state government averaged 41 percent for the five-year period,

Table 5

ARANSAS COUNTY INDEPENDENT SCHOOL DISTRICT
REVENUES, WITH PERCENT RECEIVED FROM
STATE AND FEDERAL GOVERNMENTS, AND EXPENDITURES
1974-1978

Year	Rockport Population[a]	Current Revenues[b,c]	% of Revenues from State Government[b]	% of Revenues from Federal Government[b]	Expenditures[a]
1974	4,787	$1,970,866	37.3%	2.2%	$1,840,978
1975	4,904	2,562,315	43.6	2.2	2,214,820
1976	4,860	2,926,255	40.6	3.4	2,789,023
1977	5,048	3,108,540	37.5	3.8	2,986,485
1978	5,330	3,415,986	44.0	3.6	3,482,534

[a]Consultant's estimates, from Table 1.

[b]Texas Education Agency figures.

[c]Does not include receipts from sale of bonds.

Table 6

ARANSAS COUNTY INDEPENDENT SCHOOL DISTRICT PROJECTED REVENUES AND EXPENDITURES, WITH ENERGY-RELATED GROWTH 1979-1985

Year	Rockport Population, Including Energy-Related Growth[a]	Current Revenues[b]	Expenditures[b]	Surplus or (Deficit)[c]
1979	5,535	$3,987,063	$4,111,657	($124,594)
1980	5,681	4,303,487	4,496,831	(193,344)
1981	5,816	4,596,070	4,852,985	(256,915)
1982	5,954	4,895,155	5,217,054	(321,899)
1983	6,097	5,205,076	5,594,314	(389,238)
1984	6,244	5,523,666	5,982,126	(458,460)
1985	6,395	5,850,926	6,380,492	(529,566)

[a]Consultant's estimates, from Table 2.

[b]Consultant's estimates based on a least-squares linear regression.

[c]Current revenues minus expenditures.

Table 7

ARANSAS COUNTY INDEPENDENT SCHOOL DISTRICT PROJECTED REVENUES AND EXPENDITURES, WITHOUT ENERGY-RELATED GROWTH 1979-1985

Year	Rockport Population, Excluding Energy-Related Growth[a]	Current Revenues[b]	Expenditures[b]	Surplus or (Deficit)[c]
1979	5,259	$3,388,894	$3,383,519	$ 5,375
1980	5,401	3,696,648	3,758,140	(61,492)
1981	5,532	3,980,562	4,103,742	(123,180)
1982	5,667	4,273,145	4,459,896	(186,751)
1983	5,806	4,574,397	4,826,603	(252,206)
1984	5,949	4,884,318	5,203,863	(319,545)
1985	6,096	5,202,909	5,591,676	(388,767)

[a]Consultant's estimates, from Table 3.

[b]Consultant's estimates based on a least-squares linear regression.

[c]Current revenues minus expenditures.

and the federal government contributed an average of 3 percent per year. These percentages have been fairly constant. Therefore, it can be assumed that the school district will continue to have to raise approximately 66 percent of its operating expenses.

The district's share of the anticipated 1985 revenues will be $3,861,611 with energy-related growth; it will be $3,433,920 without energy-related growth, a difference of $427,691 (Tables 6 and 7).

Continued development of energy-related facilities will have a substantial impact on the Aransas County Independent School District. Without the energy-related population, the district can anticipate a 1979 surplus of $5,275 (Table 6); with energy-related population, the district can anticipate a deficit of $124,594 for 1979 (Table 7). The average annual deficit to the school district can be expected to be $189,509 without new energy-related population and $324,859 with the energy-related population growth. Thus, the addition of new students moving to the district because of energy facility growth can be expected to cost the district an average of $135,350 per year.

The district is currently operating under a five-year plan to increase facilities as required to maintain educational adequacy. As mentioned in Section III, to compensate for energy-related growth, the district will have to add 28 teachers to its 1978 staff to maintain its student/teacher ratio of 24:1.

There are three basic options available to the Aransas County Independent School District in order to make up the deficit anticipated.

Assuming the percent of state and federal aid remains constant, the district will be responsible for approximately two thirds of the deficit. One option available to the school district is for it to raise taxes to prevent there being a deficit. A second option would be for the district to decrease the amount of expenditures. Third, the district could ask for more aid from the state and federal governments.

Section V

THE CENTRAL BUSINESS DISTRICT

Introduction

The Rockport Central Business District (CBD), like many community commercial areas, is in transition. It is feeling the competition of new trade centers, located in outlying areas of the community. The community is concerned with maintaining the vitality of the CBD. Therefore, an analysis of the CBD and how it might be affected by coastal energy growth is warranted.

The city of Rockport's Central Business District extends a distance of eight blocks, from Liberty Street south to Market Street. Most of the commercial activities in the central area are concentrated on Austin Street. State Route 35 at the northern end of the business district has additional commercial facilities.

In 1969, as part of the Comprehensive Plan prepared for the City Council and City Planning Commission of Rockport, a Central Business District Plan was created. The objective of the CBD Plan was to establish a vital downtown area. Recommendations were based on an analysis of the land use and conditions of structures in the downtown area and also on facilities estimated to be required to stabilize the business district as the heart of the city.

The Central Business District Plan was designed for implementation by 1990. The purpose of this section is to evaluate the progress which

has been made toward the realization of the Central Business District ten years after its inception. In addition, an analysis of the present suitability of the plan relative to projected growth in the community is included.

The Central Business District Plan

In 1969, commercial activities in the central portion of Rockport constituted the major concentration of retail uses in the county. However, analysis of the Central Business District found it to be somewhat spread out and fragmented, with numerous side streets entering from the east and west. The two greatest deficiencies were cited as: 1) the open character of the area, and 2) the lack of concentration there. It was determined that those deficiencies would make the CBD highly vulnerable to competing activities should a large shopping center be established in the trade area.

There are three main objectives to the plan. "First, the downtown area should provide retail services and facilities that are easily accessible and convenient to the shopping public and the tourists . . . Second, these improvements should be compatible with the overall resort character of the city, capitalizing upon the waterfront location and the open space which have been preserved adjacent to Little Bay. Third, amenities which today's shopper has come to expect need to be provided, including convenient parking facilities, walkways for pedestrian movement, an attractive shopping environment, and a reasonable compact concentration of commercial facilities which will enable the shopper to move from one

business to another without having to walk great distances or to move the car."

Four basic functioning areas were proposed in the plan. These are: 1) a resort and recreation complex from the Rockport Marina north into the park lands surrounding Little Bay; 2) the industrial area south of the marina; 3) the commercial core with a concentration and redevelopment of much of the existing commercial areas; and 4) the civic center to be developed in the blocks surrounding the Aransas County Courthouse. The following sections discuss each component of the plan and the progress made toward implementation of each component.

The Resort and Recreation Complex. Major new resort facilities were proposed in the area surrounding the Rockport Marina. The central feature is to be the community center. Flanking the community center to the east and west would be elevated commercial buildings above ground level parking areas. Parking areas and a promenade would also be included, as well as expanded picnicking facilities and a new beach bathhouse.

To date, none of the above has been completed. In fact, no plans have been made toward the construction of such a resort and recreation complex.

The Industrial Area. No major modifications were proposed for the industrial area in existence during the conception of the plan. Additional parking facilities adjacent to the commercial buildings on Austin Street were proposed. These parking spaces have not been provided.

The Commercial Core. Major modifications in the general arrangement of streets and parking areas were proposed to ensure that Rockport's central area maintains its position as the major commercial center in the county. These included abandoning part of the Southern Pacific Railroad spur and utilizing the right-of-way for more productive purposes, and abandoning many of the east-west streets and returning them to abutting property owners. Main Street would be transformed into a series of parking lots with internal circulation. Additional head-in parking would be provided on either side of Main Street and at all points where streets are abandoned. Curb lines on Austin Street would be flared into the parking lane to allow trees and plantings on the main business streets. There would also be plantings at the intersections. Existing commercial activities would be expanded with the addition of 350,000 square feet of new commercial floor space. These additions would occur in a series of redevelopment areas primarily located in the central and southern portions of the business area. Large, new commercial facilities are indicated in the plan in the vicinity of the H.E. Butt Grocery Store between Mimosa and Concho Streets. The present city hall would be relocated into the civic center complex to the west and the nucleus of a small downtown shopping center would be established at the north end of the central area.

There have been no steps taken toward making the modifications required as the initial phase in this part of the Central Business District Plan. In fact, there is little evidence of change in the commercial core of the

CBD over the past ten years. The major change has been a new shopping center, Seaaire Shopping Center, located north of the H.E. Butt on State Highway 35.

The Civic Center. The existing public buildings in Rockport include a complex of county buildings, i.e., the Aransas County Courthouse, the County Library, the County Jail, the City Hall, the U.S. Post Office, and the Rockport Fire Department. In evaluating the existing buildings to determine their ability to meet long-range needs of the community, deficiencies were identified in all buildings except the Aransas County Courthouse.

The objective of the civic center plan is to establish a compact arrangement of public buildings so that governmental services will be in one location and thus easily accessible to the public. The civic center complex is proposed to the west of the resort center in the six block area between Liberty and Cornwall Streets, from Church to Magnolia Streets. A new city hall is proposed immediately to the east of the Aransas County Courthouse. A new city/county library is proposed at the southern end of the plaza. There would also be a new fire station. The major public buildings would be developed around an interior open space which would have walkways, an open plaza, and fountains or reflecting pools.

There has been no progress made toward these improvements. The city is considering a new city building which would accommodate the present city hall and police department, but no plans have been formulated.

Parking and Pedestrian and Automobile Circulation

Parking Facilities. The CBD Plan provides for approximately 800 parking spaces, including 675 in off-street lots and 130 on-street parking spaces. In the resort area surrounding the marina, there would be an additional 400 parking spaces.

At present there are only two off-street lots. One is adjacent to the H.E.B. The other is at the Seaaire Shopping Center. Thus, the parking situation, with the exception of the lot at the Seaaire Shopping Center, is similar to that in existence in 1969.

Pedestrian Circulation. Pedestrian circulation on Austin Street between Cornwall Street and Market Street is facilitated by sidewalks. However, areas north are void of sidewalks. This makes walking south from the City Hall, for instance, or from H.E.B. difficult and uninviting.

Pedestrian circulation, other than in proposed areas such as the civic center, was discussed only minimally in the CBD Plan. It has changed little since the plan was proposed, although the demand for such facilities continues.

Evaluation

As a basis for the major recommendations, the Central Business District Plan cited some major problems facing the Central Business District. The character of the CBD has not changed appreciably in the past ten years, while throughout the city there has been increased residential and commercial developments. In the CBD Plan, it was noted that to the north,

newer retail establishments acted to attract the center of retail activities to the northern portion of the community. Today, this trend is well established, the Seaaire Shopping Center on State Highway 35 being a major example. In addition to this shopping center, scattered strip development has increased significantly northward along Fulton Beach Road and Highway 35. There are preliminary plans for two additional shopping centers to be located along Highway 35, north of the city limits.

The Plan also identified large gaps which occurred between existing buildings in the CBD and this, coupled with the numerous intersecting streets, had caused the CBD to be more spread out than necessary. The plan concludes that the lack of concentration limits the effectiveness of the area as a commercial center. Furthermore, the parking arrangement precludes central parking and pedestrian access among establishments. Thus, several short vehicle trips are required, further compounding circulation problems. This is still the case today.

In evaluating the CBD and the 1969 CBD plan, it is important to note that this plan anticipated that the city's population will reach 18,000 by 1990. Ten years after the plan, population growth has shown to be more moderate than envisioned in 1969. It is now reasonable to assume that the 1990 population could be as much as half that originally projected, based on an increase of 43% within the past nine years (3,879 to 5,539) and the increase projected in the present study of approximately 900 people in the next five years.

Thus, theoretically at least, the 1969 CBD plan is designed to support a much larger population. This being the case, it is certainly timely for the community to reevaluate the physical features recommended in the plan. On the other hand, the brief evaluation of the CBD performed in this study clearly identified many of the same problems identified in 1969 as still present. In fact, the growth and dispersion of commercial activities out of the CBD (e.g., northward) are now occurring at a rapid pace. Consequently, it is our opinion that the objectives of the 1969 plan are still very valid, as are several of the components. The following outline identifies those components of the plan that we believe are still operable, those that should be reevaluated, and suggests a new ranking of implementation actions.

1. Commercial facilities - Closure of east-west streets, abandonment of railroad right-of-way, additional parking, pedestrian-ways and landscaping are still appropriate and should be a major priority. Strict closure and parking/landscaping improvements can be a major incentive to commercial activity but should be carefully staged to complement a timed redevelopment of existing commercial structures. A redevelopment plan should be prepared which includes identification of high-priority blocks and structures, public financing alternatives, a program for involving private developers and financiers and the identification of an urban design theme. Expansion of commercial space (new structures) should be encouraged only when redevelopment is not feasible.
2. Resort facilities - The objective of the proposed resort facilities is still valid. However, the marina plan should be reevaluated to include

an integrated water-front development plan. The resort area infrastructure (convention center, restaurants and stores) should be scaled-down. Near-term priorities should be the improvement of public access to the waterfront, land acquisition, improvement of parking and beach access, beautification and construction of the proposed promenade.

3. Industrial area - As proposed originally, the existing industrial area should be maintained. Improvement of the visual image of the area, both streetfront and waterfront, should be a very high priority.

4. Civic center - The concept of creating a civic center complex consisting of the county courthouse, city hall, city-county library, church and fire station is very desirable. High priority should be given to preparing a master plan which incorporates the future needs of existing public buildings into such a complex. In addition, the city should identify key tracts for acquisition as they become available. Careful consideration should be given to the city tract at Laurel and Ann Streets. This tract would be well-suited for a new city hall; however, locating the city hall in the civic center would be an important catalyst to the complex. If the city chooses to locate on a civic center site, the alternate tract could be utilized for an expanded maintenance/storage facility, could be traded for land within the complex, or could be developed as a park. Care should be taken though to avoid inducing a use on that tract which competes with development of the civic center complex.

Most importantly, the community should take notice of the fact that a majority of the area's growth is now occurring outside of the city of Rockport. Certainly a planned annexation program is a logical and recommended method for maintaining the city's viability by capturing this growth, but the city can, and should, strive to create an inner-city vitality as well. The basic ingredients for such an effort are already present--a suitable waterfront with significant public land, a marina, a county building complex that can become the core of a civic center, and an accessible central commercial district with existing major retail outlets. If the CBD and waterfront are to be successfully developed, however, the city must begin this effort now, before decentralization develops to the point of removing all incentives for such a program. Toward this goal, the city should now be taking even small steps that keep the effort alive in the minds of the citizens, developers, financial institutions, and public funding agencies. For instance, a plan of action might include two simultaneous tracks:

1. Prepare a comprehensive redevelopment plan that includes major, ongoing tasks (such as securing federal redevelopment funding, and major land acquisitions) as well as minor intermediate tasks such as street closings, preparing a sign and landscape ("streetscape") ordinance, parking improvements, and construction of pedestrianways.
2. Begin on some of the smaller tasks that will be common to any plan immediately, even while the plan is being formulated. These would include the provision of off-street parking, landscaping the

industrial frontage, a street-tree program, bringing community-sponsored cultural events into the CBD, and others.

Such a program will be successful only if the city can gain widespread citizen-support. This will require an intensive public education effort. Coordinated through a citizens' CBD redevelopment committee, this can be accomplished by frequent and continuous public involvement, working with area business persons and developers, and careful coordination with existing and proposed outlying retail establishments.

Section VI

SUMMARY AND RECOMMENDATIONS

The intent of the Coastal Energy Impact Program for the City of Rockport is twofold. First, it seeks to identify the amount of additional energy-related growth that might occur in Rockport by the year 1985. Secondly, it points out the associated impacts on the community. A conservative estimate of the projected direct energy-related growth by 1985 will be about 300 persons. The total population is expected to be at least 64,00 by that year. More recently available projects suggest that the total population in 1985 could be as high as 10,000, including all indirect growth.

Some, but not all, of the city of Rockport's public facilities and services will be sufficient to accommodate the anticipated 1985 population. Based on a population of 6,395, the present water, sewer, and solid waste collection systems will remain adequate through 1985. There will be 0.79 million gallon reserve capacity of water, with the present water supply system and 2.21 million gallons if the planned 1.5 million gallon storage tank is completed. The sanitary sewer system will have 0.19 million gallons reserve capacity, as is, or 1.19 million gallons with the planned addition of a 1 million gallon capacity. The solid waste collection system will remain adequate, particularly with a new truck which is scheduled for purchase in 1980.

The schools, public buildings, police, fire, transportation, recreation and housing facilities will be further stressed by increased population

and thus, facilities and services will need to be augmented to accommodate growth.

Education. The Aransas County Independent School District has plans to expand classroom size, as necessary for the next 5 years. Ten additional classrooms are already planned. In addition, 28 more teachers will be needed.

Public Buildings. The Rockport City Hall is currently overcrowded. It will require additional space over the next five years.

Health Care. Rockport will continue to use hospitals in Aransas Pass and Corpus Christi. These hospital facilities will continue to meet Rockport's needs.

Police and Fire Protection. Police and fire personnel and equipment will have to be increased by 1985 to service anticipated growth. An additional policeman and an additional police car will be needed, and four firefighters should be added to the volunteer force.

Storm Drainage and Transportation. The storm drainage and transportation systems will continue to be overloaded. Storm drainage is not adequate during storm conditions. If the bypass to Highway 35 is approved and completed, some of the traffic congestion problem will be solved. Although recreation acreage is considered sufficient, the city will continue to need a municipal swimming pool, particularly, as the population increases.

Housing. Finally, an additional 364 housing units will be needed. The vacancy rate will remain low throughout the planning period.

Land Use. Both man-made and natural influences will help shape the land use patterns in Rockport until 1985. Rockport's coastal location puts much of it in a floodplain, restricting development eastward of the city; Aransas Bay further prohibits expansion in that direction. Harbor space in the immediate Rockport area such as Cove Harbor, is completely filled. Additional space is needed. General commercial development will continue in the Central Business District and along State Highway 35. The future residential land use pattern that appears most likely is to the north, toward Fulton. If Rockport becomes a Home Rule City it will be able to annex ten percent of its area each year, within its ETJ, as it deems appropriate. The logical physical growth pattern for the city is northward. The extraterritorial jurisdiction will remain primarily residential, with commercial development continuing on Highway 35.

Fiscal Analysis

The Fiscal Analysis in Section IV has the primary function of establishing basic trends in revenues and expenditures which can be anticipated as the city grows. It is these trends which are important rather than the actual numbers; while circumstances may alter the actual population, revenues, or expenditures (for instance, if a particular energy facility was not located near the city), the relationship between growth and fiscal effects should hold true.

The major budget funds in the city of Rockport which were analyzed are the General Fund, the Water and Sewer Fund, and the Garbage Disposal Fund.

Over eighty percent of the revenues for the General Fund are from taxes. Revenues for the Water and Sewer Fund are primarily from sales connection fees, line installments. Garbage Fund revenues are from collection charges, sanitary fill charges and debris pick-up charges. Expenditures are for general services and operation of city functions, and for specific capital improvements. Rockport also receives revenue sharing funds from the federal government. They are generally used for specific capital expenditures such as garbage trucks or patrol cars.

It is anticipated that there will be a fiscal surplus in Rockport throughout the planning period for the three funds listed above. This surplus, however, will decrease as population increases. This will be true with, or without, energy-related facilities growth. Thus, the analysis shows that the costs of serving a population the size of Rockport's increase at a faster rate than the associated revenues.

Additional specific expenses anticipated by 1985 are varied. A new fire truck/pumper is already scheduled for acquisition. It will be partially paid for by revenue sharing funds. New garbage trucks and two new patrol cars will be purchased by 1980 through revenue sharing and general fund monies. Money has not yet been appropriated for increasing its wastewater treatment capacity to 2 million gallons by 1985. There is also a new 1.5 million gallon ground storage facility for water in the planning stages.

Remaining city expenses, as ascertained through the analysis in Section III include an additional police officer and one more police car. Cost of a patrol car is approximately $7,000 at today's costs.

The Aransas County School District will also witness a general decline in its budget surplus as the population increases. It is assumed that the school district will continue to have to raise approximately 66 percent of its operating expenses. In order to make up the anticipated deficit, the school district could either raise taxes, decrease the amount of expenditures, or seek more aid from appropriate state and federal sources.

Central Business District

An area of particular concern to the city of Rockport is the Central Business District (CBD). The CBD extends a distance of eight blocks, from Liberty Street south to Market Street.

A plan for the CBD was prepared in 1969 as part of Rockport's Comprehensive Plan. An in-depth evaluation of the CBD is provided in Section V. In sum, none of the improvements recommended for the CBD in 1969 have been made. Retail facilities have continued to locate in a strip along Highway 35, primarily, and the Central Business District has decreased in importance as the core of Rockport's commercial activity.

Recommendations

In order to respond positively to the anticipated growth in Rockport, there are several steps which should be taken:

1. THE CITY SHOULD FINALIZE ITS PLANS FOR ADDITIONAL WASTEWATER TREATMENT FACILITIES. The funding procedure required by EPA which has begun should proceed to Step II as quickly as possible.

2. THE CITY SHOULD IMMEDIATELY BEGIN PLANS FOR CONSTRUCTION OF A NEW CITY ADMINISTRATIVE COMPLEX. The present facility is extremely overcrowded. Care should be taken to interface plans for a new City Hall with the overall Central Business District Plan. In particular, consideration should be given to development of a city administrative complex which incorporates City Hall, the Aransas County Courthouse, a library and a fire station.

3. PLANS SHOULD BE INITIATED FOR INCREASING POLICE AND FIRE PROTECTION SERVICES. With the knowledge that those services will have to be expanded, the city should begin making provisions accordingly.

4. ROCKPORT SHOULD CONTINUE ITS EFFORTS IN IDENTIFYING FUNDING FOR A MUNICIPAL SWIMMING POOL. The Economic Development Agency, the Land and Water Conservation Fund and the Coastal Energy Impact Program all are possible sources of money which could be used in conjunction with local money.

5. THE CITY SHOULD HELP PROMOTE THE SEARCH FOR ADDITIONAL HARBOR SPACE IN THE ROCKPORT VICINITY. As industrial development, including energy facilities, looks to Rockport as a potential location, it will be important to be able to provide sufficient development sites and infrastructure. The present facilities at Cove Harbor are not adequate to support significant coastal, water dependent facilities.

6. THE CITY SHOULD BEGIN A NEW COMPREHENSIVE PLAN, IN CONJUNCTION WITH ITS RESPONSE TO INCREASING POPULATION. The 1969 Comprehensive Plan is now out-of-date and no longer applicable to present and anticipated conditions. The city needs a new plan to serve as a framework for growth management. The present study should be used as the basis for preparation of an updated comprehensive plan.

7. FINALLY, THE CITY SHOULD BEGIN A FOCUS ON THE CENTRAL BUSINESS DISTRICT REVITALIZATION PROGRAM, IN ACCORDANCE WITH THE RECOMMENDATIONS SET FORTH IN SECTION V OF THIS STUDY. The Central Business District is important to the cohesion of the city. There are two major recommendations concerning the CBD. The first is to prepare a comprehensive redevelopment plan that includes both long-range, ongoing tasks as well as intermediate tasks. The second recommendation is to immediately proceed with some of the more short-term tasks, such as the provision of off-street parking and a street-landscaping program, even while the plan is being formulated.