

AGENDA
SPECIAL MEETING OF THE BOARD OF COMMISSIONERS
HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

DATE: Thursday, April 9, 2020

TIME: Special Session 5:00 P.M.
Executive Closed Session Immediately following Special Session

PLACE: Woodley Island Marina Meeting Room via Teleconference (712) 432-0220, Passcode 4430801#

The Meeting Room is wheelchair accessible. Accommodations and access to Harbor District meetings for people with other handicaps must be requested of the Director of Administrative Services at 443-0801 at least 24 hours in advance of the meeting.

Limited seating will be available on site with consideration to social distancing guidelines.

1. Call to Order Special Session at 5:00 PM and Roll Call

2. Public Comment

Note: This portion of the Agenda allows the public to speak to the Board on the various issues not itemized on this Agenda. A member of the public may also request that a matter appearing on the Consent Calendar be pulled and discussed separately. Pursuant to the Brown Act, the Board may not act on any item that does not appear on the Agenda. Each speaker is limited to speak for a period of three (3) minutes regarding each item on the Agenda. Each speaker is limited to speak for a period of three (3) minutes during the PUBLIC COMMENT portion of the Agenda regarding items of special interest to the public not appearing on the Agenda that are within the subject matter jurisdiction of the Board of Commissioners. The three (3) minute time limit may not be transferred to other speakers. The three (3) minute time limit for each speaker may be extended by the President of the Board of Commissioners or the Presiding Member of the Board of Commissioners at the regular meeting of the District. The three (3) minute time limit for each speaker may be enforced by the President of the Board of Commissioners or the Presiding Member of the Board of Commissioners at the regular meeting of the District.

3. Old Business

a) Receive Report and Receive Direction from the Board Regarding Districts Response to COVID-19. (Roll Call Vote)

Recommendation: Staff recommends the Board: Receive a report and provide direction as necessary.

Summary: On March 11, 2020 Humboldt County Health Officer Teresa Francovich, MD declared a local health emergency. The Maritime Commerce and Commercial Fisheries are essential services. Staff will provide an update on the Harbor District operation and the Board will discuss and take action on items necessary to keep operations functioning during this emergency.

b) Consider Authorizing the Executive Director to Execute a Lease Agreement with Reincke Marine Fabrication to operate the Fields Landing Boat Yard (Roll Call Vote)

Recommendation: Staff recommends the Board: Approve a lease Agreement with Reincke Marine Fabrication.

Summary: The Board Authorized the release of a request for proposals to operate the Fields Landing Boat Yard. The District currently directly operates the boat yard as a do-it-yourself work yard. Customers have the option of either trailering in or having their vessel hauled out by the District's 150-ton mobile straddle travel lift. The Project operates under Coastal Development Permit 80-P-21 from the California Coastal Commission which allows haul outs from the existing finger piers, approximately seven (7) acre boat repair facility, including a wash down area, boat works areas, restrooms, parking area, travel ways, drainage systems, catch basin and office.

4. New Business

a) Consider Authorizing the Executive Director to Execute a Headwaters Fund Grant Agreement (Roll Call Vote)

Recommendation: Staff recommends the Board: Authorize the Executive Director to: Execute the Headwaters grant agreement, Authorize SHN to complete eelgrass and biological reports utilizing the grant funds and Submit a grant application to the US EPA for Brownfield Site Assessment funding.

Agenda for April 9, 2020 Special Board Meeting

Summary: The Harbor District applied for and was awarded \$65,000 of Headwaters grant funds to prepare the District's RMT I Terminal on the Samoa Peninsula for the re-construction of the existing multipurpose dock, with offshore wind energy as the anchor tenant. The existing 7-acre wooden dock is significantly past its useful life and needs to be completely reconstructed in order to modernize the port to prepare for modern maritime industries.

5. Public Comment on Closed on Session Items

6. Adjournment

7. Move to Executive Closed Session

- a) CONFERENCE WITH REAL PROPERTY NEGOTIATORS. Terms of potential acquisition and/or lease of real property on the Samoa Peninsula, Humboldt County, with Assessor's Parcel Numbers, 401-112-021 and 401-112-024 California pursuant to California Government Code § 54956.8. District negotiators: Larry Oetker, Executive Director and Ryan Plotz, District Counsel. Negotiating party: California Marine Investments LLC. Under negotiation: price and payment terms.
- b) CONFERENCE WITH REAL PROPERTY NEGOTIATORS. Terms of potential acquisition and/or lease of real property in Fields Landing, Humboldt County, with Assessor's Parcel Numbers, 307-101-002 California pursuant to California Government Code § 54956.8. District negotiators: Larry Oetker, Executive Director and Ryan Plotz, District Counsel. Negotiating party: Tod Reincke. Under negotiation: price and payment terms.
- c) CONFERENCE WITH REAL PROPERTY NEGOTIATORS. Terms of potential purchase of real property with Assessor's Parcel Numbers 401-112-021, 401-031-061, 401-031-040, and 401-031-054 on the Samoa Peninsula, Humboldt County, California pursuant to California Government Code § 54956.8. District negotiators: Larry Oetker, Executive Director and Ryan Plotz, District Counsel. Negotiating party: Green Diamond Resource Company. Under negotiation: price and payment terms.

8. Public Report, if any will be made available on the Harbor District website

9. Adjournment

COMMISSIONERS

- 1st Division
Larry Doss
- 2nd Division
Greg Dale
- 3rd Division
Stephen Kullmann
- 4th Division
Richard Marks
- 5th Division
Patrick Higgins

Humboldt Bay
Harbor, Recreation and Conservation District
 (707) 443-0801
 P.O. Box 1030
 Eureka, California 95502-1030



STAFF REPORT – HARBOR DISTRICT MEETING
April 9, 2020

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: April 3, 2020

TITLE: Consider Authorizing the Executive Director to Execute a Lease Agreement with Reincke Marine Fabrication to operate the Fields Landing Boat Yard (Roll Call Vote)

RECOMMENDATION: Staff recommends the Board: Authorize the Executive Director to execute a lease agreement with Reincke Marine Fabrication.

BACKGROUND: In October 2019, the Board authorized the release of a request for proposals to lease the District’s Fields Landing Boat Yard site operations. The District currently directly operates the boat yard as a do it yourself work yard. Customers have the option of either trailering in or having their vessel hauled out by the District’s 150-ton mobile straddle travel lift. The Project operates under Coastal Development Permit 80-P-21 from the California Coastal Commission which allows haul outs from the existing finger piers, approximately seven (7) acre boat repair facility, including a wash down area, boat works areas, restrooms, parking area, travel ways, drainage systems, catch basin and office.

In October 2019, the area between the finger piers was dredged to a depth of 14 feet (beginning 150 feet from the end of the finger piers to the federal navigation channel.) The established a dredge fee for each haul out to provide funding for future dredging events. It is my understanding that since the Boat Yard opened in the early 1980’s, and that the District has both directly managed and contracted with a private company to operate the Boat Yard.

DISCUSSION: The Terms sheet for the proposed lease is included as Attachment A. One of the Districts top goals is to provide a full-service boatyard/marine services facility, with do-it-yourself capabilities, at the District owned boat yard property in Fields Landing, California. The Project needs to ensure that the community has the physical resources and services to support resilient, independent and economically productive commercial, recreational, research and safety/security marine-dependent activities.

The Project is intended to service local and transient commercial and recreational vessels for short- and long-term maintenance, repair and overhaul needs, including emergency haul-out and repair. Also, the Project is to provide a safe means to remove derelict vessels from the water to minimize negative environmental and other impacts, and to create new and improved economic opportunities in the local and regional economies. An additional objective is to provide deep water access for the District’s adjacent Coastal Dependent Industrial property.

Attachments:

- A. Draft Lease Term Sheet

HUMBOLDT BAY HARBOR, RECREATION,
AND CONSERVATION DISTRICT
Term Sheet

April 2, 2020

PROJECT NAME: Reincke Marine Fabrication

PROJECT LOCATION: Fields Landing Boat Yard (FLBY)

LESSEE: Tod Reincke

LESSOR: Humboldt Bay Harbor, Recreation and Conservation District

PURPOSE: The purpose of this document is not to bind or legally obligate any party. Instead it is intended to identify terms and conditions of a lease of those areas shown the attached Exhibit 'A'.

One of the Districts top goals is to provide a full-service boatyard/marine services facility, with do-it-yourself capabilities, at the District owned boat yard property in Fields Landing, California (the "Project"). The Project needs to ensure that the community has the physical resources and services to support resilient, independent and economically productive commercial, recreational, research and safety/security marine-dependent activities.

The Project is intended to service local and transient commercial and recreational vessels for short- and long-term maintenance, repair and overhaul needs, including emergency haul-out and repair. Also, the Project is to provide a safe means to remove derelict vessels from the water to minimize negative environmental and other impacts, and to create new and improved economic opportunities in the local and regional economies. An additional objective is to provide deep water access for the District's adjacent Coastal Dependent Industrial property.

KEY CONDITIONS: The LESSOR and LESEE agree to the following general lease terms:

1. Lease **approximately xxx Acres AREA WILL BE UPDATED WITH SUPPLEMENTAL MAP** of Land including approximately 7,000 sq. ft. of office and shop space of those areas identified as **ATTACHMENT MAP WILL BE INCLUDED AS A SUPPLEMENTAL TO THE STAFF REPORT PRIOR TO THE MEETING)** on the attached Exhibit 'A'
2. Equipment: Lease include the use of the following District owned equipment:
 - a. 1 - 150-ton Travel Lift
 - b. 1 - 3-ton Forklift
 - c. 1- 3,500 psi pressure washer and 1 – 4,000 psi pressure washer

d. Various height boat stands

The Harbor District may utilize the equipment at no cost with advance notice and coordination with Lessee.

3. Base Rent 05/01/2020 – 12/31/2020 \$3,400.00 per month
 01/01/2021 – 12/31/2021 \$5,000.00 per month
 01/01/2022 – 12/31/2022 \$6,000.00 per month
 01/01/2023 – 04/30/2024 \$7,000.00 per month
4. Option Rent: For each year of the renewal term, the base rent shall be increased by a percentage equal to the percentage change in the Consumer Price Index published by the United States Bureau of Labor Statistics of the United States Department of Labor for the most recent twelve months available thirty (30) days prior to the anniversary date, however by no less than Two percent (2%).
5. Lease Term: Four (4) years with One option to renew for Four (4) additional years
6. Commencement Date: May 1, 2020, provided Tenant brings all open accounts with District to a current status.
7. Utility Meters: Upon commencement of Lease, Tenant shall ensure all utility meters, with the exception of the industrial wastewater discharge meter, are placed in Tenant's Name and shall pay before delinquency for all utilities delivered to and consumed on the premises.
8. Security Deposit: Tenant shall place on Deposit with Lessor an amount equivalent to one months' Base Rent. For the purpose herein the Rent has been averaged to be \$5,650.00. Any previously paid Deposit shall be credited toward this Security Deposit.
9. Maintain the District's Travel-Lift, forklift, pressure washer, buildings and facilities to the standards outlined in the District's Preventative Maintenance Schedule and facilities minimum Stormwater and Industrial Wastewater Prevention Best Management Practices which may change from time to time to reflect Documentation.
10. Revised lease to be drafted by LESSOR for LESSEE's review and execution.
11. Each party shall, to the maximum extent allowed by law, indemnify, defend, and hold each other harmless from and against any and all claims, demands, liabilities, actions, judgments, costs and expenses, for injury to person, real property, or personal property arising from (i) a party's breach of the lease, (ii) a party's use of the leased premises, including without limitation, a party's use of the equipment, (iii) any negligent or intentional act or omission by a party, except to the extent caused by the sole negligence or intentional act by the other party. The particular indemnity language shall be negotiated between the parties and, in any event, shall survive termination of the lease and shall not be limited to the extent or availability of any insurance.

The LESSOR will:

1. Deliver shop and office premises as-is, broom clean condition by May 1st
2. Replace the existing failed “Insulated Glass Units” within 30 days of Lessee bringing their account current with the District.
3. Cause to improve operation of the roll-up door for the cost and method identified per the attached Exhibit ‘B’ after 07/01/2020 but before 10/01/20.
4. Establish a preventive maintenance schedule and operating procedures and monitors Lessee’s implementation of the District owned 150-ton Travel-Lift, Travel lift dock, buildings, and boat yard. Such maintenance shall be conducted and paid by Lessee in cooperation with Lessor.
5. Establish and monitor Lessee’s Stormwater and Industrial Wastewater Prevention Best Management Practices. Such maintenance shall be conducted and paid by Lessee in cooperation with Lessor. The Lessor will be responsible for the pretreatment system and all laboratory testing.
6. Relocate District vessels and equipment out of the lease area identified on Exhibit B as Area “B” by May 1, 2021. All vessels and equipment located outside of Area “B” shall be removed from the lease area to District’s retained area by October 1, 2020. District shall have the right to utilize and operate the Travel-lift, forklift, and pressure washer by District staff at no charge with reasonable advance notice during the relocation timeframes. The Harbor District may utilize the forklift and pressure washer during the term of the lease at no cost with advance notice and prior approval of Lessee.
7. Authorize the Executive Director to enter a contract with Lessor to demolish and properly disposed all or portions of the abandoned vessels located within the lease area. As part of Lessee’s proposal which was submitted as part of a properly noticed Request for Proposals, the Lessee proposed demolishing the following vessels for a price not to exceed:
 - a. NO. 1 \$3,400;
 - b. NO. 5 for \$3,400;
 - c. NO. 9 for \$5,180;
 - d. NO. 11 for \$9,860; and
 - e. NO. 14 for \$5,120
 - f. Other vessels on a time and materials basis.

The Numbers described above are as painted on the vessel hulls. The above contract is conditioned upon the District receiving authorization from the State Department of Boating and Waterway to be reimburse the District for the demolition costs. No work

can proceed without the District providing a written "Notice to Proceed". All work shall be completed by August 1, 2020.

The LESEE will:

1. Bring account to \$0.00 balance prior to May 1, 2020.
2. Provide District at no cost vessels repair space within the indoor shop and/or outdoor work yard at District's choice for three (3) up to seven (7) consecutive day periods per calendar year. Associated with these repairs the District shall receive at no cost, three (3) travel lift hauls, launches, and yard movements.
3. Charge the District \$200 round trip (haul & launch) and \$150 per interior yard moves. District will provide a minimum of 48 hours advance notice.
4. Provide a minimum of five (5) work yard spaces up to 110 feet in length for self-help customers on an as needed bases and at a rent not to exceed market rate and allow contractors to work on self-help yard boats provided the contractors follow all required best management practices and standard operating procedures.
5. Collect Dredge Surcharge fee for each haul and launch as outlined in the most recent Harbor District Board approved fee schedule and transfer payment to District within 30 days of collection.
6. Control ingress and egress into the facility and shall have the District's advance authorization to relocate entrance gate and all fence to match the lessee's facility management objectives. Lessee shall ensure unobstructed access between the travel lift dock and the District's retained area.
7. Lessee shall provide District with an access code to the main entrance gate and allow District Staff full access to the exterior work yard including travel lift dock. District will not interfere with Lessee full utilization of the yard.
8. Have authority to restrict/prohibit access to anyone.
9. Utilize the vessel Luigi for entryway signage provide that all hazardous materials are removed, and the exterior is maintained in an aesthetically pleasing manner
10. Maintain adequate insurance for Lessee's use and operation of the leased premises and the equipment at reasonable levels to be approved by Lessor and Lessor's insurer and included in the lease, including policies of insurance covering the equipment, the property and improvements thereon, worker's compensation, and commercial general liability. With exception of the worker's compensation insurance, each policy of insurance shall name the Lessor as an additional insured. Certificates evidencing the agreed upon levels and policies of insurance shall be evidenced by Certificates of Insurance provided and approved by Lessor prior to commencement of the lease.

Terms Accepted by:

Name: _____ Title: _____

Signature: _____ Date: _____

Humboldt Bay Harbor, Recreation, and Conservation District:

Name: Larry Oetker Title: Executive Director

Signature: _____ Date: _____

COMMISSIONERS

- 1st Division
Larry Doss
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 Eureka, California 95502-1030



STAFF REPORT – HARBOR DISTRICT MEETING
April 9, 2020

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: April 3, 2020

TITLE: **Consider Authorizing the Executive Director to Execute a Headwaters Fund Grant Agreement**

RECOMMENDATION: Staff recommends the Board: Authorize the Executive Director to:

1. Execute the Headwaters grant agreement
2. Authorize SHN to complete eelgrass and biological reports utilizing the grant funds.
3. Submit grant application to the USEPA for Brownfield Site Assessment funding

BACKGROUND: The Harbor District applied for and was awarded \$65,000 of Headwaters grant funds to prepare the District’s RMT I Terminal on the Samoa Peninsula for the re-construction of the existing multipurpose dock, with offshore wind energy as the anchor tenant. The existing 7-acre wooden dock is significantly past its useful life and needs to be completely reconstructed in order to modernize the port to prepare for modern maritime industries. Several Federal, State, and private industry studies have identified Humboldt Bay and the RMT I terminal specifically as the preferred west coast port to develop offshore wind economic cluster. Humboldt Bay is ideally positioned as the closest offshore wind turbine assembly facility and deployment port to the proposed Bureau of Ocean Energy Management (BOEM) north coast lease areas.

DISCUSSION: A project overview is included as Attachment A and the Headwaters Fund grant narrative description is included as Attachment B. Staff has received cost proposals to complete the following technical studies and should have the remaining cost estimates by April 15th. Staff will provide an overview of the project costs, timeline, and funding at the meeting.

Attachments:

- A. Offshore Wind Project Overview
- B. Headwaters Fund grant narrative description
- C. SHN proposal to complete eelgrass and biological reports

HUMBOLDT Bay, California

Proposed Wind Energy Port

**OUR PORT IS PREPARING
AND WILL BE READY
FOR YOUR BUSINESS!!!!**

Larry Oetker, Executive Director
Humboldt Bay Harbor, Recreation, & Conservation District
(707) 443-3401
loetker@humboldt bay.org

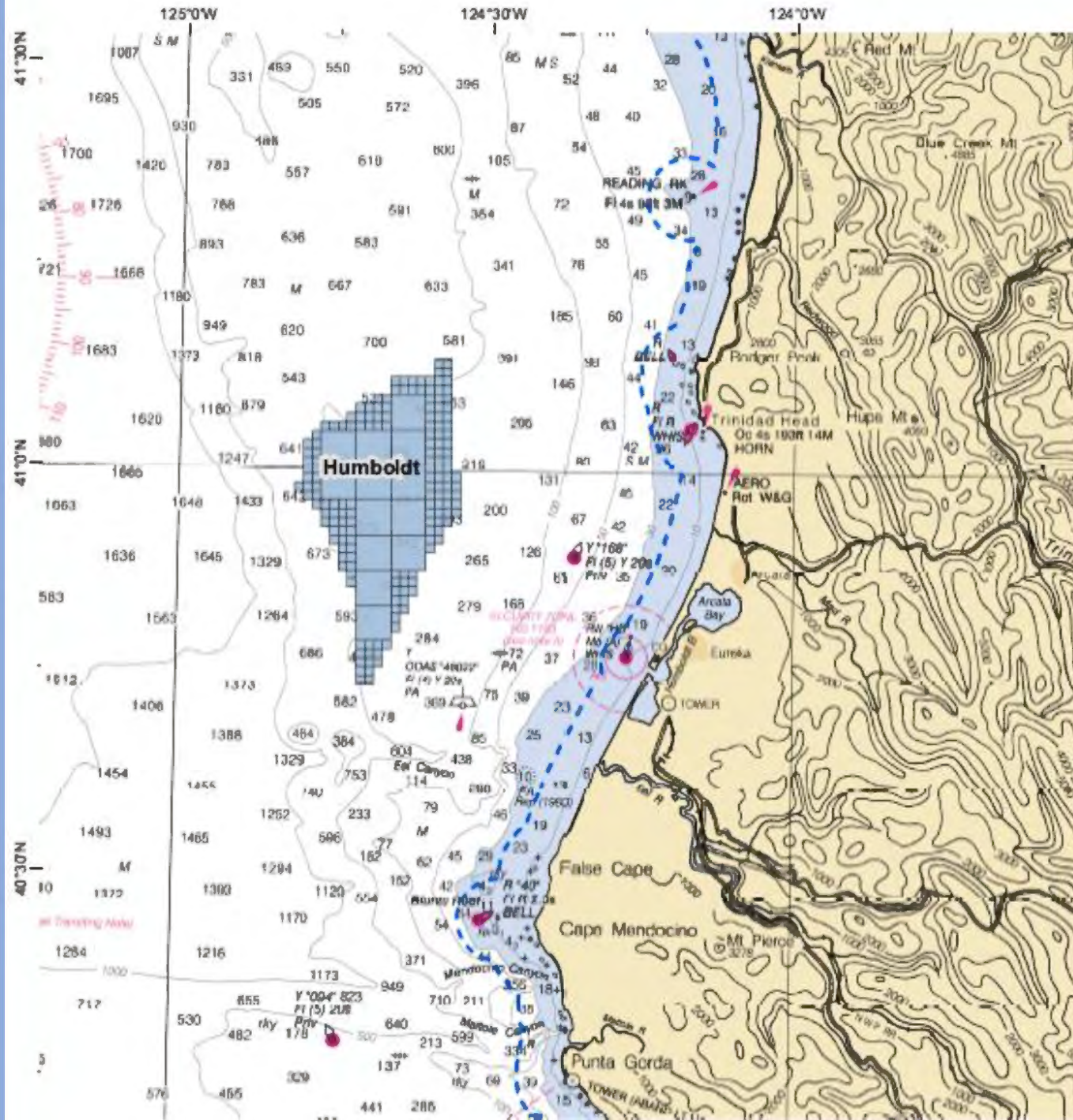
South Jetty
Humboldt Bay California

Image By: Chad Johnson

Federal Offshore Wind Energy Lease Area

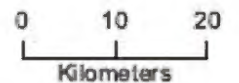
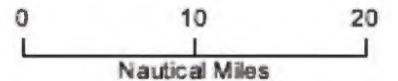
30 miles off Humboldt Bay

Anticipated BOEM Lease Award Spring 2021



Northern California Call Area

- - - Federal / State Boundary
- Proposed Call Areas



Map Date: 10/03/2018



OBJECTIVE

Prepare Humboldt Bay to be the West Coast Port for Offshore Wind:

- Assembly
- Fabrication & Construction
- Operation and Maintenance



California's 2nd Largest Natural Bay!



Arcata

Fortuna

Eureka

**HUMBOLDT
BAY**

Arcata Bay

Page 13 of 40
2.48 mi

Samoa Peninsula

South Bay



FEDERAL CHANNELS

Bar and Entrance

- 48 feet deep

North Bay, Eureka, & Samoa

- 38 feet

Fields Landing

- 26 feet



1990's

Sierra Pacific Industries

Simpson Pulp Mill

Louisiana Pacific Pulp Mill

Pacific Affiliates

North Coast Chip Export

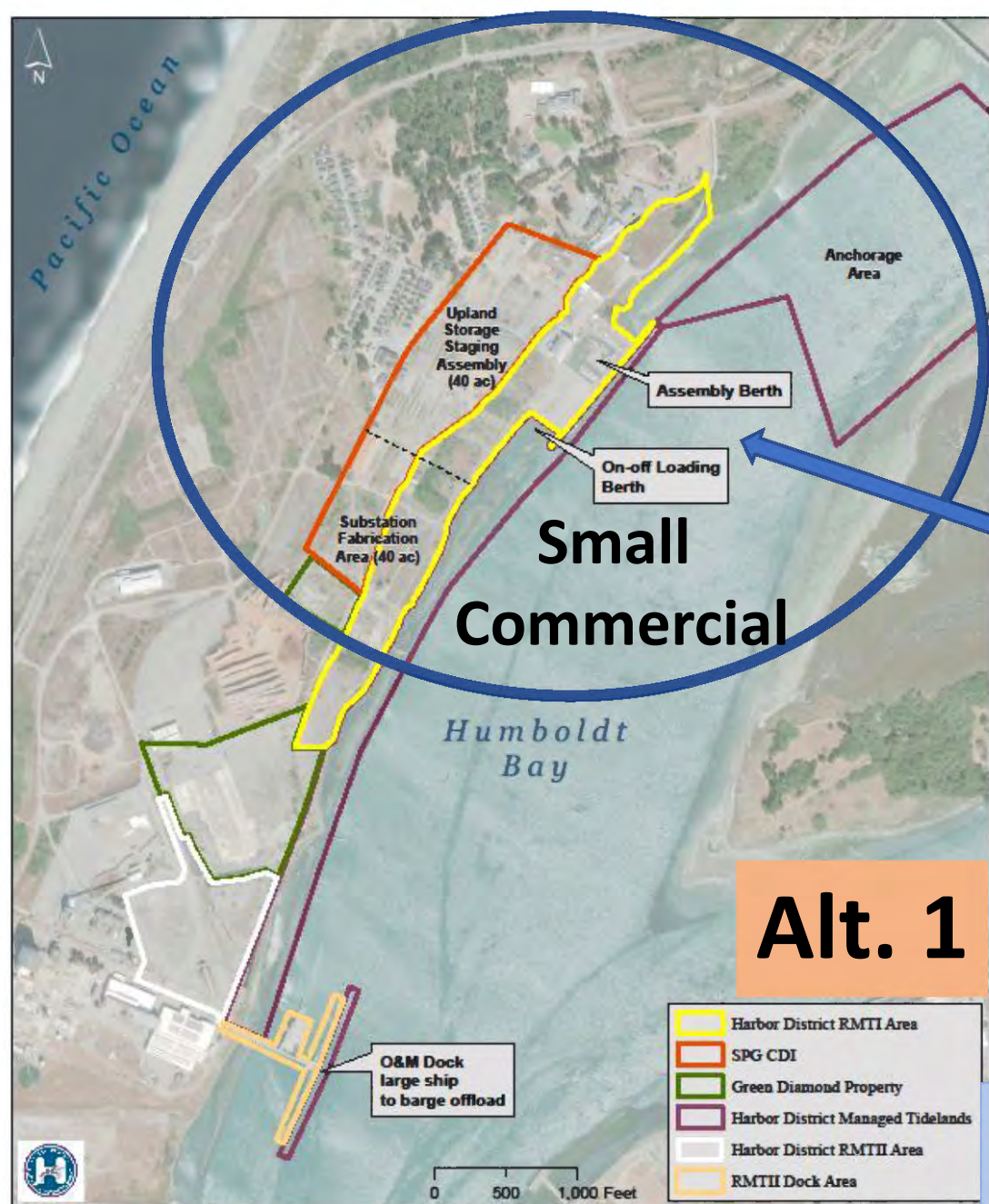


Port of Humboldt Bay Has Potential To Offer



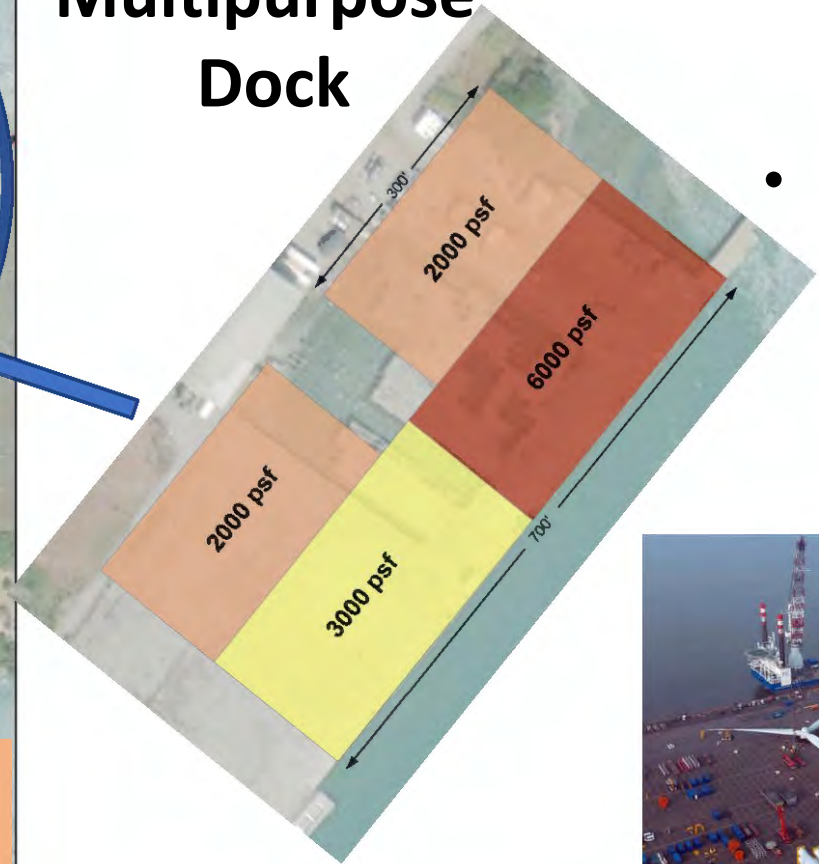
New Multipurpose Dock replacing existing 6 acre wood dock to support the Offshore Wind Industry





Alt. 1

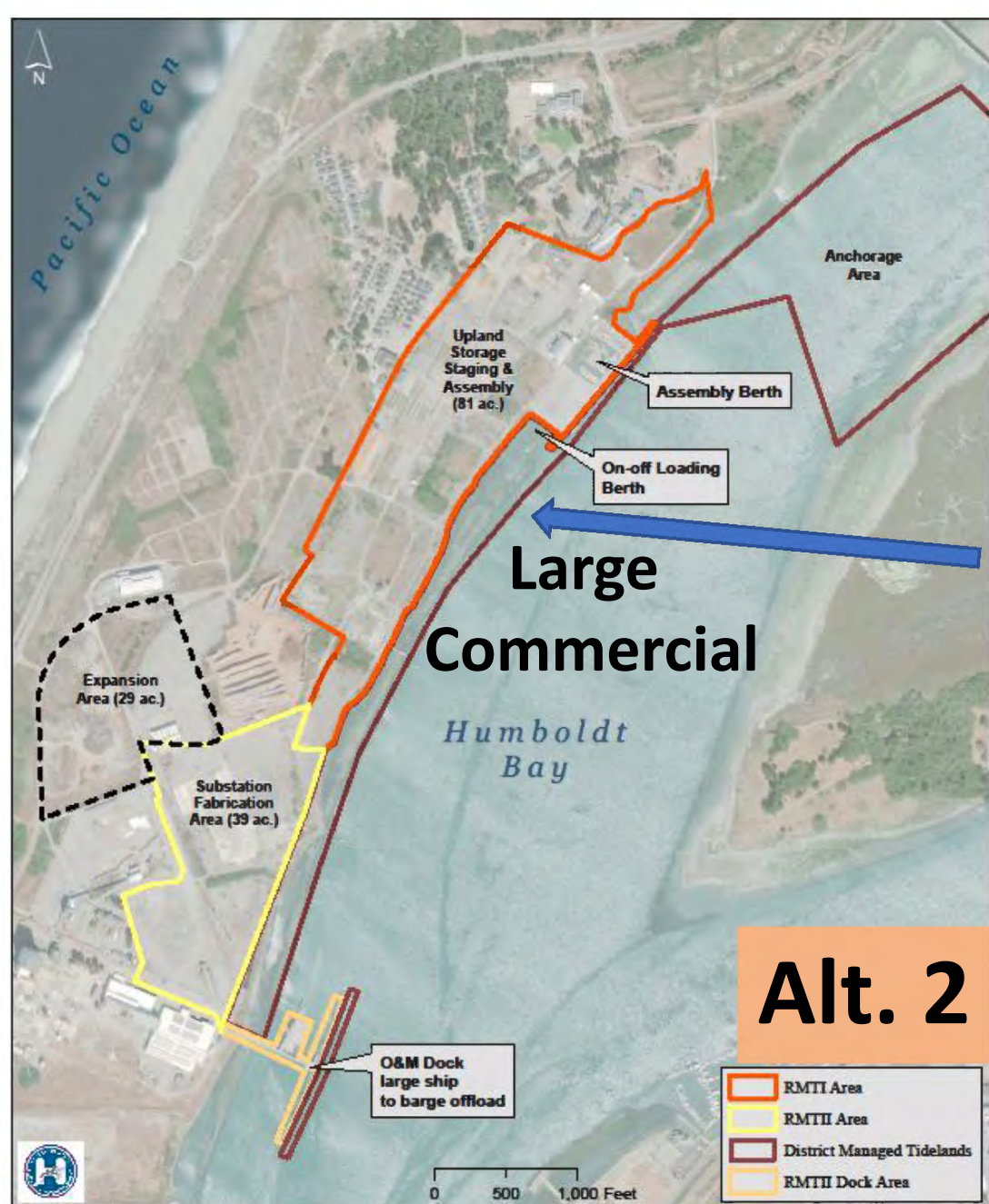
New Multipurpose Dock



- **New High Load Dock**
 - 1 berth
 - anchorage area
- **Upland**
 - 40 acre upland storage/staging area
 - 40 acre fabrication

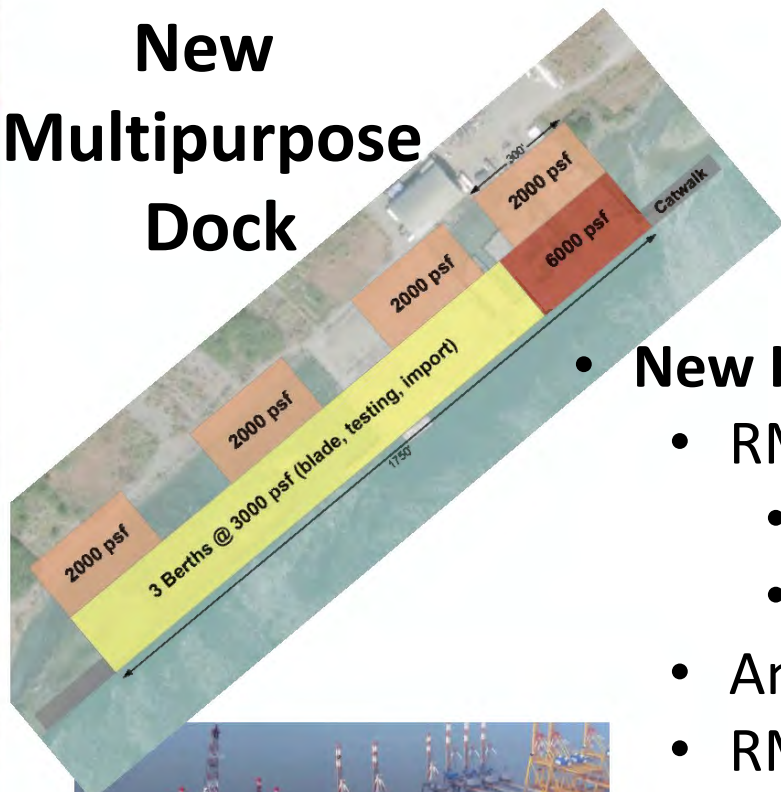


Humboldt Bay Small Commercial Wind Energy Port Facilities



Alt. 2

New Multipurpose Dock



• New High Load Dock

- RMT I 2 Berths
 - 2 assembly (700')
 - 1 on/off loading 900'
- Anchorage area
- RMT II 1 Berth (1,100')



• Upland

- 40 acre upland storage area
- 40 acre assembly
- 40 acre fabrication
- 30 acre expansion area

Humboldt Bay Large Commercial Wind Energy Port Facilities



**New Bedford
Marine Commerce
Terminal site during
Construction 2014**

An aerial photograph of a large industrial terminal. The terminal is a large, flat, paved area with several rows of white cylindrical tanks. A red crane is positioned in the center of the terminal. The terminal is situated on a peninsula or near a body of water, with a long pier extending into the water. In the background, there are several large industrial buildings and a parking lot. The text "New Bedford Marine Commerce Terminal Completed in 2015" is overlaid on the right side of the image.

New Bedford
Marine Commerce
Terminal
Completed in 2015

Phase I Feasibility Analysis

Humboldt State University, Schatz Energy Research Center Study

- April 28, 2020 release and all day workshop @ Eureka Wharfinger Building
- Schatz Center, H.T. Harvey, Mott MacDonald, & HSU's economics, geology, and environmental science departments.

1. Offshore Wind Generation and Load Compatibility Assessment;
2. Electricity Grid Constraints, Mitigation Measures, and Associated Costs;
3. Likely and Potential Environmental Impacts;
4. **Port Infrastructure Modifications and their Impact on Ocean Environment, Climate**
5. Resiliency, and Local Stakeholders;
6. Analysis of Stakeholder Benefits and Impacts;
7. Policy Evaluation and Recommendations; and
8. Military Mission Compatibility.

Phase I Feasibility Analysis

Task 4: Port Infrastructure Assessment

1. Basis of Analysis and Evaluation Criteria
2. Identify requirements to support harbor-based work
3. Onsite investigations and targeted stakeholder interviews
4. Assess existing and planned infrastructure
5. Characterize upgrades to Humboldt Bay harbor infrastructure that will likely be required
6. Characterize additional upgrades that harbor-based stakeholders see as needed
7. High level estimates of upgrade costs
8. Identify local actions/investments that could increase co-benefits
9. Identify state actions/investments that could increase co-benefits
10. Evaluate Sea Level Rise vulnerability and potential impacts

Phase II Port Facilities Pre-Permitting

- Establish “Potential Area Of Impact”
- Coordinate and receive authorization from property owners
- Support from Port, County, and other local government
- Scope of Work / cost estimate
- Assemble funds
- Complete technical reports required by permitting agencies
- Coordinate development plans from Industry
- Submit consolidated Coastal Development Permit

1. Wetland / Biological
2. Cultural Resource
3. Geotechnical
4. Traffic
5. Greenhouse gas
6. Eel Grass
7. Benthic (bay mud)

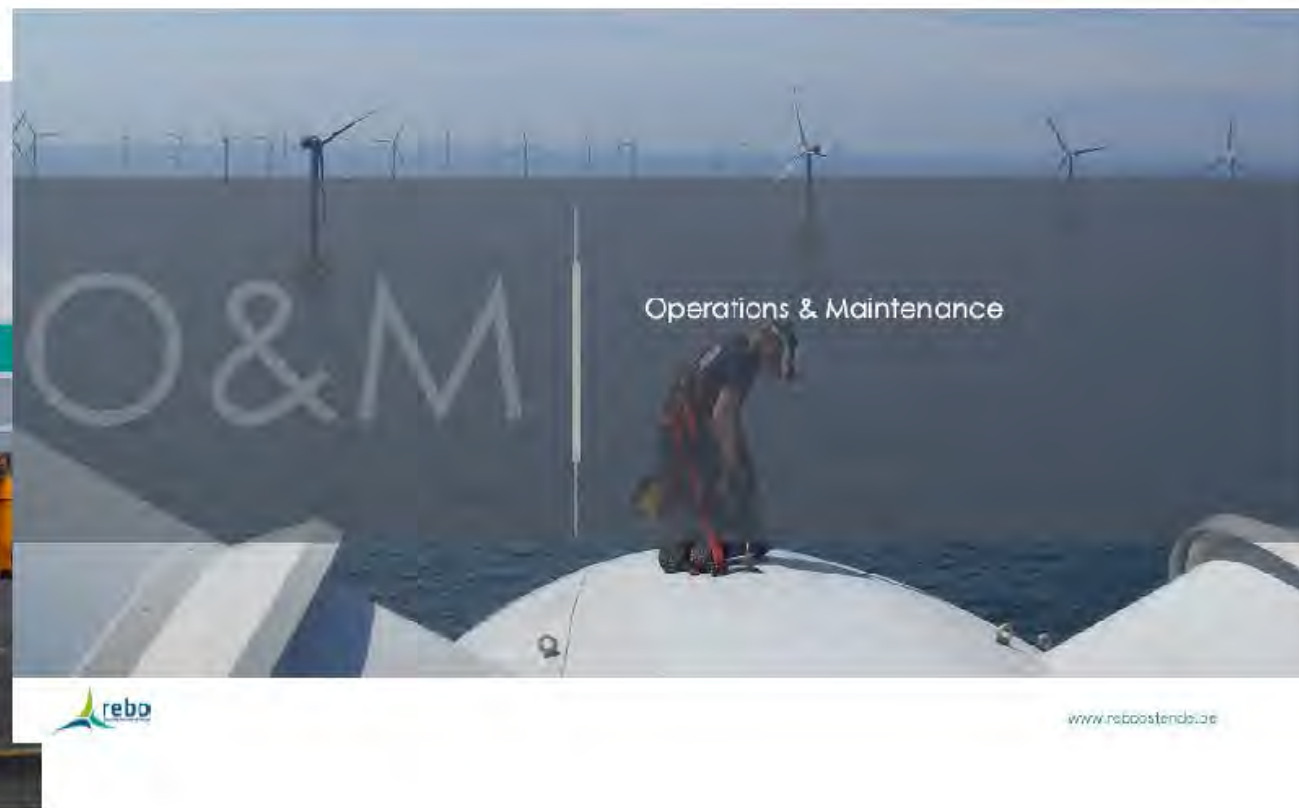
Preliminary Timelines

Offshore Wind Energy Project Timeline

2020	2021	2022	2023	2024	2025
BOEM Lease Award - Feb. 2021	Off-shore Environ. Review			Port & Turbine Assembly	

Port Development Timeline

Permitting & Environ. Review Technical Studies	EIR & CDP & Other Permits	Terminal Re-construction and Upland Development	Terminal Operating
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Key industry components required to achieve an almost \$70 billion utility-scale build-out of America's offshore wind power capacity by 2030 include:

• > 1,700 offshore wind turbines & towers.....	\$29.6 billion
• > 1,750 offshore turbine & substation foundations.....	\$16.2 billion
• > 8,000 kilometres of upland, export & array cables.....	\$10.3 billion
• > 60 onshore & offshore substations.....	\$ 6.8 billion
• Marine support, insurance & project management.....	\$ 5.3 billion
	TOTAL by 2030: \$68.2 billion

(Source: Supply Chain Contracting Forecast for US Offshore Wind Power 2019)

Humboldt County Headwaters Grant Application: NARRATIVE RESPONSES
HBHRC – RMT I Site and Environmental Review

1) The Humboldt Bay Harbor, Recreation, and Conservation District (District) continues to prepare the District's RMT I Terminal on the Samoa Peninsula for the re-construction of the existing multipurpose dock, with offshore wind energy as the anchor tenant. The existing 7-acre wooden dock is significantly past its useful life and needs to be completely reconstructed in order to modernize the port to prepare for modern maritime industries. Several Federal, State, and private industry studies have identified Humboldt Bay and the RMT I terminal specifically as the preferred west coast port to develop offshore wind economic cluster. Humboldt Bay is ideally positioned as the closest offshore wind turbine assembly facility and deployment port to the proposed Bureau of Ocean Energy Management (BOEM) north coast lease areas. Once developed, the facilities on Humboldt Bay can be utilized to construct/ assemble offshore wind turbines and associated components to tow them to other offshore locations on the west coast. Coastal Humboldt County has world-class offshore wind resources and the Samoa Peninsula has under-utilized Coastal Dependent Industrial (CDI) lands that are perfectly situated to support the operations necessary to assemble, deploy, repair and maintain wind energy turbines. In addition, Humboldt Bay has deep draft shipping channels that can accommodate the large marine vessels carrying wind turbine components. According to recently released federal BOEM report and many industry experts, California's most viable site for final assembly of offshore turbines is the Port of Humboldt Bay. This port has deep water access with no bridge restrictions and hundreds of acres of empty, available quayside land at the site of pulp and lumber mills that were abandoned when the region's forest industry collapsed in the 1990s. However, the port itself would need extensive rebuilding and upgrading, as well as dredging of shipping lanes to allow heavy cranes to assemble the floating platforms.

The deployment of offshore wind turbine is possible only with port infrastructure and land-based operations. During the last year substantial progress has been made towards understanding local offshore wind energy and port related infrastructure needs. Two examples of recent port infrastructure improvements to support renewable energy are the Port of Brest, France and the Port of New Bedford, Massachusetts. The Port of Brest is currently constructing a new marine renewable energy hub which includes upgrades including a new heavy loading quay and work area to assemble wind turbines. The Port of New Bedford is currently undertaking a major commercial makeover: deepening channels and berths as well as repairing and enlarging maritime terminals and wharves to accommodate the needs of the growing shipping and emerging offshore wind industries. The offshore wind energy industry has made substantial progress at these ports. The Harbor District can learn from these recent projects and adapt to local conditions. RMT I redevelopment is vital for the offshore wind energy industry and could turn Humboldt County into a West Coast Energy Hub.

The District is seeking Headwaters grant funding to complement the \$623,000 already awarded by the Ocean Protection Council to the Schatz Energy Research Center (SERC) for North Coast Offshore Wind Energy Feasibility Analysis. Humboldt State University's SERC is finalizing their Feasibility Analysis which will inform the proposed RMT I dock renovations and expansion project to support offshore wind energy. The SERC project is conducting an in-depth study and analysis of the electrical, environmental, port infrastructure, stakeholder, and policy issues and needs associated with offshore wind development in the Humboldt Bay region. In addition, they will utilize best scientific and engineering practices and recognized experts to identify issues and

propose paths forward to utilize an immense renewable energy resource while protecting the marine and coastal environments. In order to make this project a reality, we cannot lose momentum, and the District intends to utilize the Headwaters grant funds to pick up where the SERC project stops and focus our efforts on project readiness by preparing the California Environmental Quality Act (CEQA) technical reports and preparing the Coastal Development Permit (CDP) application for the proposed RMT I terminal reconstruction.

The Harbor District recently released an RFP for companies to develop RMT I as an offshore wind terminal and manufacturing facility. Proposals were received and the Harbor District is currently in the review process. The goal is to leverage the Headwaters funds to secure private investment into the CEQA and Coastal Development Permits and then have these private investors leverage \$15 - \$30 million federal MARAD grants to construct a \$50- \$100 million new multipurpose terminal. One of the next steps is to conduct site specific technical/environmental studies to inform and update a 1994 Environmental Impact Report and 60% complete engineering drawings for demolishing and rebuilding the RMT I dock. The proposed facility consisted of a concrete sheet pile bulkhead wall outlining the existing dock, in-filling of 6.5 acres of intertidal lands behind the bulkhead within the footprint of the existing wooden dock and the construction of 1,800 lineal feet of concrete decked, concrete pile supported wharf along the Samoa Channel.

This project involves early and ongoing consultation and coordination with stakeholders including fisherman and the tribes. While conversations with local fishermen, tribes, environmentalists, labor unions and government partners are ongoing, the community's overall response has been supportive. Several Board of Supervisors and public members recently commented that offshore wind is where the County should be putting its efforts. The revitalization of RMT I will allow the community to realize benefits from this unique industrial site with marine access. Offshore wind energy generation is the first industry that has the capacity to fully utilize the Coastal Dependent Industrial (CDI) lands on the Samoa Peninsula since the decline of the forest products industry. This project is identified in Prosperity! 2018 and we believe this use of grant funds will help fulfill the Headwaters Fund mission to improve our local economy.

2) The Headwaters Grant Funds will allow the District to begin the critical initial work of transforming RMT I into an energy port. The existing wood piling 7-acre dock will need to be removed and a new modern heavy weight dock permitted and constructed. Funds will be used to conduct site assessments and update environmental studies for the purpose of permitting the RMT I facility for construction and modification to support offshore wind energy operations. Initial investment in readying RMT I for redevelopment and construction to accommodate offshore wind is crucial to the future success of this project and will facilitate capital investments through anticipated public-private partnerships.

Renewable wind energy offers one of the most promising employment opportunities for Humboldt County in decades. Offshore wind energy use will initially create jobs with the construction and rebuilding of the dock and will create long-term jobs by attracting a new industry to the area. There are also co-benefits linked to state and local actions and investments supporting offshore wind farm development based in Humboldt Bay. Co-benefits refer to the positive effects that a policy or measure aimed at one objective might have on other objectives; another term for co-benefits is ancillary benefits.¹ Samoa Peninsula has enough CDI lands

¹ Hackett, Steven. Co-Benefits Linked to State and Local Actions and Investments Supporting Offshore Wind Farm Development. Draft Dec. 13, 2019

available to accommodate and become the West Coast wind energy hub with assembly, metal fabrication/welding, anchor construction, and other industries expanding or locating in our area to support this new industry. Once deployed the offshore wind structures will need to be maintained and repaired by a highly skilled workforce.

In addition to grid reliability, offshore wind offers a number of other benefits, including the opportunity to develop a new industry from the ground up. A recent report estimated that if California were to install 18 GW of offshore wind capacity by 2045, the state could support over 17,500 jobs in the offshore wind industry, related downstream industries, and surrounding economy in that year.² Local and state agencies can guide industry growth with a cluster-based approach: creating market certainty, training workers, and facilitating connections, among other strategies. Offshore wind is projected to bring a new surge in investment and employment to many of the country's working harbors. For example, every dollar invested in the construction of a 352 MW wind farm off the coast of New Jersey is expected to generate \$1.83, resulting in a total in-state economic benefit of over \$700 million.³

The offshore wind industry offers a diverse array of employment opportunities that caters to different education and experience levels at every phase of development. For example, the industry could employ lawyers to negotiate legal contracts and bids, metal workers to manufacture foundation components, sales representatives to facilitate the sale of manufactured parts, environmental specialists to ensure that project development is minimally invasive towards coastal ecosystems, and engineers to conduct regular operations and maintenance. In addition to supporting a wide array of jobs, offshore wind represents an excellent opportunity for California to build an inclusive economy that offers accessible, fair-wage jobs to its residents.⁴ Offshore wind could bring much-needed economic benefits to local communities across California, including Humboldt County. However, investments in critical infrastructure (e.g., ports and roads) will be required.⁵

Examples of co-benefits from local or state actions and investments linked to offshore wind farm development are briefly discussed below. Regular and timely use of the Port of Humboldt Bay by vessels transporting wind farm components for in-port assembly, as well as for ongoing wind farm operations, maintenance, and repair, may depend upon maintaining design depths and widths for the bay entrance and federal channels, additional dredging for terminal access and anchoring sites, and repairing and maintaining the north and south entrance jetties.⁶ Such investments would generate co-benefits to other vessel operators utilizing the Port of Humboldt Bay, including commercial and recreational fishermen, charter operators, recreational boaters, transient vessels, cruise ship operators, freight-hauling vessels, and the Coast Guard. These co-benefits may take the form of safer entry, a lower frequency of entrance channel closure due to shoaling and hazardous sea states, and accommodation of deeper-draft vessels such as freighters and cruise ships over the bar and through transit channels within Humboldt Bay.⁷

Humboldt Bay is the only deep-water port in the state north of San Francisco, with substantial port infrastructure and power interconnection capacity and the absence of national security restrictions associated with some other California coastal areas. Harbor improvements are needed

² The California Offshore Wind Project: A Vision for Industry Growth. American Jobs Project. <http://americanjobsproject.us/>

³ Ibid.

⁴ Ibid.

⁵ Ibid.

⁶ Hackett, Steven. Co-Benefits Linked to State and Local Actions and Investments Supporting Offshore Wind Farm Development. Draft Dec. 13, 2019.

⁷ Ibid.

to support offshore wind development, and these improvements will also benefit stakeholders like the local fishing industry. Three key factors that give the Port of Humboldt Bay a strategic advantage over other west coast ports is the bay has no overhead bridges or power lines which restricts the height of the structure; we have a large amount of vacant coastal dependent industrial land; and our port is within 30 miles of the proposed offshore deployment sites.

3) Progress towards readying the RMT I site for renovation and expansion is on-going and will be measured by completing site analysis which may include geotechnical analysis, eelgrass surveys, preliminary engineering, and CEQA/NEPA environmental review documents. As mentioned previously, the proposed site and environmental assessments will build upon information currently being prepared by others through the SERC Feasibility Analysis project related to port infrastructure needs, potential environmental impacts, and stakeholder outreach. Site surveys will be conducted as necessary to update the previously prepared environmental impact report that evaluated very similar RMT I dock replacement.

4) Grant funds will complement the extensive work already underway by SERC, RCEA, and private companies to advance the development of offshore wind power generation. RCEA with support from a consortium of private companies submitted a lease application to BOEM and have been working with members of the community since 2017 to explore and develop the offshore wind potential of Humboldt County. SERC is working with other project partners to research numerous aspects of offshore wind energy generation. The District is focused on the port infrastructure development and will keep momentum going by taking port and land-based concept layouts developed as part of SERC Task 4 to the next phase of permitting and environmental review. See Attachment D for more information.

5) Offshore wind energy use will initially create jobs with the construction and rebuilding of the dock and will create long-term jobs by attracting a new industry to the area. According to one study, the four phases of offshore wind development offer a variety of job opportunities that cater to different education and experience levels. The phases of offshore wind development include: development & project management, manufacturing & construction, installation & commissioning, operations & maintenance. As noted above, it is estimated that if California were to install 18 GW of offshore wind capacity by 2045, the state could support over 17,500 jobs in the offshore wind and related industries; we think Humboldt County can position itself to get a large portion of those jobs. See Attachment E for more information.

According to RCEA, the plan is to start with a wind-energy generation facility consisting of 10 to 15 wind turbines located 20 to 30 miles offshore, with the potential to scale up. Initially the wind turbine components would be shipped to the North Coast and the need for local maintenance and repair crews would create some jobs. If the wind farm proves successful and scales up, there is the potential for the large-scale creation of well-paying jobs locally. This area faces workforce challenges, with a relatively small construction industry and few workers with industrial skills or marine qualifications. The Humboldt County's 2018 Workforce Development Report found near full employment in all sectors and widespread difficulty in hiring and retaining workers. Existing apprenticeship programs for the construction trades and for Merchant Mariner/Seaman could be expanded to address the offshore wind industry's needs on the North Coast, perhaps in collaboration with the College of the Redwoods, CSU Maritime Academy, and the region's tribal governments.

- 6)** Offshore wind energy presents enormous potential to help meet California's 100% clean electricity target. The wind resource beyond Humboldt Bay is among the best in the nation. Coastal communities have the most to lose from climate change induced sea level rise and hosting offshore wind installations is one way these communities can take action to help mitigate climate change impacts and add resiliency to their electricity supply. Furthermore, off-shore wind offers a higher plant capacity factor than other renewable energy sources being developed in the state, including solar and onshore wind. High capacity factor wind sites like Humboldt can complement solar by providing more consistent power flow to the grid while providing added resiliency through diversification of the state's renewable energy generation portfolio.
- 7)** This project directly addresses a central solution to Humboldt's economic stagnation and community decline – facilitating the transfer of the County's economy from a resource extraction-based economy to an economy based on a more diverse and sustainable set of industry clusters that include elements of an emerging alternative energy economy. This matches community values with economic development. It is crucial that this transformation can occur while maintaining the timber, fishing, and agricultural industries. The intentional planned reuse of underutilized properties allows for an economic transformation within our existing community, giving us the potential to keep jobs here and attract more jobs, increasing local wealth and our overall economic health and stability. The utilization of Humboldt County's offshore wind energy resource is crucial to the future health of our local economy and improving quality of life for Humboldt County residents. This project will lead to the production of local energy that will allow the County to realize energy independence. This project will also help the State achieve its GHG emission reduction goals.
- 8)** Harbor District staff have extensive grant and project management experience. The District currently owns and operates RMT I and RMT II and continually works to improve and expand facilities and services that support the District's mission. The District recently released an RFP for companies to develop and manage an offshore wind terminal and manufacturing facility at RMT I. Proposals were received and the Harbor District is currently in the review process. The ability of the District to accommodate the offshore wind industry is key to investment from multi-national offshore wind power companies. This project requires extensive support from multiple agencies from the Federal to the local level, but a strong team with multi-faceted experience and stakeholder support will allow for project success. Project partners for the overall offshore wind development project include SERC and RCEA who has formed a public-private partnership to explore developing offshore wind energy.
- 9)** Grant funds will be used to hire expertise in biology, geology, and other technical expertise as necessary. In addition, the District has competent in-house staff that are able to write-up reports and compile relevant information. Consultants that will conduct the environmental site assessment and associated surveys include local biologists, geologists and benthic specialists. Planwest Partners serves as the District Planner and has provided contract planning services to the Harbor District since 2014. Planwest staff prepare and process permits for Harbor infrastructure improvements and dredging projects; participate in Harbor District grant funded projects; and support District staff and Commission meetings. Planwest and Harbor District Staff also have the experience and expertise to compile and prepare CEQA and NEPA documents.
- 10)** Headwaters Grant funding will be acknowledged throughout the project and will be specifically listed on every report that is prepared with Headwaters fund assistance. All project partners will be informed of the generosity and support from the Headwaters fund.



Redwood Marine Terminal I
Offshore Wind Terminal Project Area

Map Created by:
PLANWEST
PARTNERS, INC. 
Date: 1/14/2020

**Humboldt County Headwaters Grant Application: ATTACHMENTS
HBHRCD – RMT I Site and Environmental Review**

PROJECT BUDGET:

Redwood Marine Terminal I Site and Environmental Review for Multipurpose Marine Terminal Renovations and Expansion to Accommodate the Redwood Coast Offshore Wind Project

Project Expense Item	Total cost	Amount requested from Headwaters Grant Fund	Amount from Matching Funds	Source of Matching Funds
Consultant & Professional Fees (technical studies/ environmental consultants)	\$250,000	\$65,000	\$ 55,000	- HBHRCD funds (Cash and In-kind)
			\$ 65,000	- EDA or CDBG Grant (not yet secured)
			\$ 65,000	- Private Funders (not yet secured)
Total Project Cost	\$ 250,000	\$65,000	\$ 185,000	See above

The District is seeking \$65,000 in Headwaters grant funding to complement the \$623,000 in funding already received from the Ocean Protection Council (OPC), awarded to the Schatz Energy Research Center (SERC) for North Coast Off-Shore Wind Feasibility Analysis (project summary below). The District issued a request for proposals for a private developer to invest in the development and operation of the proposed new RMT I dock facility (Attachment B). This public private partnership would leverage funds to apply for federal Maritime Administration (MARAD) port infrastructure development grant funds for infrastructure improvements. MARAD port infrastructure grants fund up to 80% of project costs and require a 20% (or larger) non-federal match. One possible source of local matching funds is this grant request through the Headwaters Fund.

Federal Maritime Administration (MARAD) Port Infrastructure Development Grant Funds

The following summarizes the MARAD port infrastructure development grant program. In February 2019 Congress authorized \$292.73 million for Port Infrastructure Development Program grants to provide funds for a broad range of improvements within, or around, coastal seaports to improve safety, reliability, or efficiency. The \$292.73 million appropriated for the grant program remains available until expended. Of these funds, about \$93 million are earmarked for 15 US seaports with the most shipping volume as measured by total equivalent units (TEUs), while the remaining \$200 million is available for infrastructure improvements at all US coastal seaports (<https://www.maritime.dot.gov/PIDPgrants>). Examples of seaport related-projects eligible for MARAD port infrastructure development grants include, but are not limited to, the following:

- Port gate improvements, including digital innovations to improve flow;
- Road improvements both within and connecting to the port;
- Rail improvements both within and connecting to the port;
- Berth improvements including docks, wharves, piers and dredging incidental to improvement project;

- Cargo moving equipment used shoreside (all equipment must be Buy American Act compliant);
- Facilities necessary to improve cargo transport including silos, elevators, conveyors, container terminals, Ro/Ro facilities including parking garages necessary for intermodal freight transfer, warehouses including refrigerated facilities, bunkering facilities for oil or gas products, lay-down areas, transit sheds, and other such facilities;
- Utilities necessary for safe operations including lighting, stormwater, and other such improvements that are incidental to a larger infrastructure project; and
- Port related intelligent transportation system hardware and software – all technologies used to promote efficient port movements including routing and communications for vessels, trucks, and rail cargo movements as well as flow through processing for import/export requirements, storage and tracking, and asset/equipment management.

North Coast Offshore Wind Feasibility Analysis Project Summary

Humboldt State University’s Schatz Energy Research Center is conducting an in-depth study and analysis of the electrical, environmental, coastal infrastructure, stakeholder, and policy issues and needs associated with offshore wind development in the Humboldt Bay region. In addition, they will utilize best scientific and engineering practices and recognized experts to identify issues and propose paths forward to utilize an immense renewable energy resource while protecting the marine and coastal environments. Specifically, the study will consist of the following seven modules/research areas (OPC funds support modules 3, 4, 5, and 6) (Scope of Work included as Attachment D):

1. Offshore Wind Generation and Load Compatibility Assessment;
2. Electricity Grid Constraints, Mitigation Measures, and Associated Costs;
3. Likely and Potential Environmental Impacts;
4. Coastal Infrastructure Modifications and their Impact on Ocean Environment, Climate Resiliency, and Local Stakeholders;
5. Analysis of Stakeholder Benefits and Impacts;
6. Policy Evaluation and Recommendations; and
7. Military Mission Compatibility.

The above project also received funding from BOEM, PG&E and the Governor’s Office of Planning and Research (OPR). See <http://schatzcenter.org/wind/> for more information about SERC offshore wind energy projects.

PROJECT TIMELINE:

The Project timeline included with this application lays out the work completed under this grant would conclude in June 2021 (or within approximately one year from date of grant contract).

Timeframe	Milestone
June 2020 – June 2021	CEQA technical reports. Define site requirements, site surveys, environmental assessments marine docking assessment, public consultation and awareness*
Feb. 2021 – June 2021	Refine CEQA Project Description*

*Headwaters grant funded pre-construction activities.

The table below shows how the port development fits into the overall offshore wind energy project timeline. Port development planning, permitting, and construction needs to happen now to be ready for the offshore wind industry.

Offshore Wind Energy Project Timeline					
2020	2021	2022	2023	2024	2025
BOEM Lease Award - Feb. 2021	Off-shore Environ. Review			Port & Turbine Assembly	
Port Development Timeline					
Permitting & Environ. Review			Terminal Re-construction and Upland Development		Terminal Operating
Technical Studies	EIR & CDP & Other Permits				

HBHRCD Board of Commissioners:

- Larry Doss - District 1
- Greg Dale - District 2
- Stephen Kullmann - District 3
- Richard Marks - District 4
- Patrick Higgins - District 5

HBHRCD FY 2019-2020 Operating Budget:

See Attachment A for details.

IRS tax status:

HBHRCD is a California Special District and as such IRS tax status certification is not required.

Support letters & MOUs:

- Schatz Energy Research Center
- Greater Eureka Chamber of Commerce
- MOU and Intent to Cooperate Between HBHRCD and Redwood Coast Energy Partners

Attachments:

- Attachment A - HBHRCD FY 2019-2020 Budget
- Attachment B - HBHRCD RFP for Lease of RMT I
- Attachment C - HBHRCD Offshore Wind Presentation
- Attachment D - SERC North Coast Offshore Wind Feasibility Analysis Project Scope of Work
- Attachment E – Executive Summary Excerpt from The California Wind Project: A Vision for Industry Growth. (Full report available at <http://americanjobsproject.us/>)

Additional referenced reports available by request.



Reference: 020000.028

March 26, 2020

Larry Oetker
Executive Director
Humboldt Bay Harbor, Recreation, and Conservation District

Subject: Work Scope and Cost Estimate for Special Studies, Redwood Marine Terminal 1

Larry Oetker:

As requested, SHN is providing this work scope and cost estimate information for providing a special studies geotechnical investigation of Redwood Marine Terminal 1 (RMT 1), and biological studies for the upland, aquatic and benthic preliminary surveys as part of evaluating the development of a commercial marine terminal on Humboldt Bay.

Geotechnical Investigation

One option is focused on reconstruction of the existing RMT 1, either as a pile-supported dock (analogous to the existing wood-pile supported dock) or bulkhead and earthen fill surface that overlies the footprint of the existing dock. The second option involves reconstruction of a small pier (the “no-name dock”) and development of an adjacent on-land parcel, such that most of the terminal activities were occurring on-land.

As you know, SHN has completed a series of relevant geotechnical investigations for other projects on the Samoa Peninsula and has developed a thorough understanding of the earth materials and geotechnical conditions we are likely to encounter. Loose, surficial dune sands on the peninsula are the primary consideration for on-land development. We are also aware of shoreline modifications due to historic dredging and filling that may impact near-shore developments. Offshore, we expect to encounter a veneer of soft, Holocene-age bay mud overlying sandy sediments consistent with those we have encountered onshore. The bay mud will be the primary limiting factor for offshore development, and our investigation will focus on determining the depth of the mud and the nature of underlying materials.

Redwood Marine Terminal 1 Option

Work Scope

The RMT 1 dock is a large, highly degraded structure. Due to the lack of structural integrity, we will be unable to mobilize drilling equipment onto the surface of the dock, and we assume offshore barge-based drilling will be required. We propose to retain a qualified drilling subcontractor (Taber Drilling) with whom we have completed previous overwater explorations (Hammond



Bridge investigation on the Mad River). We assume the barge would tie off to the outside edge of the existing dock to complete the offshore phase of the investigation.

We propose to complete three 75-foot-deep borings offshore and three 75-foot-deep borings onshore. The onshore borings would be completed along the existing bayshore, which we understand to have been filled (with dredge materials) during the early development of the area.

SHN will retain the services of a qualified licensed C-57 drilling subcontractor to advance the machine drilled geotechnical borings using rotary wash methods to a maximum depth of 75 feet. Appropriate permits from the Humboldt County Division of Environmental Health will be obtained, and utility clearance or onsite utility identification will be conducted to avoid utility conflicts. Borings will be closed with grout placed from the bottom of the borehole to the ground surface by the tremie method at the completion of drilling. This estimate assumes that all drill cuttings and drilling fluid will be wasted onsite, and does not include costs associated with off-site drum hauling and/or disposal of soil and drill cuttings (which we understand to be appropriate for the site). This estimate also assumes the drillers will provide the necessary barge and equipment to complete the offshore borings.

Laboratory testing will be completed on selected soil samples in SHN's accredited materials testing laboratory. The laboratory testing program will at a minimum evaluate the in situ moisture content and dry density, percent fines, shear strength, and corrosivity. Specific tests may be added or deleted based on the earth materials encountered in the field.

Data from the field and laboratory investigation will be provided in a comprehensive geotechnical report and will include:

- A site plan showing the location of the exploratory borings
- Descriptions and classifications of the earth materials encountered
- Elevation of the water table, if encountered
- Discussion of geologic hazards with the potential to adversely affect the proposed developments, including quantitative assessment of liquefaction potential—Sea level rise and tsunami inundation are considerations that will be evaluated.
- Recommendations for appropriate foundation type and design criteria including bearing capacity and foundation embedment depth, along with provisions to mitigate the effects of adverse soil conditions, liquefaction, and consolidation settlement, as appropriate
- Pile analysis (determination of axial capacities, including downdrag, and lateral pile capacities) as appropriate for the project. This task assumes the project design team can provide structural loads for proposed structures
- Expected total and differential settlement
- Ground improvements, subgrade preparation, structural fill specification and placement, and under-slab drainage design recommendations, as necessary

- Drainage and erosion control recommendations
- Recommendations for construction phase monitoring by the geotechnical engineer

Cost Estimate

The cost estimate for the work scope outlined above is **\$130,000**. This estimated fee includes the cost of the drilling subcontractor. It assumes basic permitting costs associated with the Humboldt County Division of Environmental Health permits, and specifically does not include the cost associated with acquisition of a Coastal Development Permit. We assume that effort will be completed by the Humboldt Bay Harbor, Recreation, and Conservation District (Harbor District).

Schedule

When initially contacted (1.5 weeks ago), the drilling subcontractor indicated availability in June 2020. We would require 6 weeks from the completion of field investigations to complete the lab testing, analysis, and reporting.

“No-name Dock” Option

Work Scope

The “no-name dock” option refers to an alternative approach to development of a commercial terminal, wherein a small existing pier is converted to a dock adjacent to a large, on-land terminal facility. The subject site is south of the existing RMT 1 dock and incorporates a Green Diamond shoreline parcel. This site is adjacent to the site currently being considered for an aquaculture facility, where extensive geotechnical investigation is being completed.

In order to investigate this site, offshore investigation would still be required, albeit at a more reduced scale. Investigation of the on-land portions of this project site would supplement data recently developed at the adjacent Nordic Aquafarm site.

For the “no-name dock” site, we would propose a single offshore boring at the end of the existing pier, and three onshore borings, all to 75 feet. The remainder of the work scope would follow that of the investigation outlined above.

Cost Estimate

The cost associated with the work scope for the “no-name dock” investigation option is **\$97,000**, and the same assumptions outlined above (assumes Harbor District obtains Coastal Development Permit) would apply. **Please note costs submitted in spreadsheet do not include the “no-name dock.”**

Schedule

The investigation for the “no-name dock” would be subject to the same schedule as that outlined above. We assume that drilling can occur in June, and that a 6-week testing, analysis, and reporting period would be required.

Biological Surveys

This scope of work is for assessment level biological surveys and wetland determination based on the needs defined by Adam Wagschal.

Upland Biological Survey

Work Scope

Biological surveys include presence-absence surveys for eelgrass within the immediate vicinity of the RMT I dock, as well as one site survey (not protocol level) for rare plant and animal species across the entire study area shown in Appendix 1. Environmentally sensitive habitat areas (ESHAs) will also be mapped as part of the biological assessment. Wetland determination efforts will be cursory in nature and will consist of no more than 20 wetland test pits across the entire study area, as shown in Appendix 1. This would include mapping of the mean high water (MHHW) along Humboldt Bay to determine the U.S. Army Corps of Engineers (USACE) jurisdiction boundary. Brief reports will be composed for the biological survey and wetland determination effort. Surveys would be conducted across the entire 190-acre study area. Wetland determination field work would begin following approval of the proposal; biological survey would be conducted April to May.

Figures showing the study area and any areas of concern including rare plant location, ESHA, or wetlands would be included within the reports. The biological and wetland reports will be written to aid in project planning and agency review during pre-permitting and project planning stage.

Cost Estimate

The cost estimate for the work scope outlined above is **\$13,800**.

Assumptions

- California Coastal Commission one parameter wetland definition, 190-acre study area, 1.36 miles of coastline
- Pre-survey scoping, assessment level biological survey (one survey), a brief biological report, figure creation, planning level wetland determination work with no more than 20 test pits, brief wetland determination report, equipment usage, mileage reimbursement, and document review

Larry Oetker

Work Scope and Cost Estimate for Special Studies, Redwood Marine Terminal 1

March 26, 2020

Page 5

Aquatic Survey

Work Scope

Aquatic surveys include presence-absence surveys for eelgrass within the immediate vicinity of the RMT I dock. The eelgrass presence-absence survey would be conducted during low tide events in late May or early June.

Cost Estimate

The cost estimate for the work scope outlined above is **\$3,900**.

Assumptions

- Eelgrass presence-absence survey within the vicinity of the RMT I dock, equipment usage, mileage reimbursement, and document review

Schedule

Work will begin as soon as the estimate is agreed upon. If a larger scope of work is required, a new proposal will be written and agreed upon.

Any additional work will be agreed upon and a new proposal drafted for the additional work.

We hope that this proposal provides the information that you need at this time. If you should have any questions about this proposal, please call me at (707) 441-8855.

Respectfully,

SHN

Mike Foget, PE
Senior Engineer

MKF:ame