

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

**DATE:** June 9, 2022

**TIME:** Regular Session – 6:00 P.M.

**PLACE:** Join Zoom Meeting  
<https://us02web.zoom.us/j/6917934402>

Meeting ID: 691 793 4402  
One tap mobile  
(669) 900-9128, 6917934402#

*Consistent with Executive Orders N-25-20 and N-29-20, the Board of Commissioners meeting location will not be physically open to the public. Members of the public may observe and participate in the meeting via Zoom or teleconference using the information set forth above.*

- 1. Call to Order Regular Session at 6:00 P.M. and Roll Call**
- 2. Pledge of Allegiance**
- 3. Report on Special Closed Session**
- 4. 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 take action 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. Callers can “raise their hand” by pressing (STAR) \*9 and unmute themselves by pressing (STAR) \*6.*

- 5. Consent Calendar**
  - a) Adopt Minutes for May 12, 2022 Regular Board Meeting**
  - b) Receive District Financial Reports for April 2022**

**Agenda for June 9, 2022 Regular Board Meeting**

- c) Affirm the Findings Made in Resolution 2021-16 Regarding the Continued State of Emergency and Authorize the Continued use of Teleconference Meetings
- d) Approve Purchase Order #1776 for Temporary Harbor Maintenance Worker I
- e) Charter Agreement Renewal for Mario Arguilles dba Mario's Guide Service to operate a Charter Service at Woodley Island Marina

**6. Communications, Reports and Correspondence Received**

- a) Executive Director's Report
- b) Staff Reports
- c) District Counsel and District Treasurer Reports
- d) Commissioner and Committee Reports
- e) Correspondence Received

**7. Unfinished Business - NONE**

**8. New Business**

**a) Preliminary Budget Adoption for Fiscal Year 2022-2023**

*Recommendation:* Staff recommends the Board: Adopt the Preliminary Budget for FY 2022-2023 and Review the Budget Process and Policies

*Summary:* The Budget is prepared annually under direction of the Executive Director. In accordance with CA Harbors and Navigation Code Section 6093, on or before June 15, the District Board shall estimate and determine the amount of money required by the Harbor District and shall adopt a preliminary budget. Per Section 6093.3, the final budget shall be reported to the Board of Supervisors no later than August 1<sup>st</sup>.

**b) Consider Adopting Resolution 2022-05, A Resolution of the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District authorizing the Executive Director to Execute a Grant Agreement with the California Department of Transportation accepting a Clean California Grant**

*Recommendation:* Staff recommends the Board: Adopt Resolution 2022-05, Authorizing the Executive Director to execute the Grant Agreement.

*Summary:* As previously reported in March 2022, the Humboldt Bay Harbor, Recreation and Conservation District was awarded grant funding in the amount of \$903,870 for the proposed Samoa Peninsula Beautification Project under the Clean California Grant Initiative. Resolution 2022-05 will Authorize the Executive Director to execute the Grant Agreement.

**c) Update on the Woodley Island Marina Dredging Plans and Provide Direction as Appropriate**

*Recommendation:* Receive a report and provide direction as appropriate.

**Agenda for June 9, 2022 Regular Board Meeting**

*Summary:* Staff will provide an update on the Woodley Island Marina dredging plans at the Board meeting.

**d) Receive a Report on the Changes to Customs and Boarder Protection Operations at the Eureka Port of Entry that were Recently Announced by the US Department of Homeland Security**

*Recommendation:* Staff Recommends that the Board review the letter from Department of Homeland Security and Provide Direction as Appropriate.

*Summary:* On April 12<sup>th</sup> the federal Department of Homeland Security notified the stakeholder community in Eureka, California of changes to services provided by U.S. Customs and Border Protection (CBP) at the Eureka Port of Entry. Specifically, that Effective May 2, 2022, the CBP Eureka Port of Entry will no longer be staffed on a regular basis.

**e) Receive the Humboldt County Grand Jury Report Titled: “The Sea Also Rises” and Provide Direction as Appropriate**

*Recommendation:* Receive the Grant Jury Report and Direct Staff to prepare a response to items (F3, F4, F5, F8, F9, R1, R2) within 90 days of Report Issuance.

*Summary:* The Grand Jury conducted interviews with individuals knowledgeable on the subject of SLR in Humboldt Bay. They included professional public planners from Humboldt County, Arcata, and Eureka; officials from Humboldt County, the Humboldt Bay Harbor, Recreation and Conservation District, The Coastal Commission, The Coastal Conservancy; environmental consultants; scientists; a tribal representative; the director of a local non-profit organization; and a state legislative analyst. The Grand Jury also read SLR related reports and PowerPoint presentations published by and for the County since 2015 as well as news reports on the current status of worldwide climate change.

**f) Consider Approving Resolution No. 2022-06: Certifying an Initial Study/ Mitigated Negative Declaration (MND) previously Adopted by the City of Arcata and Establishing Findings Relative to and Approving Harbor District Permit 2022-03 with Conditions for the Arcata Non-motorized Boat Launch Project**

*Recommendation:* Staff recommends that the Board Adopt Harbor District Resolution No. 2022-06 which includes:

- Certifying an Initial Study/ Mitigated Negative Declaration previously Adopted by the City of Arcata
- Establishing Findings Relative to the Permit Application for the Arcata Non-motorized Boat Launch Project
- Approving Permit 2022-03 with conditions for the Arcata Non-motorized Boat Launch Project

*Summary:* The City of Arcata applied for a Harbor District permit for the Arcata Non-motorized Boat Launch Project. The Harbor District Board is to consider issuing a permit. The purpose of the project is to provide access for non-motorized personal

## ***Agenda for June 9, 2022 Regular Board Meeting***

watercraft and improve public access and nature study of Humboldt Bay. Project elements include construction of a concrete abutment, an aluminum gangway, a gangway landing float, and a launching float at City-owned property at the terminus of South I Street within the Arcata March Wildlife Sanctuary (APN 503-241-010). The project also consists of elements outside of the Harbor District's jurisdiction, such as parking lot improvements and restrooms. The project will create approximately 80 square feet of permanent fill, comprised of installation of two piles and the concrete abutment. Additionally, the project will create approximately 750 square feet of potential shading impacts comprised of the launching float, transition plate, landing float, and aluminum gangway.

### **9. Future Agenda Items**

- a) Green Diamond Shared Services Agreement
- b) Bar Pilot
- c) CSDA Mutual Aid Agreement

### **10. Adjournment**

**DRAFT MINUTES  
REGULAR MEETING OF THE BOARD OF COMMISSIONERS  
HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT**

**May 12, 2022**

The Humboldt Bay Harbor, Recreation and Conservation District met in regular session on the above date, Closed Session met at 5:00 P.M., Regular Session met at 6:00 P.M. both via video conference with a teleconference option.

**CLOSED SESSION – 5:00 P.M.**

**PUBLIC COMMENT:** The following individuals addressed the Commission regarding subject matters on the closed session meeting agenda: No one.

**BUSINESS**

- a) CONFERENCE WITH REAL PROPERTY NEGOTIATORS. Property: Humboldt County APN: 401-031-083-000. Agency negotiator: Larry Oetker, Executive Director; Ryan Plotz, District Counsel. Negotiating parties: Samoa Pacific Group, LLC. Under negotiation: price and terms of payment.
- b) CONFERENCE WITH REAL PROPERTY NEGOTIATORS. Property: Humboldt County APNs: 401-031-071-000 and 401-112-029-000. Agency negotiator: Larry Oetker, Executive Director; Ryan Plotz, District Counsel. Negotiating parties: Sniper Enterprises, LLC. Under negotiation: price and terms of payment.
- c) CONFERENCE WITH REAL PROPERTY NEGOTIATORS. Property: Humboldt County APNs: 401-031-054-000, 401-031-061-000, 401-112-013-000. Agency negotiator: Larry Oetker, Executive Director; Ryan Plotz, District Counsel. Negotiating parties: California Redwood Company. Under negotiation: price and terms of payment.
- d) PUBLIC EMPLOYEE PERFORMANCE EVALUATION pursuant to Government Code section 54957(b)(1). Title: Executive Director – Larry Oetker

**REGULAR SESSION – 6:00 P.M.**

ROLL CALL:

PRESENT:       DALE  
                  HIGGINS  
                  KULLMANN  
                  MARKS

ABSENT:        NEWMAN

QUORUM:       YES

**REPORT ON CLOSED SESSION:** No reportable action.

**PUBLIC COMMENT:** The following individuals addressed the Commission regarding subject matters not on the special session meeting agenda: No one.

**PLEDGE OF ALLEGIENCE**

**CONSENT CALENDAR**

- a) Adopt Minutes for April 14, 2022 Regular Board Meeting
- b) Adopt Minutes for April 27, 2022 Special Board Meeting
- c) Receive District Financial Reports for March 2022
- d) Affirm the Findings Made in Resolution 2021-16 Regarding the Continued State of Emergency and Authorize the Continued use of Teleconference Meetings

COMMISSIONER MARKS MOVED TO ACCEPT CONSENT CALENDAR ITEMS A-D.

COMMISSIONER HIGGINS SECONDED.

ROLL CALL VOTE WAS CALLED, MOTION CARRIED.

Ayes: DALE, HIGGINS, KULLMANN, MARKS

Noes: NONE

Absent: NEWMAN

Abstain: NONE

**COMMUNICATIONS, REPORTS AND CORRESPONDENCE RECEIVED**

- a) Executive Director’s Report
  - I. Executive Director presented Executive Director’s report.
- b) Staff Reports
  - I. Staff presented on recent District activities.
- c) District Counsel and District Treasurer Reports
  - I. District Treasurer reported on recent and future activities.
- d) Commissioner and Committee Reports
  - I. Commissioners reported on recent activities and subcommittees.
- e) Correspondence Received
  - I. California Energy Commission Meeting

**UNFINISHED BUSINESS**

- a) **Consideration of Resolution 2022-04, A Resolution to Authorize the Execution of a Grant Agreement and Accept Funds from the Maritime Administration of the US Department of Transportation for a 2022 Port Infrastructure Development Program Grant for the Humboldt Offshore Wind Terminal Project**

- I. District staff presented the item.
- II. The Commission discussed the item.
- III. Chair Dale opened the item to public comment. No one commented.
- IV. Chair Dale moved the discussion back to the Commission.

COMMISSIONER HIGGINS MOVED TO ADOPT RESOLUTION 2022-04, A RESOLUTION TO AUTHORIZE THE EXECUTION OF A GRANT AGREEMENT AND ACCEPT FUNDS FROM THE MARITIME ADMINISTRATION OF THE US DEPARTMENT OF TRANSPORTATION FOR A 2022

PORT INFRASTRUCTURE DEVELOPMENT PROGRAM GRANT FOR THE HUMBOLDT OFFSHORE WIND TERMINAL PROJECT.

COMMISSIONER MARKS SECONDED.

ROLL CALL VOTE WAS CALLED, MOTION CARRIED.

Ayes: DALE, HIGGINS, KULLMANN, MARKS

Noes: NONE

Absent: NEWMAN

Abstain: NONE

**b) Receive Report Regarding Status and Projected Schedule of Intertidal Mariculture Pre-permitting Project**

- I. District Staff presented the item.
- II. The Commission discussed the item.
- III. Chair Dale opened the item to public comment. No one commented.
- IV. Chair Dale moved the discussion back to the Commission.
- V. Report only, no formal action was taken.

**NEW BUSINESS**

**a) Official Vote To Elect One Candidate To Serve As a Regular Special District Member and One Candidate To Serve As Alternate Special District Member on LAFCo**

- I. Chair Dale presented the item.
- II. The Commission discussed the item.
- III. Chair Dale opened the item to public comment. No one commented.
- IV. Chair Dale moved the discussion back to the Commission.

COMMISSIONER MARKS MOVED TO VOTE TROY NICOLINI (INCUMBENT) FOR REGULAR DISTRICT MEMBER AND HEIDI J. BENZONELLI AS ALTERNATE SPECIAL DISTRICT MEMBER.

COMMISSIONER HIGGINS SECONDED.

ROLL CALL VOTE WAS CALLED, MOTION CARRIED.

Ayes: DALE, HIGGINS, KULLMANN, MARKS

Noes: NONE

Absent: NEWMAN

Abstain: NONE

**b) Review of Preliminary Budget and Goals for Tidelands, Redwood Marine Terminal I and Redwood Marine Terminal II**

- I. Executive Director and District staff presented the item.
- II. The Commission discussed the item.
- III. Chair Dale opened the item to public comment. No one commented.
- IV. Chair Dale moved the discussion back to the Commission.
- V. Informational item only, no formal action was taken.

**c) Consider Adopting Resolution 2022-03, A Resolution to Authorize the Execution of a Grant Agreement and Accept Funds from the California Department of Fish and Wildlife for Secretariat Services for the Harbor Safety Committee of the Humboldt Bay Area for Fiscal Year 2022-2023**

- I. Executive Director presented the item.
- II. The Commission discussed the item.
- III. Chair Dale opened the item to public comment. No one commented.
- IV. Chair Dale moved the discussion back to the Commission.

COMMISSIONER KULLMANN MOVED TO ADOPT RESOLUTION 2022-03, A RESOLUTION TO AUTHORIZE THE EXECUTION OF A GRANT AGREEMENT AND ACCEPT FUNDS FROM THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE FOR SECRETARIAT SERVICES FOR THE HARBOR SAFETY COMMITTEE OF THE HUMBOLDT BAY AREA FOR FISCAL YEAR 2022-2023.

COMMISSIONER HIGGINS SECONDED.

ROLL CALL VOTE WAS CALLED, MOTION CARRIED.

Ayes: DALE, HIGGINS, KULLMANN, MARKS

Noes: NONE

Absent: NEWMAN

Abstain: NONE

**FUTURE AGENDA ITEMS**

- a) Green Diamond Shared Services Agreement
- b) Dredge Update/Options on smaller dredges
- c) Commercial Salmon Season Update (Commissioner Newman)
- d) CSDA Mutual Aid Agreement

**ADJOURNMENT – 6:58 P.M.**

APPROVED BY:

RECORDED BY:

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Richard Marks  
Secretary of the Board of Commissioners

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Mindy Hiley  
Director of Administrative Services

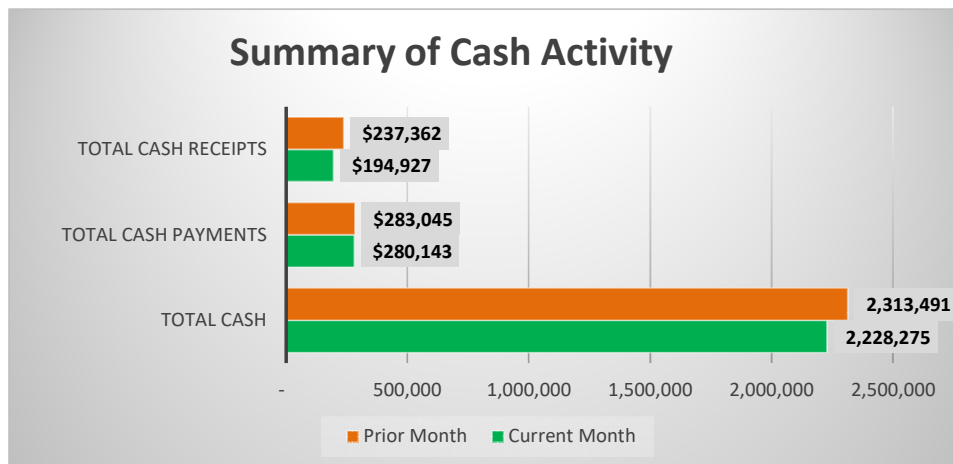


HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT

Monthly Cash Flow Analysis

For The Months Ended April 30, 2022 and March 31, 2022

	<u>4/30/22</u>	<u>3/31/22</u>
<b><u>Account Balances</u></b>		
Checking	\$ 72,098	\$ 98,359
Savings	40,768	24,544
Tariff	1,261,892	1,336,923
County Treasury	851,983	851,983
Cash on hand	1,534	1,682
<b>Total Cash</b>	<b><u>2,228,275</u></b>	<b><u>2,313,491</u></b>
Less: Restricted cash for Marina surcharges	<u>(1,562,752)</u>	<u>(1,562,752)</u>
<b>Unrestricted Cash</b>	<b><u>665,523</u></b>	<b><u>750,739</u></b>
<b><u>Change in Cash Balance</u></b>		
Balance, Beginning of Month	\$ 2,313,491	\$ 2,359,174
Monthly Deposits	194,927	237,362
Monthly Payments	<u>(280,143)</u>	<u>(283,045)</u>
Balance, End of Month	<b><u>\$ 2,228,275</u></b>	<b><u>\$ 2,313,491</u></b>
<b><u>Monthly Expenses Summary</u></b>		
Significant/Unusual Expenses:		
Third payroll in month		\$ 20,597
Tenera Environmental Inc.	\$ 41,431	
Sub-total, Significance/Unusual Expenses	41,431	20,597
General operating expenses and other misc. expense	238,712	262,448
<b>Total Cash Payments</b>	<b><u>\$ 280,143</u></b>	<b><u>\$ 283,045</u></b>
<b><u>Monthly Deposits Summary</u></b>		
Significant/Unusual Revenues:		
Sub-total, Significant/Unusual Revenues	-	-
General revenues	\$ 194,927	\$ 237,362
<b>Total Cash Receipts</b>	<b><u>\$ 194,927</u></b>	<b><u>\$ 237,362</u></b>



9:41 AM

Humboldt Bay Harbor, Recreation & Conservation District

Balance Sheet

As of April 30, 2022

06/02/22

Accrual Basis

	<u>Apr 30, 22</u>
<b>ASSETS</b>	
<b>Current Assets</b>	
<b>Checking/Savings</b>	
10000 · PETTY CASH ON HAND	150.00
10100 · CHANGE FUND ON HAND	400.00
10111 · COIN MACHINE FUND	730.00
10200 · CASH IN BANK, CHECKING	33,936.81
10200.1 · Cash in PNC, Checking	33,083.79
10400 · CASH IN COUNTY - FUND 2720	1,316,464.59
10500 · CASH IN COUNTY - FUND 3872	35,518.88
10600.1 · Cash in bank, Tariff PNC	1,261,892.48
10700.1 · Cash in bank, Water PNC	40,768.13
10901 · UNEXPENDED MARINA SURCHARGES	1,570,311.65
10903 · RESTRICTED CASH	-1,570,311.65
<b>Total Checking/Savings</b>	<u>2,722,944.68</u>
<b>Accounts Receivable</b>	
12000 · ACCTS RECEIVABLE	2,310,453.23
<b>Total Accounts Receivable</b>	<u>2,310,453.23</u>
<b>Other Current Assets</b>	
12100 · ALLOW FOR BAD DEBTS	-315,850.63
12200 · TAXES RECEIVBLE	-64,921.00
12300 · INTEREST RECEIVBLE	19,639.96
12600 · Note Receivable - NMTC	5,849,375.00
12700 · PREPAID EXPENSES	18,705.33
12800 · LEASE RECEIVABLE	2,315.00
12900 · Accounts Receivable FSM	-901.65
1499 · Undeposited Funds	254.40
<b>Total Other Current Assets</b>	<u>5,508,616.41</u>
<b>Total Current Assets</b>	<u>10,542,014.32</u>
<b>Fixed Assets</b>	
<b>CAPITAL ASSETS, NET</b>	
14910 · BEACH PROPERTY	208,149.00
15000 · AUTOMOTIVE EQUIPMENT	95,639.08
15100 · OFFICE EQUIPMENT	193,303.88
15200 · OPERATING EQUIPMENT	314,098.74
15500 · MARINA, RESTAURANT COMPLEX	34,100.00
15600 · MARINA	10,529,004.29
15700 · FL BOAT BLDG & REPAIR FACILITY	4,302,259.53
15800 · SHELTER COVE	2,386,247.10
15900 · DREDGING COSTS	215,226.78
16000 · KING SALMON	15,143.99
16100 · MARINA DREDGE, CONSTR IN PROGRES	1,214,232.34
16400 · REDWOOD DOCK PROPERTY	3,010,194.30
16500 · HOMELAND SECURITY EQUIPMENT	2,254,007.60
16600 · TABLE BLUFF LIGHTHOUSE	361.44
16700 · AQUAPONICS PILOT FACILITY	96,036.61
16800 · REDWOOD TERMINAL 2	2,613,169.43
16900 · Dredge	1,215,423.27
17000 · ACCUMULATED DEPRECIATION	-17,855,858.17
<b>Total CAPITAL ASSETS, NET</b>	<u>10,840,739.21</u>
14800 · SHIPWRECK PROPERTY	50,088.05
14900 · DOG RANCH PROPERTY	7,507.70
<b>Total Fixed Assets</b>	<u>10,898,334.96</u>
<b>Other Assets</b>	
19000 · Deferred Outflows of PERS	320,904.00
<b>Total Other Assets</b>	<u>320,904.00</u>
<b>TOTAL ASSETS</b>	<u><u>21,761,253.28</u></u>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
<b>Accounts Payable</b>	
20000 · ACCOUNTS PAYABLE	115,370.20
<b>Total Accounts Payable</b>	<u>115,370.20</u>
<b>Credit Cards</b>	

## Humboldt Bay Harbor, Recreation &amp; Conservation District

## Balance Sheet

06/02/22

As of April 30, 2022

Accrual Basis

	Apr 30, 22
20112 · US Bank Visa	676.92
<b>Total Credit Cards</b>	<b>676.92</b>
<b>Other Current Liabilities</b>	
Payroll tax & Withholding Liab	
2100 · PAYROLL LIABILITIES	4,456.25
21300 · STATE UNEMPLOYMENT TAX	233.29
21600 · PERS CARE/MEDICAL INSURANCE	3,091.72
21700 · PERS RETIREMENT	-0.93
<b>Total Payroll tax &amp; Withholding Liab</b>	<b>7,780.33</b>
20100 · LEASE PAYABLE TO HBDA	17,405.00
20200 · NOTES PAYABLE	310,482.25
20400 · ACCRUED WAGES PAYABLE	30,648.93
20500 · ACCRUED INTEREST	50,388.66
20600 · ACCRUED VACATION PAYABLE	35,976.00
20800 · DEPOSITS ON HAND	
20801 · KEY DEPOSITS ON HAND	16,560.00
20802 · PLUG DEPOSITS ON HAND	1,120.00
20803 · SLIP DEPOSITS ON HAND	54,873.46
20804 · STORAGE DEPOSITS	3,806.15
20806 · LEASE SECURITY DEPOSIT	238,719.42
20807 · STORAGE DEPOSIT - REDWOOD DOCK	2,750.26
20808 · WAIT LIST DEPOSIT	2,900.00
<b>Total 20800 · DEPOSITS ON HAND</b>	<b>320,729.29</b>
22000 · DEFERRED LEASE INCOME	47,912.63
24000 · Ground Lease Deferred Income	3,906,000.00
24002 · Groundlease Current Def Income	60,092.31
28000 · DEFERRED INCOME	159,379.27
28500 · OTHER DEFERRED CREDITS	2,075,098.92
<b>Total Other Current Liabilities</b>	<b>7,021,893.59</b>
<b>Total Current Liabilities</b>	<b>7,137,940.71</b>
<b>Long Term Liabilities</b>	
24001 · Gound Lease Amortization	-369,306.86
24003 · Groundlease Current Offset	-60,092.31
25200 · ENVIRONMENTAL REMEDIATION LIAB	10,162.77
25500 · OPEB Liability	220,710.00
25700 · BOND PAYABLE 2014 REFINANCING	1,968,656.20
25800 · BBVA Loan Payable	1,058,384.95
25900 · LESS CURRENT PORTION	-310,482.25
27000 · Net Pension Liability	1,150,835.00
27200 · Deferred Inflows of PERS	153,290.00
<b>Total Long Term Liabilities</b>	<b>3,822,157.50</b>
<b>Total Liabilities</b>	<b>10,960,098.21</b>
<b>Equity</b>	
30500 · INVESTMENT IN FIXED ASSETS	9,229,635.59
30900 · RESTRICTED FUND BALANCE	1,570,311.54
31200 · GENERAL FUND BALANCE	
31000 · FUND BALANCE - TIDELANDS TRUST	-2,061,554.20
31200 · GENERAL FUND BALANCE - Other	-448,203.77
<b>Total 31200 · GENERAL FUND BALANCE</b>	<b>-2,509,757.97</b>
<b>Net Income</b>	<b>2,510,965.91</b>
<b>Total Equity</b>	<b>10,801,155.07</b>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>21,761,253.28</b>

9:42 AM

Humboldt Bay Harbor, Recreation & Conservation District

Profit & Loss

06/02/22

April 2022

Accrual Basis

	Apr 22	Jul '21 - Apr 22
<b>Ordinary Income/Expense</b>		
<b>Income</b>		
<b>Donations</b>		
46519 · Donations - Lighthouse	0.00	17.00
<b>Total Donations</b>	0.00	17.00
<b>Dredging Revenue</b>		
41318 · Dredging Surcharge - T	15,851.77	163,469.78
<b>Total Dredging Revenue</b>	15,851.77	163,469.78
<b>Fees</b>		
40108 · PERMITS-T	250.00	3,700.00
40808 · Pilotage Services - T	0.00	3,306.88
41308.1 · Poundage - T	0.00	3,279.22
41818 · Late Charges/Interest - T	825.00	8,240.00
41819 · Late Charges/Interest - NT	490.48	9,281.22
45608 · Chevron - Ports O&M - T	0.00	24,262.50
<b>Total Fees</b>	1,565.48	52,069.82
<b>Float Replacement Account</b>		
41418 · Float Replacement	5,338.03	55,016.10
<b>Total Float Replacement Account</b>	5,338.03	55,016.10
<b>Grant Revenue</b>		
<b>Conservation Grants</b>		
45208.3 · Conservation Grants, Gov't - T	0.00	2,749.00
<b>Total Conservation Grants</b>	0.00	2,749.00
<b>Harbor Grants</b>		
45208 · Harbor Grants, Other - T	0.00	10,529.50
45208.1 · Harbor Grants, Gov't - T	0.00	603,546.55
<b>Total Harbor Grants</b>	0.00	614,076.05
<b>Total Grant Revenue</b>	0.00	616,825.05
<b>Harbor Surcharge</b>		
40908 · Harbor Improvement Surcharge-T	9,411.55	128,310.62
<b>Total Harbor Surcharge</b>	9,411.55	128,310.62
<b>Interest Revenue</b>		
43108 · Interest Income - T	94.25	937.66
43109 · Interest Income - NT	13,650.00	136,500.04
43309 · Interest On Del Accts - NT	0.00	75.00
43318 · Interest On Del Accts - T	0.00	80.07
<b>Total Interest Revenue</b>	13,744.25	137,592.77
<b>Other Revenue</b>		
45908 · Other Revenue - T	-23,694.00	45.00
45909 · Other Revenue - NT	11.20	6,911.60
46008 · Recovery of Bad Debt - T	0.00	3,735.16
<b>Total Other Revenue</b>	-23,682.80	10,691.76
<b>Rent Income</b>		
40218 · Slip Rents - T	42,127.80	427,183.23
40318.1 · Transient Rentals - T	2,203.52	25,612.15
40518 · Equipment Rent - T	0.00	7,440.00
40519 · Equipment Rent - NT	0.00	4,724.52
40809 · Yard Rent - NT	931.20	9,312.00
41108 · Rents, Tidelands Leases - T	41,921.47	323,177.42
41309 · Storage - NT	6,052.07	50,374.15
41409 · Upland Rent - NT		
41409.2 · Redwood Terminal 2 - NMTC	5,007.69	50,076.90
41409 · Upland Rent - NT - Other	69,357.67	2,141,401.63
<b>Total 41409 · Upland Rent - NT</b>	74,365.36	2,191,478.53
<b>Total Rent Income</b>	167,601.42	3,039,302.00
<b>Sales</b>		
40119 · Concession Sales - NT	0.25	4,388.75
<b>Total Sales</b>	0.25	4,388.75

## Humboldt Bay Harbor, Recreation &amp; Conservation District

06/02/22

## Profit &amp; Loss

Accrual Basis

April 2022

	Apr 22	Jul '21 - Apr 22
<b>Tax Revenue</b>		
43509 · Property Tax Revenues	106,515.00	1,065,150.00
<b>Total Tax Revenue</b>	106,515.00	1,065,150.00
<b>Utility Surcharge</b>		
40409 · Utility Surcharge - NT	4,638.14	47,347.48
40418 · Utility Surcharge, Marina Dock	157.75	40,154.97
<b>Total Utility Surcharge</b>	4,795.89	87,502.45
47019 · Returned Check Charges	60.00	95.00
52708.1 · Discount	0.00	178.05
<b>Total Income</b>	301,200.84	5,360,609.15
<b>Gross Profit</b>	301,200.84	5,360,609.15
<b>Expense</b>		
<b>Accounting/Auditing Services</b>		
52500 · Accounting Fees - T	10,548.00	29,450.25
52508 · Accounting Fees - NT	3,516.00	11,481.75
<b>Total Accounting/Auditing Services</b>	14,064.00	40,932.00
<b>Advertising &amp; Promotion</b>		
51000 · Advertising & Promotion - NT	395.67	1,718.14
51008 · Advertising & Promotion - T	487.68	1,663.87
<b>Total Advertising &amp; Promotion</b>	883.35	3,382.01
<b>Bad Debts</b>		
51308 · Bad Debts - T	0.00	24,151.31
<b>Total Bad Debts</b>	0.00	24,151.31
<b>Communications</b>		
51400 · Communications - NT	2,211.89	21,306.27
51408 · Communications - T	624.74	5,467.64
<b>Total Communications</b>	2,836.63	26,773.91
<b>Conference &amp; Meetings</b>		
51500 · Conferences & Meetings - NT	690.38	9,304.19
51508 · Conferences & Meetings - T	102.71	2,698.60
Conference & Meetings - Other	0.00	0.00
<b>Total Conference &amp; Meetings</b>	793.09	12,002.79
<b>Dredging Expense</b>		
55608 · Dredging Expense - T	0.00	8,392.93
56708 · Dredging - GT	0.00	5,237.31
<b>Total Dredging Expense</b>	0.00	13,630.24
<b>Dues, Subscriptions &amp; Licences</b>		
51600 · Dues & Subscriptions - NT	0.00	35,528.27
51608 · Dues & Subscriptions - T	0.00	477.50
<b>Total Dues, Subscriptions &amp; Licences</b>	0.00	36,005.77
<b>Elections &amp; Government Fees</b>		
51700 · Elections & Prop Tax Assess-NT	0.00	69,176.05
51708 · Elections & Prop Tax Assess - T	0.00	2,500.22
<b>Total Elections &amp; Government Fees</b>	0.00	71,676.27
<b>Engineering Services</b>		
52400 · Engineering Fees - NT	4,696.25	34,423.40
52408 · Engineering Fees - T	10,787.65	76,452.65
<b>Total Engineering Services</b>	15,483.90	110,876.05
<b>Fuel</b>		
50400 · IMPUTED AUTO VALUE G/A	180.00	1,267.80
51200 · Automotive, Fuel- NT	480.60	4,595.02
51208 · Vessel Fuel	343.64	5,236.52
51218 · Automotive, Fuel - T	660.60	5,194.34
<b>Total Fuel</b>	1,664.84	16,293.68
<b>Grant Expenses</b>		

Humboldt Bay Harbor, Recreation & Conservation District

Profit & Loss

April 2022

	Apr 22	Jul '21 - Apr 22
<b>Conservation Grant Expenses</b>		
54408.3 · Conservation Grant Exp	0.00	500.00
<b>Total Conservation Grant Expenses</b>	0.00	500.00
<b>Harbor Grant Expenses</b>		
54408.1 · Harbor Grant Exp	30.00	370.00
<b>Total Harbor Grant Expenses</b>	30.00	370.00
<b>Total Grant Expenses</b>	30.00	870.00
<b>Insurance</b>		
51800 · Insurance - NT	7,431.82	75,642.63
51808 · Insurance - T	1,269.01	12,768.25
<b>Total Insurance</b>	8,700.83	88,410.88
<b>Interest Expense</b>		
55108 · Interest Expense - T	4,579.00	52,665.13
55109 · Interest Expense - NT	8,409.79	83,677.77
<b>Total Interest Expense</b>	12,988.79	136,342.90
<b>Legal Services</b>		
52300 · Legal Fees - NT	2,007.37	14,216.17
52308 · Legal Fees - T	1,029.13	5,924.63
<b>Total Legal Services</b>	3,036.50	20,140.80
<b>Maintenance - Equipment</b>		
51209 · Automotive, Repairs - NT	635.00	3,368.43
52710 · Repairs & Maint, Equip - NT	110.46	3,283.06
52718 · Repairs & Maint, Equip - T	78.08	8,335.63
<b>Total Maintenance - Equipment</b>	823.54	14,987.12
<b>Maintenance - Facilities</b>		
52708 · Repairs & Maint, Facilities - T	7,942.12	62,216.89
52709 · REPAIRS & MAINTENANCE G/NT	442.46	30,442.46
52719 · Repairs & Maint, Facilities - N	12,990.32	115,079.26
<b>Total Maintenance - Facilities</b>	21,374.90	207,738.61
<b>Maintenance - IT</b>		
57008 · Maintenance, IT Equip - T	403.82	1,655.07
57009 · Maintenance, IT Equip - NT	716.31	12,184.00
<b>Total Maintenance - IT</b>	1,120.13	13,839.07
<b>Maintenance Supplies</b>		
52008 · Maintenance Supplies - T	0.00	216.09
52010 · Maintenance Supplies - NT	2,061.28	19,602.60
<b>Total Maintenance Supplies</b>	2,061.28	19,818.69
<b>Office Supplies</b>		
51900 · Office Supplies - NT	2,790.76	28,589.32
51908 · Office Supplies - T	661.02	6,570.41
51918 · OFFICE EXPENSE M/T	40.86	246.00
52100 · Outside Services - NT	72.14	1,282.61
Office Supplies - Other	0.00	0.00
<b>Total Office Supplies</b>	3,564.78	36,688.34
<b>Other Expenses</b>		
55419 · Other Expenses - NT	0.00	8,192.56
<b>Total Other Expenses</b>	0.00	8,192.56
<b>Other Professional/Outside Serv</b>		
52109 · Outside Services, Other - NT	1,200.93	5,696.27
52110 · OUTSIDE SERVICES M/A	186.00	3,919.00
52118 · Outside Services, Other - T	44,446.26	156,252.20
<b>Total Other Professional/Outside Serv</b>	45,833.19	165,867.47
<b>Permits</b>		
51618 · Permits - T	0.00	15,768.91
<b>Total Permits</b>	0.00	15,768.91

Humboldt Bay Harbor, Recreation & Conservation District

Profit & Loss

April 2022

	Apr 22	Jul '21 - Apr 22
<b>Personnel Expenses</b>		
<b>Commissioners Fees</b>		
50200 · Commissioner's Salaries - NT	1,470.00	14,420.00
50208 · Commissioner's Salaries - T	630.00	6,180.00
<b>Total Commissioners Fees</b>	2,100.00	20,600.00
<b>Payroll Burden</b>		
50500 · Payroll Benefits, Other - NT	32,809.13	315,652.36
50508 · Payroll Benefits, Other - T	8,908.91	97,688.23
6560 · Workers' Comp	4,914.14	34,904.00
<b>Total Payroll Burden</b>	46,632.18	448,244.59
<b>Salaries/Wages</b>		
50100 · Salaries & Wages - NT	108,542.54	709,112.58
50108 · Salaries & Wages - T	0.00	699.91
50119 · Sal. & Wages, Part-time - NT	0.00	1,680.00
<b>Total Salaries/Wages</b>	108,542.54	711,492.49
<b>Total Personnel Expenses</b>	157,274.72	1,180,337.08
<b>Planning Services</b>		
52200 · Planning Fees - NT	7,522.00	20,433.99
52208 · Planning Fees - T	5,766.89	15,829.25
<b>Total Planning Services</b>	13,288.89	36,263.24
<b>Rent Expense</b>		
52600 · Rent Expense - NT	0.00	3,334.00
54308 · Redwood Terminal 2 Lease Expens	19,845.18	189,968.08
<b>Total Rent Expense</b>	19,845.18	193,302.08
<b>Small Tools</b>		
52800 · Small Tools - NT	0.00	1,894.00
52808 · Small Tools - T	0.00	906.38
<b>Total Small Tools</b>	0.00	2,800.38
<b>Utilities</b>		
52909 · Utilities - NT	19,553.12	174,974.57
52918 · Utilities - T	4,317.53	41,354.39
53000 · Water, Sewer, & Refuse - NT	10,520.67	95,255.13
53008 · Water, Sewer, & Refuse - T	4,010.63	40,966.99
<b>Total Utilities</b>	38,401.95	352,551.08
<b>Total Expense</b>	364,070.49	2,849,643.24
<b>Net Ordinary Income</b>	-62,869.65	2,510,965.91
<b>Net Income</b>	<b>-62,869.65</b>	<b>2,510,965.91</b>

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Humboldt Bay Harbor, Recreation & Conservation District

05/25/22

Account QuickReport

Accrual Basis

As of April 30, 2021

Type	Date	Num	Name	Memo	Amount
<b>10200.1 - Cash in PNC, Checking</b>					
Liability Check	04/01/2021		QuickBooks Payroll Serv...	Created by Payro...	-19,862.29
Bill Pmt -Check	04/02/2021	EFT	CalPERS 457 Program	457Match 04/02/...	-300.00
Liability Check	04/02/2021	EFT	PERS Unfunded Accrue...	2233447024	-4,598.39
Liability Check	04/02/2021	EFT	CalPERS 457 Program	450348	-1,125.00
Liability Check	04/02/2021	EFT	State Disbursement Unit	0230000067964	-233.53
Bill Pmt -Check	04/02/2021	61040	Advanced Security Syste...	WIM	-184.50
Bill Pmt -Check	04/02/2021	61041	Airgas USA	VOID: 3980904	0.00
Bill Pmt -Check	04/02/2021	61042	Alber's Tractor & Ag Work		-135.00
Bill Pmt -Check	04/02/2021	61043	Arcata Chamber of Com...	2021 Membershi...	-450.00
Bill Pmt -Check	04/02/2021	61044	AT&T Internet	831-000-8571 571	-933.88
Bill Pmt -Check	04/02/2021	61045	California Redwood Co.	Red Tank 01/19 -...	-563.79
Bill Pmt -Check	04/02/2021	61046	City of Eureka (Sewer)	2001-901804-02	-1,434.54
Bill Pmt -Check	04/02/2021	61047	City of Eureka (Water)	2001-901802-01	-4,871.12
Bill Pmt -Check	04/02/2021	61048	Coast Seafood Co.	April 2021 Note ...	-13,000.00
Bill Pmt -Check	04/02/2021	61049	Coastal Business Syste...	WIM Copier Lease	-468.67
Bill Pmt -Check	04/02/2021	61050	Harshwal & Company, LLP	Audit for FY 2019...	-4,737.60
Bill Pmt -Check	04/02/2021	61051	Hiley, Mindy	Notary Services	-30.00
Bill Pmt -Check	04/02/2021	61052	Humboldt Community Se...	3165	-342.35
Bill Pmt -Check	04/02/2021	61053	Humboldt Waste Manag...		-125.00
Bill Pmt -Check	04/02/2021	61054	Keenan Supply		-10.88
Bill Pmt -Check	04/02/2021	61055	Mission Uniform & Linen	VOID: 299313	0.00
Bill Pmt -Check	04/02/2021	61056	North Coast Laboratories...	FL Stormwater	-235.00
Bill Pmt -Check	04/02/2021	61057	Nylex.net	VPN Renewal 04...	-275.00
Bill Pmt -Check	04/02/2021	61058	Pacific Gas & Electric (N...	2072047	-392.04
Bill Pmt -Check	04/02/2021	61059	Pintermedia LLC		-60.00
Bill Pmt -Check	04/02/2021	61060	PPG Architectural Finishes		-69.36
Bill Pmt -Check	04/02/2021	61061	Razursharp	HUMBOLBOX	-33.61
Bill Pmt -Check	04/02/2021	61062	Sea Scouts		-500.00
Bill Pmt -Check	04/02/2021	61063	Standard Insurance Com...	ST 908447 0001	-217.60
Bill Pmt -Check	04/02/2021	61064	Tony Gosselin & Sons		-1,626.00
Bill Pmt -Check	04/02/2021	61065	Airgas USA	3980904	-65.99
Bill Pmt -Check	04/02/2021	61066	Mission Uniform & Linen	299313	-259.35
Liability Check	04/05/2021	E-pay	Employment Developme...	499-0307-3 QB T...	-2,430.99
Liability Check	04/13/2021	E-pay	Employment Developme...	499-0307-3 QB T...	-1,438.10
Liability Check	04/13/2021	E-pay	Internal Revenue Service	94-2262845 QB ...	-3,503.98
Bill Pmt -Check	04/14/2021	EFT	Francotyp-Postalia	466106100	-300.00
Liability Check	04/15/2021		QuickBooks Payroll Serv...	Created by Payro...	-19,809.38
Check	04/15/2021			Service Charge	-166.43
Liability Check	04/16/2021	EFT	PERS Unfunded Accrue...	2233447024	-4,598.39
Liability Check	04/16/2021	EFT	CalPERS 457 Program	450348	-1,150.00
Liability Check	04/16/2021	EFT	State Disbursement Unit	0230000067964	-233.53
Bill Pmt -Check	04/16/2021	EFT	CalPERS 457 Program	457Match 04/16/...	-300.00
Bill Pmt -Check	04/16/2021	EFT	PERS Unfunded Accrue...	2233447024	-6,042.69
Bill Pmt -Check	04/16/2021	61068	101Netlink	WIM	-190.00
Bill Pmt -Check	04/16/2021	61069	ACWA JPIA	215	-28,009.52
Bill Pmt -Check	04/16/2021	61070	Alber's Tractor & Ag Work		-300.00
Bill Pmt -Check	04/16/2021	61071	AT&T Phone	707 443-0801 07...	-1,536.90
Bill Pmt -Check	04/16/2021	61072	B & B Portable Toilets	RWD	-116.55
Bill Pmt -Check	04/16/2021	61073	David L. Moonie & Comp...		-1,440.00
Bill Pmt -Check	04/16/2021	61074	Englund Marine Supply		-1,073.28
Bill Pmt -Check	04/16/2021	61075	Enterprise-Record, Merc...		-896.96
Bill Pmt -Check	04/16/2021	61076	Eureka Oxygen Company		-115.67
Bill Pmt -Check	04/16/2021	61077	GHD Inc.	Habitat Mitigation	-643.75
Bill Pmt -Check	04/16/2021	61078	Hensell Materials, Inc.		-55.13
Bill Pmt -Check	04/16/2021	61079	Humboldt Bay Municipal ...		-770.65
Bill Pmt -Check	04/16/2021	61080	Humboldt Bay Solar Fun...	HB0520	-14,303.54
Bill Pmt -Check	04/16/2021	61081	Humboldt Waste Manag...		-26.00
Bill Pmt -Check	04/16/2021	61082	Mission Uniform & Linen	299313	-220.41
Bill Pmt -Check	04/16/2021	61083	Mitchell Law Firm, LLP		-2,172.00
Bill Pmt -Check	04/16/2021	61084	Napa Auto Parts		-768.74
Bill Pmt -Check	04/16/2021	61085	Pacific Gas & Electric (1...	Acct #06704919...	-2,361.98
Bill Pmt -Check	04/16/2021	61086	Pacific Gas & Electric (3...	6598073494-4	-158.82
Bill Pmt -Check	04/16/2021	61087	Pierson Building Center	1297	-70.39
Bill Pmt -Check	04/16/2021	61088	PPG Architectural Finishes		-21.42
Bill Pmt -Check	04/16/2021	61089	Recology Eel River	061097997	-413.28
Bill Pmt -Check	04/16/2021	61090	Recology Humboldt Cou...	061218064	-681.15
Bill Pmt -Check	04/16/2021	61091	Recology Humboldt Cou...	A0060000265	-2,343.55
Bill Pmt -Check	04/16/2021	61092	Shelter Cove Fishing Pre...		-2,270.83



## Humboldt Bay Harbor, Recreation &amp; Conservation District

05/25/22

## Account QuickReport

Accrual Basis

As of April 30, 2021

Type	Date	Num	Name	Memo	Amount
Bill Pmt -Check	04/16/2021	61093	Shelter Cove Resort Imp...	SC	-63.39
Bill Pmt -Check	04/16/2021	61094	SHN Consulting Enginee...		-5,503.25
Bill Pmt -Check	04/16/2021	61095	Southwest Answering Se...		-165.00
Bill Pmt -Check	04/16/2021	61096	Staples Credit Plan	6035 5178 1247 ...	-69.59
Bill Pmt -Check	04/16/2021	61097	US Bank Corporate Pay...	4246044555706...	-2,939.86
Bill Pmt -Check	04/16/2021	61098	Valley Pacific Petroleum ...	114137	-1,189.44
Bill Pmt -Check	04/16/2021	61099	Verizon Wireless		-337.73
Bill Pmt -Check	04/16/2021	61100	World Oil Environmental S...	WIM	-160.00
Bill Pmt -Check	04/16/2021	61101	Scribble Software	Marina Manage...	-2,470.00
Bill Pmt -Check	04/16/2021	61102	SDRMA	Property/Liability ...	-243.00
Bill Pmt -Check	04/16/2021	61103	Verizon Wireless		-76.26
Bill Pmt -Check	04/26/2021		Humboldt Land Title Co...	QuickBooks gen...	0.00
Liability Check	04/26/2021	61106	Operating Engineers Loc...	94-2262845	-523.32
Liability Check	04/26/2021	E-pay	Employment Developme...	499-0307-3 QB T...	-1,557.94
Liability Check	04/26/2021	E-pay	Internal Revenue Service	94-2262845 QB ...	-4,023.56
Liability Check	04/29/2021		QuickBooks Payroll Serv...	Created by Payro...	-22,179.78
Liability Check	04/30/2021	EFT	PERS Unfunded Accrue...	2233447024	-4,598.39
Bill Pmt -Check	04/30/2021	EFT	CalPERS 457 Program	457Match 04/30/...	-300.00
Liability Check	04/30/2021	EFT	CalPERS 457 Program	450348	-1,150.00
Liability Check	04/30/2021	61105	Franchise Tax Board	Robert Tatian 54...	-1,262.61
Liability Check	04/30/2021	61107	Franchise Tax Board	Chris Mikkelsen ...	-150.00
Liability Check	04/30/2021	EFT	State Disbursement Unit	0230000067964	-233.53
Check	04/30/2021	61108	Grace, Don	Tenant Refund	-172.70
Check	04/30/2021	61109	Williamson Jr., Paul	Tenant Refund	-20.00
Bill Pmt -Check	04/30/2021	61110	AT&T Internet	831-000-8571 571	-933.88
Bill Pmt -Check	04/30/2021	61111	BDI - M&S Arcata		-162.32
Bill Pmt -Check	04/30/2021	61112	Campton Electric Supply		-208.83
Bill Pmt -Check	04/30/2021	61113	City of Eureka (Sewer)	2001-901804-02	-1,837.36
Bill Pmt -Check	04/30/2021	61114	City of Eureka (Water)	2001-901802-01	-4,891.52
Bill Pmt -Check	04/30/2021	61115	Coastal Business Syste...	WIM Copier Lease	-468.67
Bill Pmt -Check	04/30/2021	61116	Coldwell Banker Comme...		-2,195.18
Bill Pmt -Check	04/30/2021	61117	Don's Rent-All	7197	-175.76
Bill Pmt -Check	04/30/2021	61118	Eureka Oxygen Company		-38.11
Bill Pmt -Check	04/30/2021	61119	Humboldt Community Se...	3165	-394.91
Bill Pmt -Check	04/30/2021	61120	Humboldt County Health ...	WIM	-1,440.78
Bill Pmt -Check	04/30/2021	61121	Humboldt Waste Manag...		-216.00
Bill Pmt -Check	04/30/2021	61122	Keenan Supply		-199.65
Bill Pmt -Check	04/30/2021	61123	LACO Associates	PO #1610-Multip...	-13,280.50
Bill Pmt -Check	04/30/2021	61124	Matthews Paints		-190.96
Bill Pmt -Check	04/30/2021	61125	Miller Farms Nursery	48722	-683.13
Bill Pmt -Check	04/30/2021	61126	Mission Uniform & Linen	299313	-213.43
Bill Pmt -Check	04/30/2021	61127	Northern California Safet...	Hazwoper Refres...	-375.00
Bill Pmt -Check	04/30/2021	61128	Nylex.net	Set up new comp...	-1,725.00
Bill Pmt -Check	04/30/2021	61129	Pacific Gas & Electric (N...	2072047	-703.39
Bill Pmt -Check	04/30/2021	61130	Pintermedia LLC		-60.00
Bill Pmt -Check	04/30/2021	61131	Planwest Partners, Inc.		-975.74
Bill Pmt -Check	04/30/2021	61132	Standard Insurance Com...	ST 908447 0001	-217.60
Bill Pmt -Check	04/30/2021	61133	Tehama Tire	Travel lift tire repair	-137.25
Bill Pmt -Check	04/30/2021	61134	Thomas Gast & Associat...	WIM Bathymetric...	-5,000.00
Bill Pmt -Check	04/30/2021	61135	Total Compensation Syst...	GASB75 Valuati...	-1,665.00
Bill Pmt -Check	04/30/2021	61136	Wahlund Construction Inc.	35-21	-1,144.87
Bill Pmt -Check	04/30/2021	61137	Wing Inflatables, Inc	Fire Boat	-477.23
Check	04/30/2021	61138	Campbell, Todd	Tenant Refund	-200.41

Total 10200.1 · Cash in PNC, Checking

-247,676.33

**TOTAL****-247,676.33**

COMMISSIONERS  
1<sup>st</sup> Division  
Aaron Newman  
2<sup>nd</sup> Division  
Greg Dale  
3<sup>rd</sup> Division  
Stephen Kullmann  
4<sup>th</sup> Division  
Richard Marks  
5<sup>th</sup> 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**  
**June 9, 2022**

**TO:** Honorable Board President and Harbor District Board Members

**FROM:** Larry Oetker, Executive Director

**DATE:** May 25, 2022

**TITLE: Affirmation of Adopted Resolution No. 2021-16 A Resolution of the Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District Making Findings Pursuant to Government Code Section 54953, as Amended by Assembly Bill 361, and Authorize the Continued Use of Virtual Meetings**

---

**STAFF RECOMMENDATION:** Affirm the findings made in Resolution 2021-16 regarding the continued state of emergency and authorize the continued use of virtual meetings.

**SUMMARY:** On October 14, 2021 the Board of Commissioners adopted Resolution 2021-16 and, as per Section 4 of that Resolution, agreed to reconsider the findings within 30-days. The findings remain in effect as the COVID-19 pandemic has not subsided and the Governor issued Executive Order Nos. N-08-21, N-25-20 and N-29-20, which suspended certain provisions of the Ralph M. Brown Act to allow legislative bodies to conduct public meetings without strict compliance with the teleconferencing provisions of the Brown Act remains in place. Assembly Bill 361, which was signed into law in September of 2021, amended Government Code section 54953, to provide relief from the teleconferencing provisions of the Brown Act under certain circumstances provided the legislative body makes certain findings.

**DISCUSSION:** As a result of the COVID-19 pandemic, the Humboldt County Health Officer has imposed and has recommended measures to promote social distancing as more particularly set forth in his August 6, 2021, Order, among other prior orders and guidance. Based on these recommendations, Staff recommends that the Board continue to conduct virtual meetings as authorized by AB 361.

**ATTACHMENTS:**

- A. Adopted Resolution 2021-16

**HUMBOLDT BAY HARBOR, RECREATION,  
AND CONSERVATION DISTRICT**

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**RESOLUTION NO. 2021-16**

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR,  
RECREATION, AND CONSERVATION DISTRICT MAKING FINDINGS PURSUANT TO  
GOVERNMENT CODE SECTION 54953, AS AMENDED BY ASSEMBLY BILL 361, AND  
AUTHORIZING THE CONTINUED USE OF VIRTUAL MEETINGS**

**WHEREAS**, as a result of the COVID-19 pandemic, the Governor issued Executive Order Nos. N-08-21, N-25-20 and N-29-20, which suspended certain provisions of the Ralph M. Brown Act to allow legislative bodies to conduct public meetings without strict compliance with the teleconferencing provisions of the Brown Act;

**WHEREAS**, Assembly Bill 361, which was signed into law in September of 2021, amended Government Code section 54953, to provide relief from the teleconferencing provisions of the Brown Act under certain circumstances provided the legislative body makes certain findings;

**WHEREAS**, as a result of the COVID-19 pandemic, the Governor proclaimed a state of emergency on March 4, 2020, in accordance with the section 8625 of the California Emergency Services Act, and the state of emergency remains in effect;

**WHEREAS**, as a result of the COVID-19 pandemic, the Humboldt County Health Officer has imposed and has recommended measures to promote social distancing as more particularly set forth in his August 6, 2021, Order, among other prior orders and guidance;

**NOW, THEREFORE, THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT DOES HEREBY RESOLVE AS FOLLOWS:**

**SECTION 1.** That the Board has reconsidered the circumstances of the previously declared and existing state of emergency arising from the COVID-19 pandemic;

**SECTION 2.** That the state of emergency continues to directly impact the ability of the members of the Board to meet safely in person, and further that local officials continue to impose or recommend measures to promote social distancing;

**SECTION 3.** That the Board may continue to conduct public meetings in accordance with Government Code section 54953(e);

**SECTION 4.** That the Board will reconsider the above findings within 30-days of this Resolution.

**PASSED AND ADOPTED** by the Humboldt Bay Harbor, Recreation and Conservation District Board of Commissioners at a duly called meeting held on the **14<sup>th</sup> day of October 2021** by the following polled vote:

**AYES:** Dale, Higgins, Kullmann, Marks

**NOES:** ∅

**ABSENT:** ∅

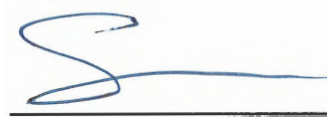
**ABSTAIN:** ∅

**ATTEST:**



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Patrick Higgins, Secretary  
Board of Commissioners



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Stephen Kullmann, President  
Board of Commissioners

**CERTIFICATE OF SECRETARY**

The undersigned, duly qualified and acting Secretary of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, does hereby certify that the attached Resolution is a true and correct copy of RESOLUTION NO. **2021-16** entitled,

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT MAKING FINDINGS PURSUANT TO GOVERNMENT CODE SECTION 54953, AS AMENDED BY ASSEMBLY BILL 361, AND AUTHORIZING THE CONTINUED USE OF VIRTUAL MEETINGS**

as regularly adopted at a legally convened meeting of the Board of Commissioners of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, duly held on the **14<sup>th</sup> day of October 2021**; and further, that such Resolution has been fully recorded in the Journal of Proceedings in my office, and is in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand this **14<sup>th</sup> day of October 2021**.



Patrick Higgins, Secretary  
Board of Commissioners



Humboldt Bay Harbor, Recreation &  
Conservation District  
PO Box 1030  
Eureka, CA 95502

# Purchase Order

Date	P.O. No.
05/12/2022	1776

Vendor
Express Employment Professionals 14 W Wabash Ave Eureka, CA 95501

Ship To
Humboldt Bay Harbor, Recreation and Conservation District PO Box 1030 Eureka, CA 95502

Description	Qty	Rate	Class	Amount
Employment Services for Custodian/Groundskeeper (Maintenance Worker 1)  720 hours Bill rate \$27.38 for a total of \$19,713.60				\$20,000.00
Approved By:			<b>Total</b> \$20,000.00	

HUMBOLDT BAY HARBOR, RECREATION  
AND CONSERVATION DISTRICT

PERMIT AND AGREEMENT TO  
OPERATE A **CHARTER SERVICE**

601 Startare Drive  
Woodley Island Marina  
P.O. Box 1030  
Eureka, CA 95501

PERMITTEE:

**Mario Arguilles**  
**dba *Mario's Guide Service***  
**924 Easy Street**  
**Brookings, Oregon 97415**

This Permit and Agreement is executed in triplicate at Woodley Island Marina, Eureka, California, between HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, hereinafter referred to as "District", and **MARIO ARGUILLES**, dba ***Mario's Guide Service*** hereinafter referred to as "**Mario Arguilles.**"

**WHEREAS**, **Mario Arguilles** will be the Lessees of Slip Number 24-IB, Float D, at the Woodley Island Marina for a vessel, pursuant to a Berthing Permit and Rental Agreement for the Woodley Island Marina, a copy of which is attached hereto and incorporated by reference as Exhibit "A" hereto; and

**WHEREAS**, on or about June 2, 2022, **Mario Arguilles** made a written request to renew a Permit from the District to operate the business ***Mario's Guide Service*** from a vessel moored at Slip Number 24-IB, Float D at the Woodley Island Marina; and

**WHEREAS**, Ordinance Number 9, Section 6.7, subparagraph (a) of the District prohibits any commercial endeavor or charter service for hire without a special permit from the District.

**AFTER REVIEW AND CONSIDERATION** thereof by the Board of Commissioners of the District of the application of **Mario Arguilles**:

**THE PARTIES, THEREFORE, AGREE AS FOLLOWS:**

1. District shall permit **Mario Arguilles**, ***Mario's Guide Service***, to operate the

business **Mario's Guide Service** for the purpose of charter service at the Woodley Island Marina. The charter services shall consist primarily of sport fishing. Diving or diving instruction from or on said vessel shall not be allowed and shall be prohibited at all times at any locations within or without the boundaries of Woodley Island Marina while **Mario Arguilles** operates the business of charter services from the Woodley Island Marina.

2. The term of this Permit and Agreement shall be for **Three (3) years commencing July 09, 2022** and terminating on **July 08, 2025**. District or **Mario Arguilles** may terminate this Permit and Agreement by giving sixty (60) days written notice of termination to the other party. District may terminate this Permit and Agreement with **Mario Arguilles** with or without cause or reason by giving **Mario Arguilles** sixty (60) days written notice of termination and **Mario Arguilles** shall terminate their business, as defined in Paragraph 1, (60) days from the date of personal service of said written notice of termination or sixty (60) days from the date of deposit or the written notice of termination deposited, enclosed in a sealed envelope with postage thereon fully prepaid, in the United States mail, and addressed to **Mario Arguilles**, at **924 Easy Street, Brookings, OR 97415**.

In the event **Mario Arguilles** are in default of any of the provisions of the Berthing Permit and Rental Agreement for the Woodley Island Marina, a copy of which is attached hereto as Exhibit "A", and **Mario Arguilles** Berthing Permit is terminated pursuant to said Agreement, this Permit and Agreement to operate a *Charter Service* shall terminate forthwith on the date of termination of **Mario Arguilles** Berthing Permit and Rental Agreement for the Woodley Island Marina without the requirement of the hereinabove set forth sixty (60) day notice of termination provisions.

3. In addition to the monthly rental payable by **Mario Arguilles** to the District pursuant to the Berthing Permit and Rental Agreement for the Woodley Island Marina, a copy of which is attached hereto as Exhibit "A", **Mario Arguilles** shall pay District the sum of Two hundred fifty dollars and no cents (\$250.00) per year, however all rates may be changed pursuant to paragraph 3 of the



Berthing Permit and Rental Agreement for Woodley Island Marina which provides that the District may change or increase the rates by giving thirty (30) days notice.

4. On or prior to the date of the Agreement, to wit: **July 9, 2021, Mario Arguilles** shall purchase and maintain throughout the term of the Permit and Agreement **Commercial General Liability** insurance covering **Mario Arguilles** pursuant to the terms of this Permit and Agreement. Said insurance policy of "protection and indemnity insurance" insuring **Mario Arguilles** from liability for bodily injury, death, or property damage as a result of their operation and shall name District as an additional insured and provide District, prior to **July 9** each year, with a Certificate of Insurance stating the amount of the insurance and proof that the District is an additional named insured, and the agreement of said insurance company that District shall be notified forthwith of the event of non-payment of the premium or termination of said insurance policy. The amount of insurance shall be One Million Dollars and no cents (\$1,000,000.00) **per occurrence**. In the event said liability insurance policy referred to in the Paragraph 4 is cancelled or terminated, **Mario Arguilles** shall forthwith cease and stop their **Mario's Guide Service** business at District's premises at the Woodley Island Marina and shall not resume operations until said liability insurance policy is fully reinstated and in full force and effect.
5. **Mario Arguilles** shall, prior to commencing operation of **Mario's Guide Service**, obtain any and all necessary permits, if applicable, including but not limited to City of Eureka business license and **California Department of Fish and Wildlife** licenses.
6. **Mario Arguilles** agrees that neither the Humboldt Bay Harbor, Recreation and Conservation District, nor its Board of Commissioners, nor any Officer of the District shall be liable to any extent for the injury or damages to any person or property or for the death of any person arising out of or connected with **Mario Arguilles**, and **Mario Arguilles** shall indemnify and hold harmless District, its Commissioners, and Officers free and harmless from any liability for any such injury, death or damages. In addition, **Mario Arguilles** agrees to hold

harmless, indemnify, and hold District non-responsible for any of **Mario Arguilles** operations according to the provisions of paragraphs 11, 13, and 19 of the Berthing Permit and Rental Agreement for Woodley Island Marina, a copy of which is attached hereto as Exhibit "A" and incorporated by reference as though set forth in full.

7. **Mario Arguilles** at all times shall comply and shall obtain compliance of Lessees' family, agents, employees, business visitors, and invitees of all laws, ordinances, rules and regulations, including Ordinance No.9, the Woodley Island Marina Rules and Regulations, and those of local, state, and federal government.
8. **Mario Arguilles** at all times shall ensure that walkways and finger piers are not obstructed in any manner. No tires, ropes, canvas, or other material shall be nailed or attached to finger piers, docks, and piles without the written approval of the District. No person shall throw, discharge, or deposit from any vessel or from the shore or float or in any other manner, any waste, fish or shellfish parts into or upon the waters of the Woodley Island Marina or upon the banks, walls, sidewalks, or parking areas within the boundaries of the Woodley Island Marina. No person shall place or leave dead animals, fish, shellfish, bait, or other putrefying matter on or along seawalls, harbor structures, floats, piers, sidewalks, or parking areas within the boundaries of the Woodley Island Marina. Vessel must be kept free of trash and waste product so as not to attract seagulls, sea lions, harbor seals, and other animals. All trash and waste product shall be properly disposed of each day.
9. **Mario Arguilles** may place a sign on the vessel the size of which must be approved by the District's Executive Director. **Mario Arguilles** may place a directional sign for incoming traffic onto Woodley Island Marina in an area approved by the Executive Director. Type and size of all signs are to be approved by the Executive Director of the District and, shall reasonably conform in size, shape, and colors of the signs heretofore existing on Woodley Island and the Woodley Island Marina.
10. This Permit and Agreement is not transferable or assignable by **Mario**

**Arguilles** without approval in writing by the District. Any transfer of assignment or attempted transfer or assignment of this Permit by **Mario Arguilles** shall be null and void.

11. This Permit and Agreement is non-exclusive and District retains the right to enter into agreements with and grant permits to other persons or business for the same purposes as set forth in this Permit and Agreement.
12. The covenants and conditions herein contained shall apply to and bind the heirs, legal representatives, successors, and assigns of all of the parties hereto; and all of the parties hereto shall be jointly and severally liable hereunder.
13. Time is of the essence of this Permit and Agreement and of each and every covenant, term, and condition, and provision hereof.
14. **Mario Arguilles** is hereby notified by the District that this Permit and Agreement to Operate **Mario's Guide Service** in conjunction with the Berthing Permit and Rental Agreement for a vessel at the Woodley Island Marina or property interests created herein, if any, may be subject to a possessory interest tax or property taxation if created pursuant to Sections 107 to 108 of the California Revenue and Taxation Code and that **Mario Arguilles** and/or the party in whom the possessory interest is vested may be subject to the payment of property taxes levied upon such interests. **Mario Arguilles** agrees and acknowledges that they have actual notice pursuant to Section 107.6 of the California Revenue and Taxation Code and that **Mario Arguilles** may be required to pay a possessory interest tax as a result of this Permit and Agreement to operate a charter service in conjunction with the Berthing Permit and Rental Agreement for the vessel for Woodley Island Marina. **Mario Arguilles** hereby acknowledge that they have actual knowledge of the existence of a possessory interest tax and have read the provision of Section 107 to 108 of the California Revenue and Taxation Code. **Mario Arguilles** agrees to and shall pay all possessory interest taxes levied by any governmental agency by reason of this Permit and Agreement and their

Berthing Permit and Rental Agreement for their vessel, for Woodley Island Marina.

**EXECUTED on, \_\_\_\_\_, 2022, by authority of the Board of Commissioners of the HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT.**

\_\_\_\_\_  
**GREG DALE, President  
Board of Commissioners  
HUMBOLDT AY HARBOR, RECREATION,  
AND CONSERVATION DISTRICT**

**Mario Arguilles, dba, *Mario's Guide Service***, as Permittee in this Permit and Agreement hereby accepts and agrees to all terms and conditions herein above set forth.

Dated: \_\_\_\_\_, 2022

By \_\_\_\_\_  
**MARIO ARGUILLES, Owner  
*Mario's Guide Service***

## COMMISSIONERS

1<sup>st</sup> Division

Larry Doss

2<sup>nd</sup> Division

Greg Dale

3<sup>rd</sup> Division

Stephen Kullmann

4<sup>th</sup> Division

Richard Marks

5<sup>th</sup> 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**  
**June 9, 2022**

**TO:** Honorable Board President and Harbor District Board Members

**FROM:** Larry Oetker, Executive Director

**DATE:** June 3, 2022

**TITLE:** Preliminary Budget Adoption for Fiscal Year 2022-2023

**STAFF RECOMMENDATION:** It is recommended that the Board: Adopt the Preliminary Budget for FY 2022-2023 and Review the Budget Process and Policies.

**SUMMARY:** The Budget is prepared annually under direction of the Executive Director. In accordance with CA Harbors and Navigation Code Section 6093, on or before June 15, the District Board shall estimate and determine the amount of money required by the Harbor District and shall adopt a preliminary budget. Per Section 6093.3, the final budget shall be reported to the Board of Supervisors not later than August 1<sup>st</sup>.

**DISCUSSION:** The following are some highlights from last year's budget:

1. Expenditures in FY 2021-22 were within amounts budgeted.
2. The preliminary budget is balanced.
3. The Coast Seafood Loan has been paid in full.
4. The RTI Cable Landing lease income for two cables has been received.
5. Because of the delays in receiving the permits for the Nordic Aquafarms project, the budget does not include revenues from that lease.
6. The New Market Tax Credit debt asset is projected to be transferred to the Harbor District in March 2023. Due to quarterly payments no savings are included in the FY 2022-23 preliminary budget.
7. Approximately \$11 million in grant funds have been awarded for the new Heavy Lift Marine Terminal to Support the Offshore Wind Industry. These funds will be budgeted and expended over the next three years.
8. Approximately \$6 million contract was executed with Caltrans for the Spartina Eradication Program. These funds will be budgeted and expended over the next seven years.
9. Approximately \$900,000 in grant funds were awarded for the Samoa Peninsula Beautification Project.

10. Hazardous material was removed from RMT II and the Fields Landing Boat Yard.
11. Two large commercial abandoned vessels were recycled.
12. Preliminary Reserve Account Balances have been maintained which includes approximately \$1 million (dredge fund); \$550,000 (Float Replacement); and \$400,000 (General Reserve) are in segregated account.
13. The District's cash flow is manageable.
14. It is very likely that the District will need to borrow funds to complete dredging in 2023 and for the new terminal project.

The Budget Policies and Procedures which the Board adopted last year are included as (Attachment B). The final budget will return on the July 14, 2022 agenda for final review and adoption.

**ATTACHMENTS:**

- A. Preliminary Budget
- B. Budget Process and Policies

Preliminary Budget FY 2022/2023	General Fund	Woodley Island	FLBY	Shelter Cove	RMT2	RWD	New Terminal	Tidelands	Grants	TOTAL
Ordinary Income/Expense										
Income										
Donations										
45709 · Donations - Sea Scouts	-	-	-	-	-	-	-	-	-	-
46519 · Donations - Lighthouse	-	20	20	-	-	-	-	-	-	40
<b>Total Donations</b>	-	<b>20</b>	<b>20</b>	-	-	-	-	-	-	<b>40</b>
Dredging Revenue										
41308.4 · Dredging Revenue - Other	-	-	-	-	-	-	-	-	-	-
41318 · Dredging Surcharge - T	-	200,000	15,000	-	-	-	-	-	-	215,000
<b>Total Dredging Revenue</b>	-	<b>200,000</b>	<b>15,000</b>	-	-	-	-	-	-	<b>215,000</b>
Fees										
40108 · PERMITS-T	1,500	2,600	-	-	-	-	-	-	-	4,100
40509 · Travel Lift Fees - T	-	-	-	-	-	-	-	-	-	-
40609 · Haul Out Fees - T	-	-	-	-	-	-	-	-	-	-
40618 · Boat Launch Fees - T	-	-	-	-	-	-	-	-	-	-
40808 · Pilotage Services - T	-	-	-	-	-	-	-	-	-	-
41308.1 · Pounding - T	-	-	-	-	-	4,800	-	-	-	4,800
41818 · Late Charges/Interest - T	-	8,900	-	-	-	-	-	800	-	9,700
41819 · Late Charges/Interest - NT	-	500	500	-	525	-	-	-	-	1,525
45608 · Chevron - Ports O&M - T	-	-	-	-	-	-	-	32,350	-	32,350
<b>Total Fees</b>	<b>1,500</b>	<b>12,000</b>	<b>500</b>	-	<b>525</b>	<b>4,800</b>	-	<b>33,150</b>	-	<b>52,475</b>
Float Replacement Account										
41418 · Float Replacement	-	65,000	-	-	-	-	-	-	-	65,000
<b>Total Float Replacement Account</b>	-	<b>65,000</b>	-	-	-	-	-	-	-	<b>65,000</b>
Grant Revenue										
Conservation Grants										
45208.3 · Conservation Grants, Gov't - T	-	-	-	198,160	-	-	-	-	885,623	1,083,783
<b>Total Conservation Grants</b>	-	-	-	<b>198,160</b>	-	-	-	-	<b>885,623</b>	<b>1,083,783</b>
Harbor Grants										
45208 · Harbor Grants, Other - T	-	-	-	-	-	-	-	-	1,799,740	1,799,740
45208.1 · Harbor Grants, Gov't - T	-	-	-	-	-	-	-	-	21,274	21,274
<b>Total Harbor Grants</b>	-	-	-	-	-	-	-	-	<b>1,821,014</b>	<b>1,821,014</b>
<b>Total Grant Revenue</b>	-	-	-	<b>198,160</b>	-	-	-	-	<b>2,706,637</b>	<b>2,904,797</b>
Harbor Surcharge										
40908 · Harbor Improvement Surcharge-T	-	-	-	-	-	-	-	200,000	-	200,000
<b>Total Harbor Surcharge</b>	-	-	-	-	-	-	-	<b>200,000</b>	-	<b>200,000</b>
Interest Revenue										
43108 · Interest Income - T	-	-	-	-	-	-	-	5,000	-	5,000
43109 · Interest Income - NT	7,000	-	-	-	160,800	-	-	-	-	167,800
43309 · Interest On Del Accts - NT	-	-	-	-	-	-	-	-	-	-
43318 · Interest On Del Accts - T	-	-	-	-	-	-	-	-	-	-
<b>Total Interest Revenue</b>	<b>7,000</b>	-	-	-	<b>160,800</b>	-	-	<b>5,000</b>	-	<b>172,800</b>
Other Revenue										
45908 · Other Revenue - T	-	-	-	-	-	-	-	-	-	-

Preliminary Budget FY 2022/2023	General Fund	Woodley Island	FLBY	Shelter Cove	RMT2	RWD	New Terminal	Tidelands	Grants	TOTAL
45909 · Other Revenue - NT	1,100	-	-	-	1,000	-	-	7,500	-	9,600
<b>Total Other Revenue</b>	<b>1,100</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>-</b>	<b>-</b>	<b>7,500</b>	<b>-</b>	<b>9,600</b>
<b>Rent Income</b>										
40218 · Slip Rents - T	-	510,000	-	-	-	-	-	-	-	510,000
40318.1 · Transient Rentals - T	-	35,000	-	-	-	-	-	-	-	35,000
40518 · Equipment Rent - T	-	-	-	-	-	-	-	-	-	-
40519 · Equipment Rent - NT	-	6,700	-	-	200	-	-	-	-	6,900
40809 · Yard Rent - NT	-	-	-	-	-	11,200	-	-	-	11,200
41108 · Rents, Tidelands Leases - T	-	-	-	-	-	-	-	410,000	-	410,000
41309 · Storage - NT	-	36,000	-	-	-	19,500	-	-	-	55,500
41409 · Upland Rent - NT	-	174,000	34,000	-	-	-	-	-	-	208,000
41409.2 · Redwood Terminal 2 - NMTC	-	-	-	-	60,000	-	-	-	-	60,000
41409 · Upland Rent - NT - Other	-	-	-	-	620,000	-	-	-	-	620,000
Total 41409 · Upland Rent - NT	-	-	-	-	-	-	-	-	-	-
<b>Total Rent Income</b>	<b>-</b>	<b>761,700</b>	<b>34,000</b>	<b>-</b>	<b>680,200</b>	<b>30,700</b>	<b>-</b>	<b>410,000</b>	<b>-</b>	<b>1,916,600</b>
<b>Sales</b>										
40109 · Sales, Retail - NT	-	-	-	-	-	-	-	-	-	-
40119 · Concession Sales - NT	-	5,800	-	-	-	-	-	-	-	5,800
<b>Total Sales</b>	<b>-</b>	<b>5,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,800</b>
<b>Tax Revenue</b>										
43509 · Property Tax Revenues	1,200,000	-	-	-	-	-	-	-	-	1,200,000
45009 · Other Federal Tax Revenue	-	-	-	-	-	-	-	-	-	-
<b>Total Tax Revenue</b>	<b>1,200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,200,000</b>
<b>Utility Surcharge</b>										
40409 · Utility Surcharge - NT	-	5,700	18,500	-	33,000	7,100	-	2,000	-	66,300
40418 · Utility Surcharge, Marina Dock	-	46,000	-	-	-	-	-	-	-	46,000
<b>Total Utility Surcharge</b>	<b>-</b>	<b>51,700</b>	<b>18,500</b>	<b>-</b>	<b>33,000</b>	<b>7,100</b>	<b>-</b>	<b>2,000</b>	<b>-</b>	<b>112,300</b>
47019 · Returned Check Charges	-	-	-	-	-	-	-	-	-	-
52708.1 · Discount	-	-	-	-	-	-	-	-	-	-
<b>Total Income</b>	<b>1,209,600</b>	<b>1,096,220</b>	<b>68,020</b>	<b>198,160</b>	<b>875,525</b>	<b>42,600</b>	<b>-</b>	<b>657,650</b>	<b>2,706,637</b>	<b>6,854,412</b>
<b>Gross Profit</b>	<b>1,209,600</b>	<b>1,096,220</b>	<b>68,020</b>	<b>198,160</b>	<b>875,525</b>	<b>42,600</b>	<b>-</b>	<b>657,650</b>	<b>2,706,637</b>	<b>6,854,412</b>
<b>Expense</b>										
<b>Accounting/Auditing Services</b>										
52500 · Accounting Fees - T	28,000	-	-	-	-	-	-	-	-	28,000
52508 · Accounting Fees - NT	12,000	-	-	-	-	-	-	-	-	12,000
<b>Total Accounting/Auditing Services</b>	<b>40,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>40,000</b>
<b>Advertising &amp; Promotion</b>										
51000 · Advertising & Promotion - NT	1,900	500	-	-	-	-	-	-	-	2,400
51008 · Advertising & Promotion - T	250	500	-	-	-	-	-	-	-	750
<b>Total Advertising &amp; Promotion</b>	<b>2,150</b>	<b>1,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,150</b>
<b>Bad Debts</b>										
51308 · Bad Debts - T	-	-	-	-	-	-	-	-	-	-
51309 · Bad Debts - NT	-	1,500	-	-	-	-	-	-	-	1,500
<b>Total Bad Debts</b>	<b>-</b>	<b>1,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,500</b>
<b>Capital Outlay</b>										



Preliminary Budget FY 2022/2023	General Fund	Woodley Island	FLBY	Shelter Cove	RMT2	RWD	New Terminal	Tidelands	Grants	TOTAL
53609 · Expenses Pending Transfer-Bldg	-	85,000	45,000	-	-	-	-	-	-	130,000
53618 · Expenses Pending Transfer-Auto	-	-	-	-	-	-	-	-	-	-
53619 · Expenses Pending Transfer - Eq	-	-	-	70,000	-	-	-	-	-	70,000
<b>Total Capital Outlay</b>	<b>-</b>	<b>85,000</b>	<b>45,000</b>	<b>70,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,000</b>
Communications										
51400 · Communications - NT	15,000	1,330	-	-	10,600	-	-	-	-	26,930
51408 · Communications - T	6,000	1,330	-	-	-	-	-	-	-	7,330
<b>Total Communications</b>	<b>21,000</b>	<b>2,660</b>	<b>-</b>	<b>-</b>	<b>10,600</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>34,260</b>
Conference & Meetings										
51500 · Conferences & Meetings - NT	6,700	2,500	2,500	-	5,000	-	-	-	-	16,700
51508 · Conferences & Meetings - T	3,000	5,000	-	-	-	-	-	150	-	8,150
Conference & Meetings - Other	-	-	-	-	-	-	-	-	-	-
<b>Total Conference &amp; Meetings</b>	<b>9,700</b>	<b>7,500</b>	<b>2,500</b>	<b>-</b>	<b>5,000</b>	<b>-</b>	<b>-</b>	<b>150</b>	<b>-</b>	<b>24,850</b>
Depreciation										
53509 · Depreciation - NT	-	-	-	-	-	-	-	-	-	-
<b>Total Depreciation</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Dredging Expense										
55608 · Dredging Expense - T	-	-	-	-	-	-	-	-	-	-
56708 · Dredging - GT	-	-	-	-	-	-	-	-	-	-
56718 · Dredging - MT	-	-	-	-	-	-	-	-	-	-
Dredging Expense - Other	-	-	-	-	-	-	-	-	-	-
<b>Total Dredging Expense</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Dues, Subscriptions & Licences										
51600 · Dues & Subscriptions - NT	50,000	-	-	-	-	-	-	-	-	50,000
51608 · Dues & Subscriptions - T	700	-	-	-	-	-	-	-	-	700
<b>Total Dues, Subscriptions &amp; Licences</b>	<b>50,700</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,700</b>
Elections & Government Fees										
51700 · Elections & Prop Tax Assess-NT	12,000	-	-	-	43,000	-	-	-	-	55,000
51708 · Elections & Prop Tax Assess - T	4,000	-	-	-	-	-	-	-	-	4,000
<b>Total Elections &amp; Government Fees</b>	<b>16,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>43,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>59,000</b>
Engineering Services										
52400 · Engineering Fees - NT	-	-	38,400	-	15,000	-	-	-	-	53,400
52408 · Engineering Fees - T	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering Services</b>	<b>-</b>	<b>-</b>	<b>38,400</b>	<b>-</b>	<b>15,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>53,400</b>
Fuel										
50400 · IMPUTED AUTO VALUE G/A	500	600	100	-	200	135	-	-	-	1,535
51200 · Automotive, Fuel- NT	6,000	500	-	100	-	-	-	-	-	6,600
51208 · Vessel Fuel	-	-	-	-	-	-	-	6,000	-	6,000
51218 · Automotive, Fuel - T	6,000	-	-	-	-	-	-	-	-	6,000
<b>Total Fuel</b>	<b>12,500</b>	<b>1,100</b>	<b>100</b>	<b>100</b>	<b>200</b>	<b>135</b>	<b>-</b>	<b>6,000</b>	<b>-</b>	<b>20,135</b>
Grant Expenses										
Conservation Grant Expenses	-	-	-	-	-	-	-	-	1,682,740	1,682,740
54408.3 · Conservation Grant Exp	-	-	-	198,160	-	-	-	-	867,995	1,066,155
<b>Total Conservation Grant Expenses</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>198,160</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,550,735</b>	<b>2,748,895</b>
Harbor Grant Expenses										

Preliminary Budget FY 2022/2023	General Fund	Woodley Island	FLBY	Shelter Cove	RMT2	RWD	New Terminal	Tidelands	Grants	TOTAL
54408.1 · Harbor Grant Exp	-	-	-	-	-	-	-	-	6,087	6,087
<b>Total Harbor Grant Expenses</b>	-	-	-	-	-	-	-	-	6,087	6,087
Recreation Grant Expenses										
54408.2 · Recreation Grant Exp	-	-	-	-	-	-	-	-	-	-
<b>Total Recreation Grant Expenses</b>	-	-	-	-	-	-	-	-	-	-
<b>Total Grant Expenses</b>	-	-	-	198,160	-	-	-	-	2,556,822	2,754,982
Insurance										
51800 · Insurance - NT	9,500	40,400	11,000	6,700	18,500	-	-	-	-	86,100
51808 · Insurance - T	15	-	-	-	-	-	-	14,500	-	14,515
<b>Total Insurance</b>	9,515	40,400	11,000	6,700	18,500	-	-	14,500	-	100,615
Interest Expense										
55108 · Interest Expense - T	-	-	-	-	-	-	-	52,000	-	52,000
55109 · Interest Expense - NT	2,400	31,000	-	-	59,000	-	-	-	-	92,400
<b>Total Interest Expense</b>	2,400	31,000	-	-	59,000	-	-	52,000	-	144,400
Legal Services										
52300 · Legal Fees - NT	17,000	-	-	-	1,500	-	-	-	-	18,500
52308 · Legal Fees - T	7,500	-	-	-	-	-	20,000	-	-	27,500
<b>Total Legal Services</b>	24,500	-	-	-	1,500	-	20,000	-	-	46,000
Maintenance - Equipment										
51209 · Automotive, Repairs - NT	215	200	-	-	7,500	-	-	-	-	7,915
52710 · Repairs & Maint, Equip - NT	100	3,700	-	-	-	-	-	-	-	3,800
52718 · Repairs & Maint, Equip - T	-	4,200	5,000	-	-	-	-	30,000	-	39,200
<b>Total Maintenance - Equipment</b>	315	8,100	5,000	-	7,500	-	-	30,000	-	50,915
Maintenance - Facilities										
52708 · Repairs & Maint, Facilities - T	-	40,000	11,000	-	80,000	10,000	-	30,000	-	171,000
52709 · REPAIRS & MAINTENANCE G/NT	-	-	-	-	10,000	-	-	-	-	10,000
52719 · Repairs & Maint, Facilities - N	100	-	5,000	5,000	60,000	10,000	-	-	-	80,100
<b>Total Maintenance - Facilities</b>	100	40,000	16,000	5,000	150,000	20,000	-	30,000	-	261,100
Maintenance - IT										
57008 · Maintenance, IT Equip - T	100	600	-	-	-	-	-	-	-	700
57009 · Maintenance, IT Equip - NT	2,900	6,400	-	-	1,500	-	-	-	-	10,800
Maintenance - IT - Other	-	-	-	-	-	-	-	-	-	-
<b>Total Maintenance - IT</b>	3,000	7,000	-	-	1,500	-	-	-	-	11,500
Maintenance Supplies										
52008 · Maintenance Supplies - T	-	350	-	-	-	-	-	-	-	350
52010 · Maintenance Supplies - NT	500	17,500	700	-	5,500	-	-	-	-	24,200
<b>Total Maintenance Supplies</b>	500	17,850	700	-	5,500	-	-	-	-	24,550
Office Supplies										
51900 · Office Supplies - NT	17,500	200	-	-	-	-	-	-	-	17,700
51908 · Office Supplies - T	7,750	650	-	-	-	-	-	-	-	8,400
51918 · OFFICE EXPENSE M/T	-	-	-	-	-	-	-	265	-	265
52100 · Outside Services - NT	-	-	-	-	-	-	-	-	-	-
Office Supplies - Other	150	-	-	-	-	-	-	-	-	150
<b>Total Office Supplies</b>	25,400	850	-	-	-	-	-	265	-	26,515

Preliminary Budget FY 2022/2023	General Fund	Woodley Island	FLBY	Shelter Cove	RMT2	RWD	New Terminal	Tidelands	Grants	TOTAL
<b>Other Expenses</b>										
55418 · Other Expenses - T	-	-	-	-	-	-	-	-	-	-
55419 · Other Expenses - NT	12,300	-	-	-	-	-	-	-	-	12,300
<b>Total Other Expenses</b>	<b>12,300</b>	-	-	-	-	-	-	-	-	<b>12,300</b>
<b>Other Professional/Outside Serv</b>										
52109 · Outside Services, Other - NT	-	-	-	9,000	3,800	3,200	-	-	-	16,000
52110 · OUTSIDE SERVICES M/A	-	2,500	-	23,300	-	-	-	-	-	25,800
52118 · Outside Services, Other - T	-	-	-	-	31,600	-	14,600	25,000	-	71,200
<b>Total Other Professional/Outside Serv</b>	-	<b>2,500</b>	-	<b>32,300</b>	<b>35,400</b>	<b>3,200</b>	<b>14,600</b>	<b>25,000</b>	-	<b>113,000</b>
<b>Permits</b>										
51610 · Permits - NT	-	-	-	-	-	-	-	-	-	-
51618 · Permits - T	8,000	-	2,800	-	17,500	700	-	-	-	29,000
<b>Total Permits</b>	<b>8,000</b>	-	<b>2,800</b>	-	<b>17,500</b>	<b>700</b>	-	-	-	<b>29,000</b>
<b>Personnel Expenses</b>										
<b>Commissioners Fees</b>										
50200 · Commissioner's Salaries - NT	17,520	-	-	-	-	-	-	-	-	17,520
50208 · Commissioner's Salaries - T	7,680	-	-	-	-	-	-	-	-	7,680
<b>Total Commissioners Fees</b>	<b>25,200</b>	-	-	-	-	-	-	-	-	<b>25,200</b>
<b>Payroll Burden</b>										
50500 · Payroll Benefits, Other - NT	92,719	234,534	22,747	-	97,079	30,737	33,555	2,157	46,669	560,197
50508 · Payroll Benefits, Other - T	-	-	-	-	-	-	-	-	-	-
6560 · Workers' Comp	-	-	-	-	-	-	-	-	-	-
<b>Total Payroll Burden</b>	<b>92,719</b>	<b>234,534</b>	<b>22,747</b>	-	<b>97,079</b>	<b>30,737</b>	<b>33,555</b>	<b>2,157</b>	<b>46,669</b>	<b>560,197</b>
<b>Salaries/Wages</b>										
50100 · Salaries & Wages - NT	204,896	397,415	38,276	-	132,454	36,445	123,051	4,312	102,019	1,038,868
50108 · Salaries & Wages - T	-	-	-	-	-	-	-	-	-	-
50119 · Sal. & Wages, Part-time - NT	-	-	-	-	-	-	-	-	-	-
Salaries/Wages - Other	-	-	-	-	-	-	-	-	-	-
<b>Total Salaries/Wages</b>	<b>204,896</b>	<b>397,415</b>	<b>38,276</b>	-	<b>132,454</b>	<b>36,445</b>	<b>123,051</b>	<b>4,312</b>	<b>102,019</b>	<b>1,038,868</b>
<b>Total Personnel Expenses</b>	<b>322,815</b>	<b>631,949</b>	<b>61,023</b>	-	<b>229,533</b>	<b>67,182</b>	<b>156,606</b>	<b>6,469</b>	<b>148,688</b>	<b>1,624,265</b>
<b>Planning Services</b>										
52200 · Planning Fees - NT	3,200	-	1,200	800	-	3,000	-	-	-	8,200
52208 · Planning Fees - T	-	-	-	-	-	-	-	-	-	-
<b>Total Planning Services</b>	<b>3,200</b>	-	<b>1,200</b>	<b>800</b>	-	<b>3,000</b>	-	-	-	<b>8,200</b>
<b>Rent Expense</b>										
52600 · Rent Expense - NT	-	-	3,500	800	-	-	-	-	-	4,300
54308 · Redwood Terminal 2 Lease Expens	-	-	-	-	-	-	-	339,246	-	339,246
54409 · Lease Expense - RT2	-	-	-	-	-	-	-	-	-	-
<b>Total Rent Expense</b>	-	-	<b>3,500</b>	<b>800</b>	-	-	-	<b>339,246</b>	-	<b>343,546</b>
<b>Small Tools</b>										
52800 · Small Tools - NT	-	1,750	1,750	1,750	2,500	-	-	-	-	7,750
52808 · Small Tools - T	-	250	250	250	1,000	-	-	-	-	1,750
Small Tools - Other	-	-	-	-	-	-	-	-	-	-
<b>Total Small Tools</b>	-	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>3,500</b>	-	-	-	-	<b>9,500</b>

Preliminary Budget FY 2022/2023	General Fund	Woodley Island	FLBY	Shelter Cove	RMT2	RWD	New Terminal	Tidelands	Grants	TOTAL
<b>Utilities</b>										
52909 · Utilities - NT	13,000	5,800	3,250	-	200,000	-	-	-	-	222,050
52918 · Utilities - T	-	60,000	-	-	-	-	-	-	-	60,000
53000 · Water, Sewer, & Refuse - NT	-	84,000	4,600	8,400	25,000	-	-	-	-	122,000
53008 · Water, Sewer, & Refuse - T	-	55,000	-	-	-	-	-	-	-	55,000
<b>Total Utilities</b>	<b>13,000</b>	<b>204,800</b>	<b>7,850</b>	<b>8,400</b>	<b>225,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>459,050</b>
57018 · Bank Service Charges	-	-	-	-	-	-	-	-	-	-
66900 · Reconciliation Discrepancies	-	-	-	-	-	-	-	-	-	-
<b>Total Expense</b>	<b>564,095</b>	<b>880,409</b>	<b>189,223</b>	<b>315,860</b>	<b>603,233</b>	<b>94,217</b>	<b>191,206</b>	<b>503,630</b>	<b>2,705,510</b>	<b>6,047,383</b>
<b>Net Ordinary Income</b>	<b>645,505</b>	<b>215,811</b>	<b>(121,203)</b>	<b>(117,700)</b>	<b>272,292</b>	<b>(51,617)</b>	<b>(191,206)</b>	<b>154,020</b>	<b>1,127</b>	<b>807,029</b>
<b>Net Income</b>	<b>645,505</b>	<b>215,811</b>	<b>(121,203)</b>	<b>(117,700)</b>	<b>272,292</b>	<b>(51,617)</b>	<b>(191,206)</b>	<b>154,020</b>	<b>1,127</b>	<b>807,029</b>
<b>Debt Service</b>										
Bond		83,500						141,000		224,500
BVVA Loan					101,800					101,800
CalPERS Unfunded Liability	102,839									102,839
<b>Total Debt Service</b>	<b>102,839</b>	<b>83,500</b>	<b>-</b>	<b>-</b>	<b>101,800</b>	<b>-</b>	<b>-</b>	<b>141,000</b>	<b>-</b>	<b>429,139</b>
<b>Reserve Deposit</b>										
Dredge Surcharge		200,000	15,000							215,000
Float Replacement		35,000								35,000
Ocean Outfall										-
General Reserve										-
<b>Total Reserve</b>	<b>-</b>	<b>235,000</b>	<b>15,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>250,000</b>
<b>Net Income After Debt Service and Reserve Deposit</b>	<b>542,666</b>	<b>(102,689)</b>	<b>(136,203)</b>	<b>(117,700)</b>	<b>170,492</b>	<b>(51,617)</b>	<b>(191,206)</b>	<b>13,020</b>	<b>1,127</b>	<b>127,890</b>
<b>Reserve Balance 6-30-21</b>										
Dredge Surcharge from June 2021 Audit		880,339								880,339
Dredge Surcharge through April 30, 2022		163,470								163,470
Dredge Surcharge Projected through June 30, 2022		16,347								16,347
Dredge EXPENSE through April 30, 2022		(13,630)								(13,630)
Float Replacement from June 2021 Audit		485,057								485,057
Float Replacement through April 30, 2022		55,016								55,016
Float Replacement Projected through June 30, 2022		11,004								11,004
Float EXPENSE through April 30, 2022										-
Ocean Outfall										-
General Reserve Deposited in July 2021 with budget adoption		400,000								400,000
<b>Total Reserve</b>	<b>-</b>	<b>1,997,603</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,997,603</b>

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT  
NOTES TO THE FINANCIAL STATEMENTS  
JUNE 30, 2021

HUMBOLDT BAY HARBOR,  
RECREATION, AND CONSERVATION DISTRICT  
Statement of Net Position  
September 30, 2021

**NOTE 2 - CASH AND CASH EQUIVALENTS - CONTD**

Restricted cash and cash equivalents activity for the year ended June 30, 2021 was as follows:

Preliminary Budget FY 2022/2023

	General Fund	Woodley Island	FLBY	Shelter Cove	RMT2	RWD	New Terminal	Tidelands	Grants	TOTAL
<b>ASSETS</b>										
Current Assets:										
Cash	\$ 844,231									
Restricted cash - marina dredging and float replacement	1,433,245									
Accounts receivable (net of allowance for doubtful accounts)	583,466									
Taxes and interest receivable	323,427									
Prepaid expenses	100,035									
Total Current Assets	3,284,404									
						Marina Dredging Surcharge	Float Replacement Surcharge	Total		
						\$ 727,074	\$ 422,140	\$ 1,149,214		
						153,325	62,917	216,242		
						\$ 880,399	\$ 485,057	1,365,456		
								(634,724)		
								\$ 730,732		

Total cash and cash equivalents at June 30, 2021, consisted of the following:

Cash on hand	\$ 1,280
Deposits held with financial institutions	492,384
Deposits held with the County Treasurer's Investment Pool	238,509
Undeposited fund	40
<b>Total cash and cash equivalents</b>	<b>\$ 732,213</b>

	Jul 21	Budget	\$ Over Budget	% of Budget	Aug 21
<b>Dredging Revenue</b>					
41308.4 · Dredging Revenue - Other	0.00	0.00	0.00	0.0%	0.00
41318 · Dredging Surcharge - T	15,708.15	14,167.00	1,541.15	110.88%	17,015.80
<b>Total Dredging Revenue</b>	<b>15,708.15</b>	<b>14,167.00</b>	<b>1,541.15</b>	<b>110.88%</b>	<b>17,015.80</b>
<b>Float Replacement Account</b>					
41418 · Float Replacement	5,288.56	5,833.34	-544.78	90.66%	5,726.91
<b>Total Float Replacement Account</b>	<b>5,288.56</b>	<b>5,833.34</b>	<b>-544.78</b>	<b>90.66%</b>	<b>5,726.91</b>
<b>Dredging Expense</b>					
55608 · Dredging Expense - T	1,020.00	50,000.00	-48,980.00	2.04%	2,415.00
56708 · Dredging - GT	0.00	8,333.33	-8,333.33	0.0%	2,248.00
56718 · Dredging - MT	0.00	0.00	0.00	0.0%	0.00
Dredging Expense - Other	0.00	0.00	0.00	0.0%	0.00
<b>Total Dredging Expense</b>	<b>1,020.00</b>	<b>58,333.33</b>	<b>-57,313.33</b>	<b>1.75%</b>	<b>4,663.00</b>

## **Attachment B**

### **BUDGET PROCESS AND POLICIES**

With the adoption of the annual budget, the Board recognizes that the appropriations for the many operating activities and capital budgets are based upon estimates of the District's needs for the fiscal year. In order to establish reasonable flexibility in the administration of the budget, the following policies have been adopted. These policies are intended to provide the authority necessary for the Executive Director to administer the budget during the course of the fiscal year in light of varying conditions which may occur.

#### **Budget Process**

The budget process begins with meetings of key management Staff to informally discuss underlying fiscal policies, goals and objectives of the Board, Contracts and Sub-Contracts, and material changes in anticipated revenue/income and expenditures/expenses. The meetings include a brief message from the Executive Director along with general instructions for completing the budget template documents which, when completed, include proposed expenditures, capital outlay, departmental descriptions, activity accomplishments and future objectives, and other budget data.

Departmental requests are consolidated, and the Executive Director discusses or will discuss each departmental request with the applicable department head. Adjustments are made as appropriate and required to meet the Board's goals and objectives. The next step in the budget process involves preparation of a preliminary budget document and the scheduling of a series of Study Sessions with the Board which typically begin in late March/early April and conclude with the adoption of the preliminary budget and final budget. As required by the CA Harbors and Navigation Code Section 6093, the preliminary budget must be adopted on or before June 15, and per Section 6093.3, the final budget shall be adopted and reported to the Board of Supervisors no later than August 1<sup>st</sup>.

The District uses the modified accrual basis for budgeting in governmental funds. Proprietary funds are budgeted using accrual concepts. All operating and capital expenses and income are identified in the budgeting process because of the need for appropriation authority. All annual appropriations lapse at year-end.

#### **Budget Policies**

The Board recognizes a need to create budget and fiscal policies that assure delivery of products and services as efficiently and effectively as possible.

#### **Operating Budget – General**

The operating budget will be based on the principle that current operating expenditures shall be funded with current revenues. Unappropriated fund balances/working capital in enterprise and reserve funds may be used by the Board to meet one-time special project/program expenses. The operating expenses of the Board will be supported by recurring revenues and will not be funded through long-term debt. The enterprise expenses will be funded through current revenues excluding interest income. Expenditures shall include funding adequate maintenance and replacement of capital and operating assets.

Budgetary control is maintained through monthly reports of all revenue and expenditure accounts. The Executive Director, Director of Administrative Services, District Treasurer and each department head review the monthly reports. The reports are placed on a noticed Board agenda for public and Board review within 60 days.

## **General Revenue Management**

The following summarizes the Board's general revenue management policies:

1. The Board will strive to maintain a diversified and stable revenue system to shelter the government from short-term fluctuations in any revenue source and to ensure its ability to provide ongoing services.
2. The Board will make all current expenditures with current revenues, avoiding procedures that balance current budgets by postponing needed expenditures, accruing future revenues, or rolling over short-term debt.
3. In order to achieve important public policy goals, the Board has established various special revenue, capital project, debt service and enterprise funds to account for revenues whose use should be restricted to certain activities. Accordingly, each fund exists as a separate financing entity from other funds, with its own revenue sources, expenditures and fund equity.
4. Any transfers between funds for operating purposes are clearly set forth in the Financial Plan and can only be made by the District Treasurer and the Director of Administrative Services in accordance with the adopted budget.
5. Fees will be reviewed and updated on an ongoing basis to ensure that they keep pace with the changes in the cost of living as well as changes in methods or level of service delivery.
6. User fees will be developed and annually reviewed to insure they adequately recover the cost of services. In Enterprise Funds, user fees will provide full coverage of direct and indirect costs including depreciation and interest expense; subject to the limits imposed by the State.

## **Appropriations**

The term "appropriations" means the amount approved for expenditure by the Board with the adoption of the annual budget, along with subsequent budget modifications and adjustments. Appropriations will be based on the best estimates of Department Heads and the Executive Director. Differing operating requirements, price changes, emergency situations and similar factors may require variation from the approved appropriations. Therefore, the Executive Director has authority to adjust the appropriations so long as the changes do not exceed the total approved appropriations of an activity, except in case of emergency. The Executive Director has the authority to meet emergency requirements and subsequently report to the Board and secure Board approval for an appropriate budget modification.

## **FISCAL POLICIES**

### **Financial Reserve Policy**

To maintain the fund balance and retained earnings of the various operating funds at levels sufficient to protect the District's creditworthiness as well as its financial positions from unforeseeable emergencies, the Board will strive to maintain the following minimum fund and working capital balances:

#### **Minimum Fund and Working Capital Balances**

1. The Board will maintain fund balances or working capital balances of at least twenty percent (20%) of operating expenditures in the General Fund and all Enterprise Funds and Internal Service Funds. This is considered the minimum level necessary to maintain the District's credit worthiness and to adequately provide for -
  - a. Economic uncertainties and other financial hardships or downturns in the local ornational

- economy.
  - b. Local disasters or catastrophic events
  - c. Contingencies for unseen operating or capital needs.
  - d. Cash flow requirements.
2. In order to assure that the Board has some discretion in their financial decision making options, these reserve may be reduced with a majority Board vote in order to fund unforeseeable financial conditions such as one-time expenditures, or as transition funding in a recessionary economy, or other budget shortfall stop gap measure of a temporary nature.

### **Service Level Policy**

Service levels will be provided with the constraints of available resources. Services will be provided only at the most efficient and effective level to meet the needs of our constituents, customers, and businesses as determined by the Board. Board financial planning will provide for adequate maintenance and replacement of capital items.

### **Investment Policy**

The Board invests its temporary pooled idle cash in accordance with California Government Code Section 53601 and has an investment policy which is adopted annually. Investment and cash management will be the responsibility of the Executive Director in consultation with the District Treasurer and the Director of Administrative Services. The Board's primary investment objective is to achieve a reasonable rate of return while minimizing the potential for capital losses arising from market changes or issuer default. Accordingly, the following factors will be considered in priority order in determining individual investment placements:

1. *Safety* – The safety and risk associated with an investment refers to the potential loss of principal, interest, or a combination of these amounts. The Board only purchases investments that are considered safe.
2. *Liquidity* – This refers to the ability to “cash in” at any moment in time with a minimal chance of losing some portion of principal or interest. Liquidity is an important investment quality which ensures cash will be available when an unexpected need arises.
3. *Yield* – This refers to the potential dollar earnings an investment can provide and is described as the rate of return.

The Board will strive to keep all idle cash balances fully invested through daily projections of cashflow requirements. In order to maximize yields from its overall portfolio, the Board will consolidate cash balances from all funds for investment purposes and will allocate investment earnings to each fund in accordance with generally accepted accounting principles.

### **Debt Policy**

The Board will consider the use of debt financing for one-time capital improvement projects only when the project's useful life will exceed the term of the financing and when project revenues or specific resources will be insufficient to service the debt. Debt financing will not be considered appropriate for any recurring purpose. An internal feasibility study will be prepared for each long-term financing which analyzes the impact on current and future budgets for debt service and operations. This analysis will also address the reliability of revenues to support debt service.



COMMISSIONERS

1<sup>st</sup> Division

Aaron Newman

2<sup>nd</sup> Division

Greg Dale

3<sup>rd</sup> Division

Stephen Kullmann

4<sup>th</sup> Division

Richard Marks

5<sup>th</sup> 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**  
**June 9, 2022**

**TO:** Honorable Board President and Harbor District Board Members

**FROM:** Larry Oetker, Executive Director

**DATE:** June 3, 2022

**TITLE:** Consider Adopting Resolution 2022-05, A Resolution of the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District authorizing the Executive Director to Execute a Grant Agreement with the California Department of Transportation accepting a Clean California Grant

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**STAFF RECOMMENDATION:** Staff recommends the Board: Adopt Resolution 2022-05, Authorizing the Executive Director to execute the Grant Agreement.

**SUMMARY:** As previously reported in March 2022, the Humboldt Bay Harbor, Recreation and Conservation District was awarded grant funding in the amount of \$903,870 for the proposed Samoa Peninsula Beautification Project under the Clean California Grant Initiative. Resolution 2022-05 will Authorize the Executive Director to execute the Grant Agreement.

**DISCUSSION:** The Peninsula Beautification Project will improve key public spaces that are currently underused and abused because of the presence of trash and other illicit activities which decrease the feeling of safety within the community. The Harbor District is partnering with Redwood Community Actions Agency in implementing the overall project. Each project task focuses on enhancing the community through installations and initiatives, such as public art, wayfinding signage, historical markers along dune/beach trails, interpretive signage, coastal safety signage, an extensive anti-littering campaign, educational activities, litter abatement days, abandoned vehicle abatement, dog waste kiosks, bicycle and pedestrian facility improvements, and other site enhancements.

**ATTACHMENTS:**

**A** Resolution 2022-05

**HUMBOLDT BAY HARBOR, RECREATION  
AND CONSERVATION DISTRICT**

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**RESOLUTION NO. 2022-05**

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR,  
RECREATION AND CONSERVATION DISTRICT AUTHORIZING THE EXECUTIVE DIRECTOR TO  
EXECUTE A GRANT AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION  
UNDER THE CLEAN CALIFORNIA LOCAL GRANT PROGRAM**

**WHEREAS**, the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District is eligible to receive State funding for certain transportation related work through the California Department of Transportation;

**WHEREAS**, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Clean California Local Grant Program;

**WHEREAS**, the Humboldt Bay Harbor, Recreation and Conservation District wishes to delegate authorization to execute these agreements and any amendments thereto;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District, authorize the Executive Director, or designee, to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

**PASSED AND ADOPTED** by the Humboldt Bay Harbor, Recreation and Conservation District Board of Commissioners at a duly called meeting held on the **9<sup>th</sup> day of June 2022** by the following polled vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**ATTEST:**

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**Greg Dale, President  
Board of Commissioners**

---

**Richard Marks, Secretary  
Board of Commissioners**

**CERTIFICATE OF SECRETARY**

The undersigned, duly qualified and acting Secretary of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, does hereby certify that the attached Resolution is a true and correct copy of RESOLUTION NO. **2022-05** entitled,

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR,  
RECREATION AND CONSERVATION DISTRICT AUTHORIZING THE EXECUTIVE DIRECTOR TO  
EXECUTE A GRANT AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF  
TRANSPORTATION UNDER THE CLEAN CALIFORNIA LOCAL GRANT PROGRAM**

as regularly adopted at a legally convened meeting of the Board of Commissioners of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, duly held on the **9<sup>th</sup> day of June 2022**; and further, that such Resolution has been fully recorded in the Journal of Proceedings in my office, and is in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand this **9<sup>th</sup> day of June 2022**.

---

**Richard Marks, Secretary  
Board of Commissioners**



## COMMISSIONERS

1<sup>st</sup> Division

Aaron Newman

2<sup>nd</sup> Division

Greg Dale

3<sup>rd</sup> Division

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**STAFF REPORT**  
**HARBOR DISTRICT MEETING**  
**June 9, 2022**

**TO:** Honorable Board President and Harbor District Board Members

**FROM:** Larry Oetker, Executive Director

**DATE:** June 3, 2022

**TITLE:** Update on the Woodley Island Marina Dredging Plans and Provide Direction as Appropriate

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**STAFF RECOMMENDATION:** Receive a report and provide direction as appropriate.

**SUMMARY:** Staff will provide an update on the Woodley Island Marina dredging plans at the Board meeting.

**DISCUSSION:** In 2018, the Board adopted the following Dredge Strategy and the following progress has been made:

1. Dredging Permits were received from all permitting agencies for clamshell dredging at both Woodley Island Marina and Fields Landing Boat Yard with up to 100,000 CY removed per year and a maximum of 300,000 Cubic Yards removed over the 10 year term of the permits.
2. Permits were received to dispose dredge material at HOODS and to upland dewater dredge material at both the Fields Landing Boat Yard and Redwood Marine Terminal II.
3. The Board established a Dredge Subcommittee to review the Dredge Strategy and provide recommendations to the Board.
4. Fields Landing Boat Yard was dredged with disposal at HOODS.
5. Woodley Island Marina was partially dredged under two separate dredging events with the 1<sup>st</sup> dredged material disposed at HOODS and the second dredging event dewatered at RMT II and beneficially reused at the Town of Samoa for sea level rise and tsunami protection.
6. The Dredge fund income and expenditures have been fully vetted and the account balance included in the last several years annual Audits. The amount of funds estimated to be available in the Dredge Fund projected as of June 30, 2022 is approximately \$ 1 million.

**DREDGE STRATEGY**

1. **Dredging Goal:** Develop and implement a cost-efficient and predictable strategy to dredge Woodley Island Marina and beneficially use the dredged material as much as practical.

2. **Dredging Objective:** Dredge the least amount of material to allow the fleet to utilize the marina at low tide without draft restrictions.
3. **Dredge Depth:** The slip and fairway depths outlined in Attachment A will be utilized to dredge the Marina.
4. **Dredging Area Rotation:** The fairways will be dredged before the slips. The fairways will be dredged in the following rotation:

Priority	Fairways	Slips
1	D – E	D – E
2	E – F	E – F
3	G – H	G – H
4	C – D	H – I
5	B – C	I – End Tie
6	H – I	C – D
7	I – End Tie	B – C
8	A – B	A – B
9	End Tie – A	End Tie – A

If problem areas are found, adjustments will be made prior to dredging in any given year.

5. **Use the natural bay’s flushing action to maintain marina depth as much as possible.**
  - A. Move the fleet to match natural contours. Don’t dredge to match the fleet unless absolutely required. The slips closest to the Eureka Channel are naturally deeper than the slips closet to the shore. Previously, docks E – I near the Eureka Channel were only maintained at 10 feet. These areas are naturally scoured and should be managed at deeper depths. Dredging to 14 feet in areas where the fleet only needs 8 or 10 feet is a waste of time, money, and resources. Conversely Dredging to 10 feet in an area where the fleet needs 12 or 14 feet does not meet the needs of the fleet.
  - B. Annually take soundings to establish a model on how the Marina naturally scours and accretes. Adjust dredging to account for recurring problem areas; modify slip leases as required; and research/permit/implement engineering design alternatives to increase natural scour and reduce accretion rates. After approximately 4 to 5 years the District will begin to have enough data where we can begin to have a better understanding of the natural forces and refine our Marina dredging management strategy.
6. **Minimize tenant disruptions by dredging more frequently.** Dredging the entire Marina at one time may be more cost effective, however it is highly disruptive to the tenants. Other marinas have found that smaller focused 1 – 4-year dredging cycles instead of larger 8 – 10-year cycles provide consistently much more reliable fleet operations and is less disruptive to tenants.

COMMISSIONERS

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**STAFF REPORT**  
**HARBOR DISTRICT MEETING**  
**June 9, 2022**

**TO:** Honorable Board President and Harbor District Board Members

**FROM:** Larry Oetker, Executive Director

**DATE:** June 3, 2022

**TITLE: Receive a Report on the Changes to Customs and Boarder Protection Operations at the Eureka Port of Entry that were Recently Announced by the US Department of Homeland Security**

---

**STAFF RECOMMENDATION:** Staff Recommends that the Board review the letter from Department of Homeland Security and Provide Direction as Appropriate.

**SUMMARY:** On April 12<sup>th</sup> the federal Department of Homeland Security notified the stakeholder community in Eureka, California of changes to services provided by U.S. Customs and Border Protection (CBP) at the Eureka Port of Entry. Specifically, that Effective May 2, 2022, the CBP Eureka Port of Entry will no longer be staffed on a regular basis.

**DISCUSSION:** Beginning on May 2nd, vessel operators or their agents in the Eureka area that require CBP services such as those listed above must contact the CBP office in Oakland, California for service appointments. Requests should be made as soon in advance as possible, but not later than 24 hours prior to the scheduled vessel arrival time.

The reduction in customs and boarder protection will have a significant impact on the current and future operations of the Port and the Maritime industries that rely on these services

**ATTACHMENTS:**

- A PORT OF SAN FRANCISCO INFORMATION NOTICE**  
Distribution: Port of Eureka, California Stakeholders  
Number: 728-22-02  
Issue Date: 4/12/2022



**PORT OF SAN FRANCISCO  
INFORMATION NOTICE**

Distribution: Port of Eureka, California Stakeholders

Number: 728-22-02

Issue Date: 4/12/2022

Contact Point: San Francisco Area Port Director

APR 22 2022

**H.B.H.R. & C.D.**

Supersedes: N/A

Expires: When Notified

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**SUBJECT:**

Changes to Customs and Border Protection operations at the Eureka Port of Entry

**PURPOSE:**

To notify the stakeholder community in Eureka, California of changes to services provided by U. S. Customs and Border Protection (CBP) at the Eureka Port of Entry.

**BACKGROUND:**

International vessel operators and their agents, as well as members of the public, currently request CBP services at the CBP office in Eureka, California. Examples of these services include vessel entry and clearance, crew inspections, collection of fees, registration of items being taken out of the United States, and general inquiries. CBP currently staffs this office Monday-Friday from 8:00 AM to 4:00 PM.

**ACTION:**

Effective May 2, 2022 the CBP Eureka Port of Entry will no longer be staffed on a regular basis. Beginning on that date, vessel operators or their agents in the Eureka area that require CBP services such as those listed above must contact the CBP office in Oakland, California for service appointments. Requests should be made as soon in advance as possible, but not later than 24 hours prior to the scheduled vessel arrival time. To request CBP services in Eureka, contact:

Oakland Seaport Marine Desk Phone Number: (510) 271-8900 x 2001  
Oakland Seaport Marine Desk Fax: (510) 273-4069  
Oakland Seaport Group E-Mail: [OAK-VESSELS-OPS@cbp.dhs.gov](mailto:OAK-VESSELS-OPS@cbp.dhs.gov)

Members of the public requiring CBP registration of firearms/other merchandise for international travel should contact the CBP office at their last U.S. point of departure for further information.

For questions regarding this matter, contact the CBP Area Port of San Francisco, office of the Port Director, at 415-782-9200.

Bruce Murley  
Area Port Director  
San Francisco



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**STAFF REPORT**  
**HARBOR DISTRICT MEETING**  
**June 9, 2022**

**TO:** Honorable Board President and Harbor District Board Members

**FROM:** Larry Oetker, Executive Director

**DATE:** June 3, 2022

**TITLE:** Receive the Humboldt County Grand Jury Report Titled: “The Sea Also Rises” and Provide Direction as Appropriate

**STAFF RECOMMENDATION:** Receive the Grant Jury Report and Direct Staff to prepare a response to items (F3, F4, F5, F8, F9, R1, R2) within 90 days of Report Issuance.

**SUMMARY:** The Grand Jury conducted interviews with individuals knowledgeable on the subject of SLR in Humboldt Bay. They included professional public planners from Humboldt County, Arcata, and Eureka; officials from Humboldt County, the Humboldt Bay Harbor, Recreation and Conservation District, The Coastal Commission, The Coastal Conservancy; environmental consultants; scientists; a tribal representative; the director of a local non-profit organization; and a state legislative analyst. The Grand Jury also read SLR related reports and PowerPoint presentations published by and for the County since 2015 as well as news reports on the current status of worldwide climate change.

**DISCUSSION:** The attached Grand Jury Report states that Climate change due to global warming has already caused severe wildfires, droughts and storms. SLR is less obvious today but will be just as destructive in the years to come. (See the appendix for a discussion of the latest climate change predictions.)

The National Oceanic and Atmospheric Administration (NOAA) earlier this year claimed “by 2050, moderate (typically damaging) flooding is expected to occur ten times as often as it does today . . .”<sup>1</sup> And, climate scientists in all disciplines agree that the question is not if sea level will increase to a certain height, but when. Therefore, it is useful to begin our discussion with the science behind SLR.

Items (F3, F4, F5, F8, F9, R1, R2) which the Grand Jury Requests a response from the Harbor District are outlined below:



- F3. Any SLR adaptation and mitigation regional planning group will incur ongoing costs in salaries, benefits, and overhead that will require the political entities surrounding Humboldt Bay to agree to cost sharing.
- F4. The costs associated with SLR mitigation efforts will be significant and will require the diligent pursuit of Federal, State, and Public funding sources.
- F5. The decade of studies that defined the areas and physical assets vulnerable to SLR around Humboldt Bay by mid-century clearly indicate there is an urgency to start developing and implementing solutions.
- F8. Former industrial and other contaminated sites around the Bay are susceptible to SLR. As such, SLR could push the contamination into wetlands, creeks, and even Humboldt Bay itself, making it harder to mitigate and clean up.
- F9. Research studies of SLR impacts around Humboldt Bay indicate that if no action is taken by 2050, monthly maximum high tides will overtop bay barriers and flood existing infrastructure, wetlands, and low-lying communities.
- R1. The Grand Jury recommends the Board of Supervisors, the City Councils of both Arcata and Eureka, and the Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District (Harbor District) each meet and vote to affirm a commitment to adapting to and mitigating the adverse effects of Sea Level Rise and direct their staffs to make this commitment a priority in their planning efforts. These individual meetings and commitments should occur by September 30, 2022. (F1, F5, F9)
- R2. The Grand Jury recommends the Board of Supervisors along with elected officials from Arcata, Eureka, and the Harbor District form a Humboldt Bay SLR Steering Committee composed of senior members from each entity who have decision-making authority. This committee should be formed no later than December 1, 2022. (F5)

**ATTACHMENTS:**

- A Grand Jury Report Titled: The Sea Also Rises

# The Sea Also Rises

## Background

*“Recent estimates of sea-level-rise . . . indicate Humboldt Bay has the highest sea-level-rise rate . . . in California, greater than both global and regional sea-level-rise rates, due to land subsidence in and around the bay. This suggests that global sea-level-rise will impact the Humboldt Bay area faster than other parts of the U.S. West Coast.”<sup>1</sup>*

The above quote from *California’s 4th Climate Change Assessment* was made possible by the impressive and commendable work of local scientists, engineers, environmental consultants, and professional public planners. These “coastal professionals” have published several studies and reports relating to the timing and adverse effects of sea-level-rise (SLR) to the infrastructure and communities surrounding Humboldt Bay. What’s most impressive is this library of documents dates back a decade and is a testament to the forethought and proactive planning undertaken by this group of concerned coastal professionals.

Their efforts have not gone unnoticed. Through public workshops and presentations over the years, more and more community members have taken an interest in the subject of SLR. Last year alone it was the subject of the third day of the Humboldt Bay Symposium. A non-random public survey conducted in 2021 by the County Planning Department found 62% of respondents feel they are moderately to extremely well informed about SLR around Humboldt Bay. In addition, Cal Poly Humboldt (formerly Humboldt State University) has established the Sea Level Rise Initiative (SLRI) to develop a depository for current and future SLR research.

All this activity came to the attention of the Humboldt County Civil Grand Jury (Grand Jury). Upon investigating the topic of SLR around Humboldt Bay the Grand Jury became convinced that, although slow, SLR must be planned for and mitigation efforts developed now to protect communities and infrastructure. This was made abundantly clear when, during a presentation by a CalTrans official, it was noted that from conception to completion the Willits bypass project spanned forty years.

The Grand Jury is aware that other areas of Humboldt County will also experience the effects of SLR. However, we limited our investigation to the adverse effects SLR poses to the communities

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<sup>1</sup>*California’s Fourth Climate Change Assessment: North Coast Region Report, 2018: p.27*  
[www.ClimateAssessment.ca.gov](http://www.ClimateAssessment.ca.gov)

and infrastructure surrounding Humboldt Bay. After all, this is the well-researched area and the most threatened shoreline on the West Coast.

## Summary

For more than a decade local coastal professionals have studied the future impact of sea level rise (SLR) around Humboldt Bay. Their work, documented in several reports available since 2015, indicate that a two-foot increase in Humboldt Bay's shoreline will be possible by 2050 and a three-foot rise may occur as early as 2070. During the past several years these researchers conducted numerous workshops and presentations to inform the public about the threat of SLR to the communities, infrastructure, and environment surrounding the bay.

These outreach efforts have been successful. The public interest in SLR inspired the Humboldt County Civil Grand Jury to investigate why SLR is happening, how damaging its effects will be, and what must be done to adapt to it.

Globally, SLR results from the melting of glaciers in Greenland and Antarctica and the expansion of ocean volume due to increasing water temperatures. In addition, land subsidence around Humboldt Bay increases the impact of rising seas. Humboldt Bay has a sinking land mass problem resulting in relative sea level rise greater than anywhere else on the West Coast.

With three feet of SLR around Humboldt Bay, the unincorporated communities of King Salmon and Field's Landing will experience significant monthly flooding. Fairhaven/Finntown will see its septic tank systems fail. In addition, three feet of SLR will affect:

- The only access road to King Salmon
- PG&E's Humboldt Bay Generating Station and the interim spent nuclear fuel site
- Highway 101 as it traverses South Bay, Elk River Slough, and Arcata Bay
- Highway 255 on the Mad River Bottoms
- Approximately 12 miles of railroad and the current and future sections of the Humboldt Bay Trail within the Humboldt Bay Area Plan (HBAP) planning area
- Approximately 9.6 miles of municipal water transmission lines
- The Truesdale pump station, seven wastewater lift stations, and 10.5 miles of sewer lines
- 30 electrical transmission towers and 113 transmission poles
- Sections of the South and North Jetties (867 ft. and 1,214 ft. respectively)
- Three of the 10 bulk cargo/commercial docks
- Several contaminated sites, including former pulp mills (Simpson in Fairhaven, Sierra Pacific in Manila) and former Southern Pacific Railyard (Arcata)
- 52 Wiyot cultural sites

The above list shows the scope of the problem SLR presents. Coastal professionals who have studied SLR recognize that the many entities responsible for addressing this issue must collaborate on implementing solutions. This was confirmed in a recently conducted survey of 107 coastal professionals in which 95% agreed that collaboration was essential. For example, reinforcing a shoreline dike in one section of the bay is not a solution if a neighboring dike crumbles from poor maintenance, allowing bay water to inundate the area these dikes are designed to protect.

In September 2022, the conclusion of a study conducted by the County's Planning Department is expected to recommend the collaborative approach that should be pursued to address SLR around Humboldt Bay. It may be as simple as an informal working group or as formal as a newly created regional agency. Whatever recommendation is forthcoming, the Grand Jury recommends it should be established as soon as possible due to timing and cost factors.

All projects planned along California's coast require permits from regulatory agencies. Depending on the project, multiple permits are often required. These take time (often years) and are a common complaint among planners and project engineers. In addition, SLR mitigation and adaptation projects are extremely costly. Therefore, the Grand Jury recognizes that our locally elected state officials should be asked to help expedite our SLR plans and assist the County in securing funding from all available sources: state, national, and non-profit foundations.

The Grand Jury believes SLR planning needs to be a priority among all elected officials in the County. The County of Humboldt; the cities of Arcata and Eureka; and the Humboldt Bay Harbor, Recreation, and Conservation District should formally state their immediate and continuous support for, and commitment to, SLR mitigation and adaptation efforts.

## Glossary

### Terms:

**Adaptation:** Adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which minimizes harm or takes advantage of beneficial opportunities.

**Coastal professionals:** Individuals in careers related to coastal and ocean issues: scientists, educators, engineers, environmental consultants, professional public planners, and public employees in state agencies that are responsible for the protection of California's environment.

**Hydrologic Unit:** a surface drainage area or a groundwater basin or a combination of both.

**Inundation:** Inundation as used in this report is a form of tidal flooding. Intertidal areas are those lands above the lowest tide and below the highest tide elevations that periodically experience tidal inundation. Areas that are below the lowest tide elevation are submerged lands, and thus are permanently inundated.

**King Tide:** The highest predicted high tide of the year at a coastal location. It occurs when the orbits and alignment of the Earth, moon, and sun combine to produce the greatest tidal effects of the year.

**Mean sea level:** The average relative sea level over a period, such as a month or a year, long enough to average out transients such as waves and tides.

**Relative sea level:** Combination of regional sea level measured by a tide gauge and the vertical land motion of the land measured with GPS.

**Sea level:** The height of the ocean relative to land; tides, wind, atmospheric pressure changes, heating, cooling, and other factors cause sea level changes.

**Storm surge:** A rise above normal water level on the open coast due to the action of wind stress on the water surface. Storm surge resulting from a hurricane also includes the rise in water level due to atmospheric pressure reduction as well as that due to wind stress.

**Subsidence:** Sinking or down-warping of a part of the earth's surface; can result from seismic activity, changes in loadings on the earth's surface, fluid extraction, or soil settlement.

**Tectonic:** Of or relating to the structure of the earth's crust and the large-scale processes that take place within it.

**Thermal Expansion:** The process whereby water increases in volume due to an increase in temperature

**Tidelands:** Lands which are located between the lines of mean high tide and mean low tide.

**Vulnerability:** The extent to which a species, habitat, ecosystem, or human system is susceptible to harm from sea level rise impacts. More specifically, the degree to which a system is exposed to, susceptible to, and unable to cope with, the adverse effects of sea level rise, and tidal extremes.

### **Acronyms:**

**CCC:** California Coastal Commission

**CDP:** Coastal Development Permit

**HBAP:** Humboldt Bay Area Plan

**IPCC:** Intergovernmental Panel on Climate Change

**LCP:** Local Coastal Plan/Local Coastal Program

**NOAA:** National Oceanic and Atmospheric Administration

**OPC:** Ocean Protection Council

**SLR:** Sea Level Rise

## Methodology

The Grand Jury conducted interviews with individuals knowledgeable on the subject of SLR in Humboldt Bay. They included professional public planners from Humboldt County, Arcata, and Eureka; officials from Humboldt County, the Humboldt Bay Harbor, Recreation and Conservation District, The Coastal Commission, The Coastal Conservancy; environmental consultants; scientists; a tribal representative; the director of a local non-profit organization; and a state legislative analyst.

The Grand Jury also read SLR related reports and powerpoint presentations published by and for the County since 2015 as well as news reports on the current status of worldwide climate change.

## Discussion

Climate change due to global warming has already caused severe wildfires, droughts and storms. SLR is less obvious today but will be just as destructive in the years to come. (See the appendix for a discussion of the latest climate change predictions.)

The National Oceanic and Atmospheric Administration (NOAA) earlier this year claimed “*by 2050, moderate (typically damaging) flooding is expected to occur ten times as often as it does today . . .*”<sup>2</sup> And, climate scientists in all disciplines agree that the question is **not** if sea level will increase to a certain height, but when. Therefore, it is useful to begin our discussion with the science behind SLR.

### The Science of SLR

Sea levels are rising worldwide. This is due to increasing global temperature. The rise in global temperature contributes to rising sea levels in two different ways: 1) the melting of glaciers and ice on land which adds more water to the oceans; and 2) the thermal expansion of water due to an increase in water temperature.

The movement of tectonic plates can increase, decrease or have no impact on the way SLR is experienced in a given area. If the area being measured is on a tectonic plate that is being uplifted, i.e. Crescent City, relative sea level rise will be reduced. In areas where the tectonic plate is subducting, i.e. Humboldt Bay, relative sea level rise will be increased due to subsidence, i.e. the lowering of the ground level. Subsidence may also occur by the land sinking due to the

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<sup>2</sup> “2022 Sea Level Rise Technical Report”. *National Ocean Service*.

compaction of soil caused by the weight of buildings and other development, as well as by mineral and water extraction.

Most people think of SLR as a problem when barriers get overtopped. They often overlook inundation that occurs when water seeps through the barriers. Few realize that even with well-maintained barriers, sea water will permeate through the barriers and intrude into the ground water on the other side. This process is known as salt water intrusion and must be considered when protecting our threatened areas.

### SLR Projections for Humboldt Bay: 2000-2100

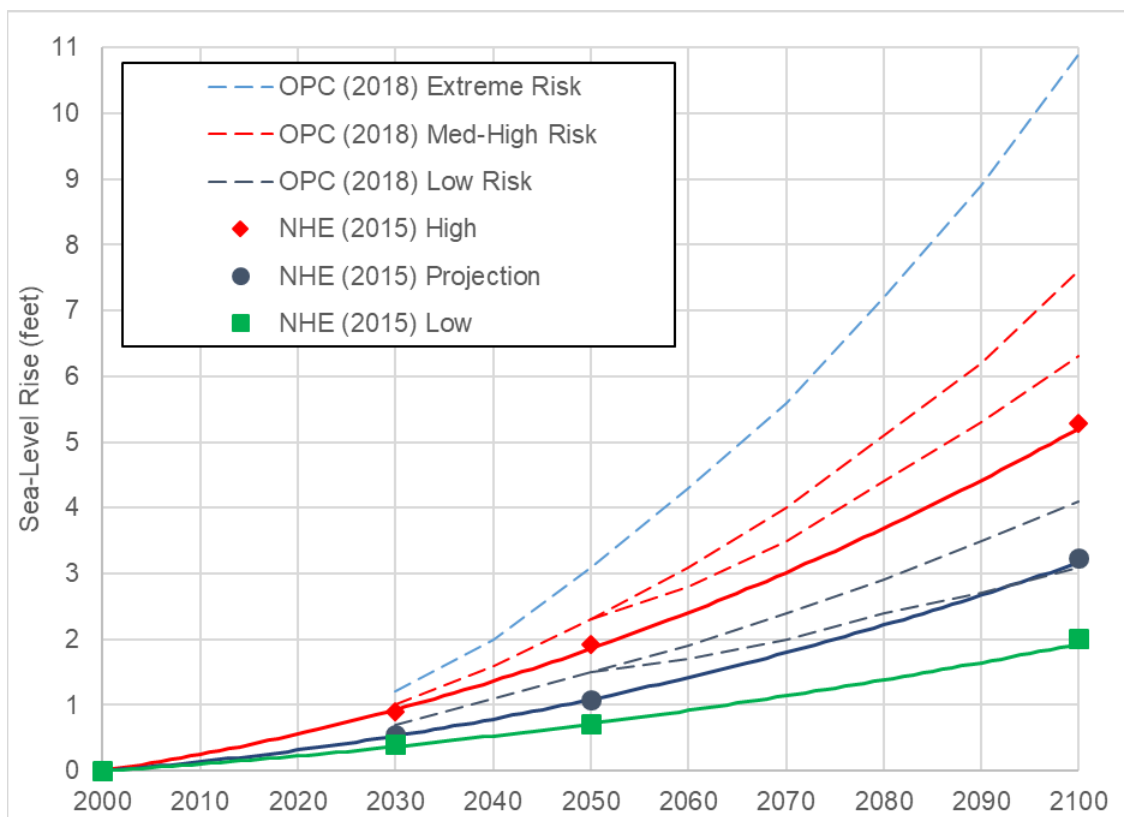


Figure 1 (above) is a combination of data developed by Northern Hydrology and Engineering in 2014 based on the science available at that time and prediction data from the Ocean Protection Council in 2018 (note, SLR is measured in feet).

## Vulnerabilities<sup>3</sup>

The expected impacts of SLR throughout Humboldt Bay include such things as shoreline breaching and overtopping, backwater effects in tributaries draining into the bay, reduced efficiency of shoreline water control structures, rising groundwater levels, and saltwater intrusion.

Seventy-five percent of Humboldt Bay's shoreline (77 miles) is artificial. 41 of those miles are earthen dikes and 11 miles are railroad beds. These were constructed between 1890 and 1915. Of those 41 miles of earthen dikes, only 11.7 miles are fortified. Salt marsh plains (natural shoreline infrastructure) can reduce wave energy and therefore offer protection to shoreline structures such as dikes. There are 18.1 miles of natural shoreline with attached salt marsh plains which represents 44.5% of the diked shoreline.

When breached, the 25.7 miles of highly vulnerable shoreline structures will expand the tidal inundation footprint of Humboldt Bay by 52% or nearly 9,000 acres. Breaching of dikes has already begun partially due to lack of, or deferred, maintenance. King Tides have also been a contributor. In addition to the dikes, there are 62 tide gates whose effectiveness can be compromised by rising sea levels. Areas impacted the most will include the Eureka Slough (7.13 miles), South Bay (5.1 miles), Mad River Slough (4.4 miles) and Arcata Bay and its railroad shoreline (4.0 miles).



Dike overtopped during a King Tide inundating lands on South Bay<sup>4</sup>

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<sup>3</sup> Data in this section comes from: *Humboldt Bay Area Plan: Sea Level Rise Vulnerability Assessment*, 2018

<sup>4</sup> Photo by Aldaron Laird



There are approximately 11.4 miles (28%) of the 41 miles of diked shoreline that are vulnerable to being breached with 2.0 feet of SLR. That would increase to 23.4 miles (57%) with 3.0 feet of SLR.

Humboldt Bay's landmass is subsiding at a rate of 0.14 inches per year<sup>5</sup> at the North Spit and sea level is rising due to glacial melting and the thermal expansion of water. The Grand Jury believes immediate action must be taken. The longer we wait, the greater the adverse effects of SLR.

Three shoreline communities are presently being impacted by the increases in SLR. They are the unincorporated areas of King Salmon, Fields Landing and Fairhaven/Finntown. High tides and especially King Tides are impacting King Salmon and Fields Landing, causing flooding and damage. Fairhaven/Finntown are not yet impacted by tidal actions, but because they do not have a wastewater treatment plant and instead rely on septic and leach field systems, they are finding those systems become nonfunctional at very high tides. Property values within these communities are suffering because of these impacts.

Other areas impacted by a three-foot rise in sea level were listed in the summary section above. Due to the number and importance of these items, the list is repeated here:

- The only access road to King Salmon
- PG&E's Humboldt Bay Generating Station and the interim spent nuclear fuel site
- Highway 101 as it traverses South Bay, Elk River Slough, and Arcata Bay
- Highway 255 on the Mad River Bottoms
- Approximately 12 miles of railroad and the current and future sections of the Humboldt Bay Trail within the Humboldt Bay Area Plan (HBAP) planning area
- Approximately 9.6 miles of municipal water transmission lines
- The Truesdale pump station, seven wastewater lift stations, and 10.5 miles of sewer lines
- 30 electrical transmission towers and 113 transmission poles
- Sections of the South and North Jetties (867 ft. and 1,214 ft. respectively)
- Three of the 10 bulk cargo/commercial docks
- Several contaminated sites, including former pulp mills (Simpson in Fairhaven, Sierra Pacific in Manilla) and former Southern Pacific Railyard (Arcata)
- 52 Wiyot cultural sites

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<sup>5</sup> Patton et. al 2017

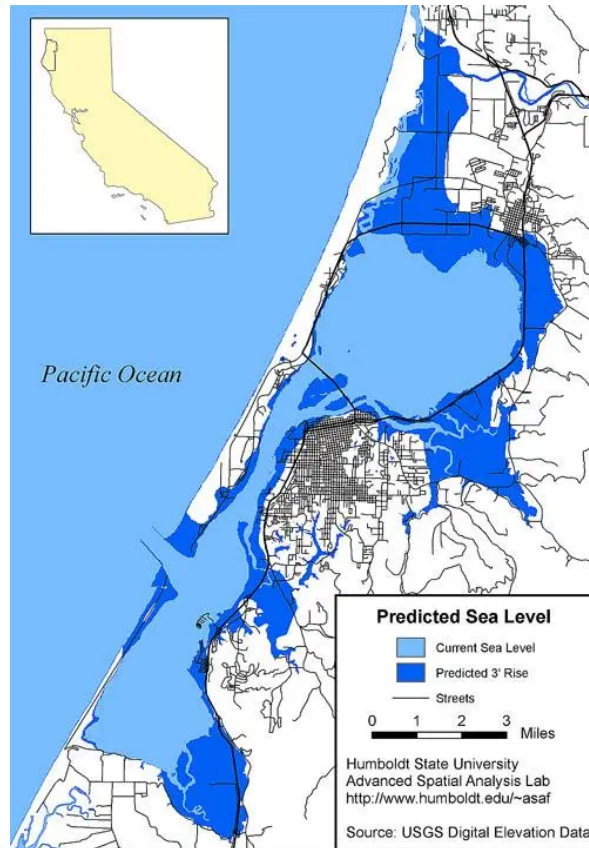


Figure 2 Predicted inundation of Humboldt Bay with three feet of SLR.

## Getting Organized

There is considerable public interest in SLR. In the past two years there have been over 24 articles in local media. Staff planners at Humboldt County, Arcata, and Eureka have worked to educate the public about this issue. The Humboldt County Planning Department alone has helped fund numerous studies and held informational meetings to educate the public and all involved stakeholders. Between 2018 and 2022, the Planning Department has helped sponsor at least 22 public workshops. In June and July 2021, in cooperation with the California Coastal Commission (CCC) and Cal Poly Humboldt, the Planning Department sought feedback from people living in areas vulnerable to SLR. They conducted a non-random survey of over 500 county residents on their opinions and concerns about SLR. Almost half the participants believed SLR was now impacting Humboldt Bay and their lives.

In 2018, Cal Poly Humboldt established the Sea Level Rise Initiative<sup>6</sup> as a collaboration between the University and interested parties representing a broad spectrum of public and private groups

<sup>6</sup>[www.digitalcommons.humboldt.edu/hsuslri](http://www.digitalcommons.humboldt.edu/hsuslri)

including tribes, academics, professionals, local government agencies, and community and nonprofit groups. Undergraduate and graduate students participate through research and reports. Along with the University library, the Initiative acts as a collection for interdisciplinary research, SLR studies, and theses.

The SLR Initiative also helps organize the Humboldt Bay Symposium, a public 2-3 day workshop held every two years, where the general public can learn about the latest developments on a variety of current issues related to the Humboldt Bay ecosystem from a collaboration of local parties. The 2021 Symposium titled “Sustainable Blue Economy” devoted its entire third day to the issue of SLR.

The Osher Lifelong Learning Institute (OLLI) at Cal Poly Humboldt has held a series of classes on SLR led by Aldaron Laird and Jerry Rhode. They were so popular that OLLI created a Special Sea Level Rise Interest Group that meets monthly.

Humboldt County is fortunate to have a variety of nonprofit organizations also involved with the issue of SLR. These organizations all have dedicated staff and volunteers to bring public awareness to this subject. Included in this group are Humboldt Baykeeper, Northcoast Environmental Center, Friends of the Dunes, Friends of the Arcata Marsh, and the Surfrider Foundation.

In February 2020, the Humboldt County Planning Department received a grant for \$100,000 from the CCC for the *Humboldt Bay Sea Level Rise Regional Planning Feasibility Study*. This study will be completed by September 30, 2022. According to the grant proposal, the goal of this project is “... to develop options for SLR adaptation planning in the Humboldt Bay region that will foster a cooperative and coordinated regional approach to the identification, funding and implementation of various SLR adaption (protection, accommodation, and retreat) policies, strategies, and measures, with resulting regulatory and financial benefits.”<sup>7</sup> The study includes creating an inventory of all critical assets affected by one meter or more of SLR, a survey of the affected stakeholders, and a study of all the “...federal, state, and local governmental jurisdictions with regulatory authority over the development or public trust responsibilities for natural resources.”<sup>8</sup> Among coastal professionals surveyed during the Regional Feasibility Study, 70% have an overall perception SLR is already impacting the Humboldt Bay region.

Six tidally influenced drainage areas or hydrologic units divide Humboldt Bay’s 102 miles of shoreline, and these units do not correspond to jurisdictional boundaries. Each hydraulic unit has an interlocking variety of local regulatory agencies and ownership, both public and private,

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<sup>7</sup> Humboldt County Planning Department grant application to the California Coastal Commission awarded on 11/13/2019.

<sup>8</sup> *ibid*

making cooperation difficult. But SLR adaptation and planning must consider each hydraulic unit as a whole. Treating only one area of a hydrologic unit can cause unintended damage in another section of the same unit. The eroding forest area south of Fairhaven on the North Spit is an example of erosion caused by reflective waves bouncing off the sea wall across from the entrance of the harbor.

A vast majority of our local coastal professionals agree that coordination of SLR planning and adaptation is needed. The County's Regional Feasibility Study will discuss the various ways agencies and jurisdictions can work together to implement a regional strategy. There are many regional options available. Special Districts or Joint Powers Agencies can be created. With the approval of the California State Legislature, San Mateo County created the San Mateo County Flood and Sea Level Rise Resiliency District with county-wide taxing authority to generate funds for SLR adaptation and mitigation. Another example is the San Francisco Bay Conservation and Development Commission (BCDC), a precursor to the California Coastal Act of 1976.

Partnership agreements may be written with Memorandums of Understanding and Public Works Asset Base Plans. An existing agency, like the Humboldt Bay, Harbor, Recreation and Conservation District, can be reconfigured to head coordinated efforts on SLR. All of these options would allow for planning and regional implementation of projects across jurisdictional boundaries. With a regional agency and approach, Local Coastal Plans (LCP) must be updated to include cooperating and complementary approaches.

## **Obstacles**

Coastal professionals interviewed by the Grand Jury noted two major hurdles confronting attempts to combat the adverse effects of SLR: Permitting and Funding.

### **Permitting:**

All regulatory agencies are authorized to decide what projects can or cannot be permitted in areas under their jurisdiction. Depending on the specific project, the number of permits required can be daunting and the application process complicated, expensive, and time consuming. For example, SLR mitigation projects proposed for Humboldt Bay could need permits from multiple regulatory agencies, such as:

Humboldt County Planning Department  
Arcata Planning Department

Eureka Planning Department  
Humboldt Bay Harbor, Recreation and Conservation District  
California Department of Fish and Wildlife  
U.S. Army Corps of Engineers  
California Coastal Commission  
US Fish & Wildlife Service  
State Lands Commission  
Regional Water Quality Control Boards

Of all the potential permits needed, the most difficult one to obtain is the Coastal Development Permit (CDP) issued by the CCC. The CCC is responsible for enforcing the provisions of the California Coastal Act of 1976. It has direct authority over 75% of Humboldt Bay's shoreline and can overrule permit decisions it ceded to local jurisdictions when approving their LCPs. Although the planners the Grand Jury interviewed generally find the regional CCC's local staff cooperative and helpful, the CCC as a whole is often criticized for contradictory rules; changing or adding application requirements mid-stream; returning applications to applicants multiple times for further documentation; and, after months (or years) working to satisfy the CCC's requirements, see the application denied. Therefore, a consensus exists that our local CCC staff must be active participants in the regional SLR mitigation agency created. Their input, support, and timely advice will be crucial for speeding up permit approvals.

#### Funding:

Most of the research to date concerning the timing and adverse effects of SLR in Humboldt Bay was funded by grants from the CCC and the Coastal Conservancy. Once a regional SLR mitigation agency is established, the political entities involved must finance its ongoing operations. Cost sharing formulas will need to be developed like those currently in place to financially support Humboldt County's Local Area Formation Commission (LAFCO).

These ongoing costs are only the tip of the iceberg. SLR mitigation projects will be extremely costly and far exceed the capacity of local agencies to self-finance. For example, it has been estimated the cost to repair or enlarge shoreline dikes could average \$2 million per mile. There are 41 miles of shoreline dikes around Humboldt Bay. Also, according to a CalTrans official, the recently completed Willits bypass project alone cost \$300 million.

No California coastal area can be expected to finance SLR mitigation projects without dependable sources of funding. Concerted efforts are necessary to seek out Federal, State, and non-profit foundation grants and funding. The challenge is to ensure our county gets its fair share of the funds distributed through such programs. Humboldt County will be competing with much

larger counties and regions (i.e. the San Francisco Bay area) that are sure to request a large percentage of the monies available.

The opportunities for Humboldt County to successfully compete for SLR mitigation funds are three-fold. First, Humboldt Bay has the most vulnerable SLR coastline on the West Coast and should have top priority when funds are allocated. Second, State Senator Mike McGuire is the Senate Pro-Tem leader with considerable influence. He also sits on the Senate's budget subcommittee that will allocate climate change mitigation funds so his active support for funding SLR mitigation efforts around Humboldt Bay should produce positive results. And third, a regional voice speaks louder than multiple local voices.

For these three reasons the Grand Jury was encouraged when interviewing a senior legislative analyst who is optimistic that Humboldt County is well positioned in the competition for SLR mitigation funding. For example, consider the wording in recently passed legislation.

The California Sea Level Rise Mitigation and Adaptation Act of 2021 requires the Ocean Protection Council (OPC) to create a California sea level rise state and regional support collaborative whose mandate is to determine how to allocate up to \$100 million annually to support SLR planning efforts statewide. Part of section 30973(a) in the act describes the priority the collaborative must use when allocating funds:

*“...priority shall be given to those local and regional governments that have agreed most effectively and urgently to plan for and implement actions to address sea level rise.”*

Due to the decade of work documenting SLR adverse effects on the communities, infrastructure, and environment surrounding Humboldt Bay, the county is far ahead of most California coastal areas in identifying and planning SLR mitigation actions. We must establish a regional agency to speak in a unified voice when seeking SLR mitigation funding.

## **Findings**

F1. There is significant public interest in when and how Sea Level Rise (SLR) will impact life around Humboldt Bay.

F2. The Grand Jury agrees with the coastal professionals who deal with SLR mitigation and adaptation planning who are nearly unanimous (95%) in the belief that all entities must collaborate to successfully find solutions to the adverse effects SLR poses to the infrastructure and communities surrounding Humboldt Bay.

F3. Any SLR adaptation and mitigation regional planning group will incur ongoing costs in salaries, benefits, and overhead that will require the political entities surrounding Humboldt Bay to agree to cost sharing.

F4. The costs associated with SLR mitigation efforts will be significant and will require the diligent pursuit of Federal, State, and Public funding sources.

F5. The decade of studies that defined the areas and physical assets vulnerable to SLR around Humboldt Bay by mid-century clearly indicate there is an urgency to start developing and implementing solutions.

F6. All SLR collaboration efforts will benefit by including the permitting agencies who have the final decision on whether projects may proceed.

F7. Successful SLR mitigation efforts will benefit from the full support of our local California State Senator and Assembly Member.

F8. Former industrial and other contaminated sites around the Bay are susceptible to SLR. As such, SLR could push the contamination into wetlands, creeks, and even Humboldt Bay itself, making it harder to mitigate and clean up.

F9. Research studies of SLR impacts around Humboldt Bay indicate that if no action is taken by 2050, monthly maximum high tides will overtop bay barriers and flood existing infrastructure, wetlands and low lying communities.

### **Recommendations:**

R1. The Grand Jury recommends the Board of Supervisors, the City Councils of both Arcata and Eureka, and the Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District (Harbor District) each meet and vote to affirm a commitment to adapting to and mitigating the adverse effects of Sea Level Rise, and direct their staffs to make this commitment a priority in their planning efforts. These individual meetings and commitments should occur by September 30, 2022. (F1, F5, F9)

R2. The Grand Jury recommends the Board of Supervisors along with elected officials from Arcata, Eureka, and the Harbor District form a Humboldt Bay SLR Steering Committee composed of senior members from each entity who have decision-making authority. This committee should be formed no later than December 1, 2022. (F5)

R3. The Grand Jury recommends the Humboldt Bay SLR Steering Committee direct the implementation of a regional SLR coordination entity based on the conclusions and recommendations in the *Humboldt Bay Sea Level Rise Regional Planning Feasibility Study*. The recommended approach shall be selected no later than July 1, 2023. (F2)

R4. Once the Humboldt Bay SLR Steering Committee determines the best regional approach to implement, the Civil Grand Jury recommends the regional organization chosen be formed by July 1, 2024 and include the following stated goals:

a) seek input from all major stakeholders including, but not limited to, local and county agencies, agriculture, fishermen, aquaculture, Tribal groups, owners and occupants of threatened land, regulatory agencies, environmental groups, academia, SLR consultants, PG&E, and CalTrans; (F1, F6)

b) research and aggressively seek sources of SLR mitigation funding by State, Federal, and Public programs; (F4)

c) share the operating costs (salaries and office expenses) associated with its efforts; (F3)

d) triage the order in which mitigation/adaptation actions can be implemented; (F5, F8)

e) analyze the low-lying communities of King Salmon, Fields Landing and Fairhaven/Finntown and develop a planned retreat process for these threatened areas or find ways to successfully save them; (F5, F9)

f) solicit definitive input from regulatory agencies with jurisdiction over threatened areas so that implementation of mitigation/adaptation actions are not delayed by the permitting process; (F6, F7)

g) hold semi-annual public presentations (also available on Zoom) of the organization's activities; (F1) and

h) start mitigation projects on or before July 1, 2025. (F5)



## Required Responses

Pursuant to Penal Code sections 933 and 933.05, The Humboldt County Civil Grand Jury requests responses from the following bodies within 90 days:

- Humboldt County Board of Supervisors (F3, F4, F5, F8, F9, R1, R2)
- The Arcata City Council (F3, F4, F5, F8, F9, R1, R2)
- The Eureka City Council (F3, F4, F5, F8, F9, R1, R2)
- The Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District (F3, F4, F5, F8, F9, R1, R2)

## Invited Responses

- State Senator Mike McGuire
- State Assembly Representative Jim Wood
- Melissa Kraemer, North Coast Regional Director, California Coastal Commission:

## Appendix

The California Coastal Commission's SLR guidance document published in 2015 recommended that all coastal communities use the high greenhouse gas emission projections when updating their LCPs. This report has done so when presenting the adverse impacts of SLR around Humboldt Bay.

The question in 2022 is whether or not the projections developed almost a decade ago are still valid. (As the graph on page six indicates, SLR high projections have increased between 2015 and 2018.) The 2015 Paris Accord based future SLR projections on the assumption nations would decrease their greenhouse gas emissions to limit global warming to no more than 2.0 degrees celsius (3.6°F) by 2100 and set a goal of limiting warming to only 1.5°C (2.7°F) by the

end of the century. Unfortunately, recent data suggests these goals are rapidly becoming unachievable.

In November 2021, the United Nations' Environment Program based in Nairobi issued its latest Emissions Gap Report which measures the difference between planned carbon cuts and what is actually needed to avoid devastating warming. It noted that current plans will reduce global greenhouse gas emissions by 3.2 billion tons by 2030, but emissions need to shrink another 14.3 billion tons to limit temperature rises to 2°C, and 30.9 billion tons to keep warming to 1.5°C. It said, *“plans to cut greenhouse gas emissions are nowhere near deep enough to prevent the planet from warming a catastrophic 2.7°C by the end of the century.”*<sup>9</sup>

Then in April of this year the Intergovernmental Panel on Climate Change (IPCC) issued an alarming report on the shortfall between promised emissions cuts versus the actual reduction nations have so far achieved.<sup>10</sup> The report states *“projected global emissions from (national pledges) place limiting global warming to 1.5°C (2.7°F) (by 2100) beyond reach and make it harder after 2030 to limit warming by 2°C (3.6°F).”*<sup>11</sup>

The report authors also claim with “high confidence” that without greater efforts by countries and corporations to cut greenhouse gas emissions the planet will, on average, be 2.4°C to 3.5°C (4.3°F to 6.3°F) warmer by 2100.

Those temperatures are alarming. Melting glaciers in Greenland and Antarctica contribute to SLR and global temperatures now are causing concern. News reports earlier this year informed us that Antarctica's ice shelves are melting. The Thwaites ice shelf, the size of Florida, in western Antarctica could disintegrate within ten years. This past March, in eastern Antarctica, which scientists thought was less affected by global warming, the Conger ice shelf, which is the size of New York City, disintegrated within days. Failing ice shelves such as these are important because they act as “bottle-stoppers” holding back the immense land-based glaciers behind them.

Lack of aggressive actions to limit greenhouse gas emissions isn't the only problem that will contribute to more frequent flooding by the middle of the next decade. Even now we are witnessing “bomb cyclones”, extreme weather events like the massive storm that hit the Pacific Northwest last year resulting in major flooding.<sup>12</sup> And if this isn't enough, the earth has a “moon wobble” problem.

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<sup>9</sup> *The Week* magazine, 11/5/2021: p.9

<sup>10</sup> *Climate Change 2022: Mitigation of Climate Change*, IPCC, 4/4/2022

<sup>11</sup> *ibid*

<sup>12</sup> <https://www.climatesignals.org/climate-signals/intense-cyclone-hurricane-typhoon-frequency-increase#more>

News reports in 2021 informed us that the moon wobbles back and forth on an 18-year cycle. At one side of the cycle the moon's gravitational pull on oceans is stronger than the other side. We are presently in the trough of the cycle where tides are mildly affected. By 2030 we will begin witnessing the peak of the cycle when tides will be larger and stronger resulting in more flooding along the earth's coastlines.<sup>13</sup>

The April IPCC report tried to assure readers that all is not lost. It states, "*on technological and cost considerations alone, mitigation of emissions to limit warming to 1.5°C (2.7°F) is feasible . . .*" However, the report goes on to say that to achieve this goal worldwide coal usage must be slashed 95%, oil consumption by 60%, and natural gas consumption by 45% by 2050. (An unlikely scenario based on the tepid effort, to date, to reduce greenhouse gasses.)

Jim Skea, co-chair of the IPCC working group, noted "there is increased evidence of climate action" referring to technologies and policies that do exist to enable sharp reductions in emissions – if the political will exists to implement them.

As examples of these promising technologies, the IPCC report mentions the increased adoption of alternative energy sources as their costs continue to decline. The report noted that between 2010-2019 the cost of both solar energy and lithium-ion batteries declined 85% and wind energy by 55% making them cheaper options than conventional energy sources in many cases.

Also noted were efforts to decrease the amount of methane gas released into the atmosphere. Methane, although less of a greenhouse gas contributor by volume than carbon dioxide, creates 30 times the greenhouse effect as carbon dioxide. Capping the release of methane from dormant oil wells and the extraction and transportation of natural gas (referred to as "fugitive emissions") would have a noticeable impact on decreasing global warming.

Other mitigation measures are being discussed with differing opinions on their feasibility and advisability. These include such things as developing methods to extract carbon dioxide from the atmosphere, planting or replanting forests to absorb CO<sub>2</sub> as it is produced, and turning more acreage into the production of biofuels (vegetable matter) to burn rather than fossil fuels.

Co-chair Skea spoke for the IPCC when he said: "*It's now or never, if we want to limit global warming to 1.5°C. Without immediate and deep emission reductions across all sectors, it will be impossible.*"<sup>14</sup>

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<sup>13</sup> [www.npr.org/2021/07/14/1015800103/a-study-predicts-record-flooding-in-the-2030s-and-its-partly-because-of-the-moon](http://www.npr.org/2021/07/14/1015800103/a-study-predicts-record-flooding-in-the-2030s-and-its-partly-because-of-the-moon)

<sup>14</sup> "It's now or never: UN climate reports' 4 urgent takeaways", *National Geographic*, 4/4/2022. <http://www.nationalgeographic.com>

Optimists and pessimists alike will have to wait for the answer to the question of how disruptive climate change will be and how it will affect SLR in the short term and throughout this century. Meanwhile, the Grand Jury believes we should adhere to the adage: “hope for the best, but prepare for the worst”.

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COMMISSIONERS  
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 3<sup>rd</sup> Division  
 Stephen Kullmann  
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 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**  
**June 9, 2022**

**TO:** Honorable Board President and Harbor District Board Members

**FROM:** Rob Holmlund, Development Director

**DATE:** June 3, 2022

**TITLE:** Consider Approving Resolution No. 2022-06: Certifying an Initial Study/ Mitigated Negative Declaration (MND) previously Adopted by the City of Arcata and Establishing Findings Relative to and Approving Harbor District Permit 2022-03 with Conditions for the Arcata Non-motorized Boat Launch Project

**STAFF RECOMMENDATION:** Staff recommends that the Board Adopt Harbor District Resolution No. 2022-06 which includes:

- Certifying an Initial Study/ Mitigated Negative Declaration previously Adopted by the City of Arcata
- Establishing Findings Relative to the Permit Application for the Arcata Non-motorized Boat Launch Project
- Approving Permit 2022-03 with conditions for the Arcata Non-motorized Boat Launch Project

**SUMMARY:** The City of Arcata applied for a Harbor District permit for the Arcata Non-motorized Boat Launch Project. The Harbor District Board is to consider issuing a permit. The purpose of the project is to provide access for non-motorized personal watercraft and improve public access and nature study of Humboldt Bay. Project elements include construction of a concrete abutment, an aluminum gangway, a gangway landing float, and a launching float at City-owned property at the terminus of South I Street within the Arcata March Wildlife Sanctuary (APN 503-241-010). The project also consists of elements outside of the Harbor District’s jurisdiction, such as parking lot improvements and restrooms. The project will create approximately 80 square feet of permanent fill, comprised of installation of two piles and the concrete abutment. Additionally, the project will create approximately 750 square feet of potential shading impacts comprised of the launching float, transition plate, landing float, and aluminum gangway.



**BACKGROUND:**

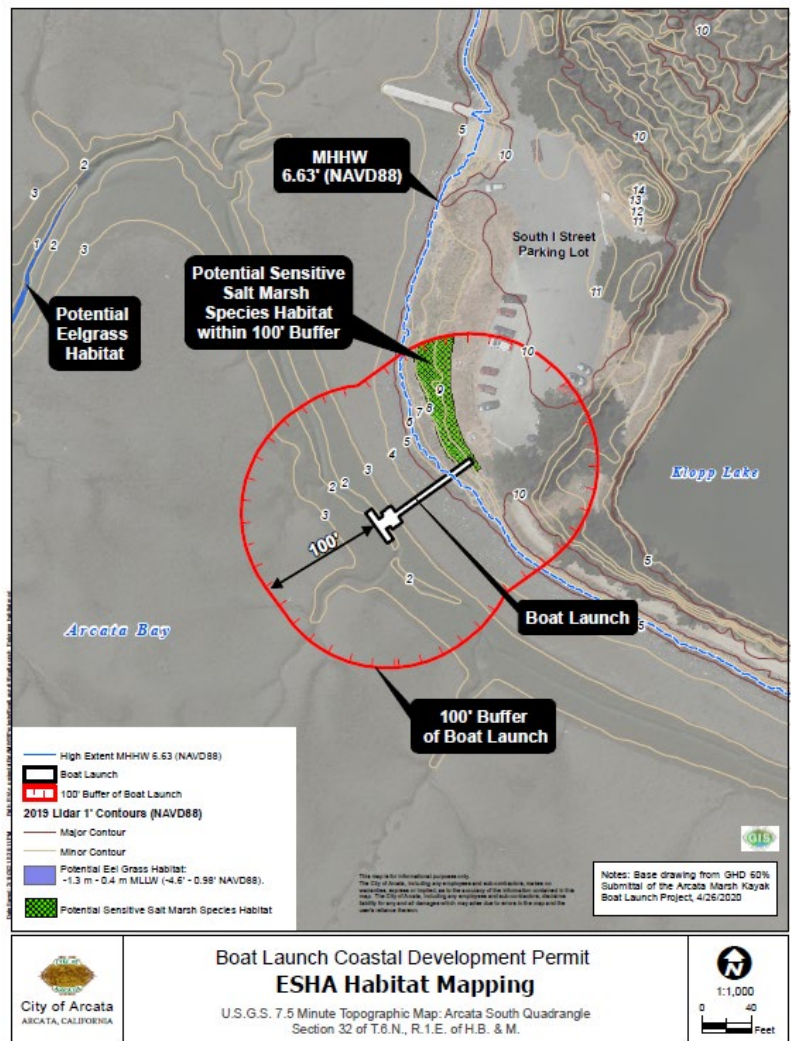
The project area includes areas that are adjacent to and within Humboldt Bay. Surrounding land uses include parklands, the Arcata Marsh wastewater treatment facility, and northern Humboldt Bay. Much of the land portion of the site is developed with a parking lot, hiking trails, and small areas of low vegetation. The existing boat ramp is located at the northwest corner of the parking lot and usable at only the highest tides; at low tide the channel is approximately 150 feet from the ramp. Adjacent to the boat ramp is a small floating dock, however the dock is currently closed to public use for safety reasons. The project site includes portions of Humboldt Bay and immediately adjacent salt marsh and uplands.

The City of Arcata completed relevant permitting and regulatory agency approvals including California Coastal Commission Coastal Development Permit (CDP 1-20-0712), North Coast Regional Water Quality Control Board 401 permit, and US Army Corp of Engineers 404 permit with National Marine Fisheries Service concurrence letter. The City also prepared and adopted an Initial Study and Mitigated Negative Declaration (MND) (SCH #2018062021) for the project.

**DISCUSSION:**

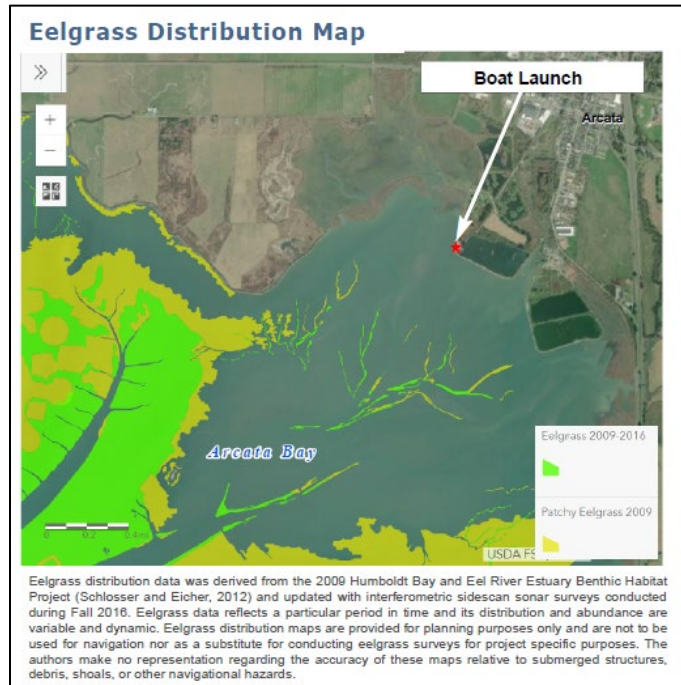
The proposed dock will be located at the southern side of the parking area and will consist of a concrete abutment, an aluminum gangway, a gangway landing float and a launching float. The floats will be restrained by two steel guide piles. The piles will be 16 inches in diameter, and will be installed using a vibratory pile driver. The installation of the guide piles will be done either using land-based equipment or by constructing a temporary access pad. The dock and gangway will be meet ADA and Department of Boating and Waterways accessibility requirements.

The project will create approximately 80 square feet of permanent fill, comprised of installation of two piles and the concrete abutment. Additionally, the project will create approximately 750 square feet of shading impacts comprised of the launching float, transition plate, landing float, and aluminum gangway. If no vegetation is present, shading impacts will not have an adverse impact on the functionality of the wetlands. The project will utilize grated or other



decking for the dock that allows for greater than 50% light penetration to compensate for the substantial adverse shading effects. Temporary impacts are anticipated over approximately 3,900 square feet of waters of the U.S. during construction, however little to no water will be present in the majority of the construction area because work will be conducted during low tide.

Construction is proposed to occur starting in summer 2022; boat launch-specific project construction will occur between July 1 – September 30th 2022. The project does not propose any work within jurisdictional waters during the wet season (October 15 through May 15).



North Bay is host to both native (*Zostera marina*) and nonnative (*Zostera japonica*) eelgrass. Eelgrass was not observed at the Project site during the May 2018 site visit. Furthermore, it is not mapped within the project area according to the District’s “Eelgrass Distribution Map” (HBHRCD, 2016). While eelgrass is not mapped at the Arcata project site, it has been observed near the existing dock and because depths of tidal channels do fluctuate, there may be suitable habitat within the project site. Pre-construction eelgrass surveys of the project areas will be conducted during the Pacific eelgrass (*Zostera marina*) growing season (May-September) at the lowest daylight tide no more than 60 days prior to the start of construction. If it is determined that native

eelgrass is present within the areas to be impacted by the project and avoidance of native eelgrass impacts is not possible, then native eelgrass impacts will be mitigated through either 1) smothering nonnative eelgrass in order to help preserve native eelgrass populations and/or 2) remediating substrate of former shellfish bottom culture sites. Both activities would occur at elevations that are also suitable to support native eelgrass and in close proximity to the project site. The appropriate areal extent will be determined in coordination with regulatory agencies to ensure that there is no net loss of functional native eelgrass habitat.

### California Environmental Quality Act

The City of Arcata prepared and adopted an Initial Study and Mitigated Negative Declaration (MND) (SCH #2018062021) for the project. The MND for the project evaluates all project elements including the boat dock abutment, gangway, and floats; and landside features such as parking lot improvements, loading/unloading areas, and restroom. Mitigation measures have been developed for affected environmental factors, reducing potential impacts to less than significant. Therefore, the Initial Study and Mitigated Negative Declaration determine that the project’s impacts will be less than significant with mitigation incorporated. The proposed IS/MND was made available for the public’s review and comment and was adopted by the City of Arcata in June 2018. The Humboldt Bay



Harbor District is a responsible agency for the proposed project and must review and considered the information contained in the IS/MND.

**ATTACHMENTS:**

- A. Resolution No. 2022-06 Certifying an Initial Study/ Mitigated Negative Declaration (MND) previously Adopted by the City of Arcata and Establishing Findings Relative to and Approving Harbor District Permit 2022-03 with Conditions for the Arcata Non-motorized Boat Launch Project
- A.1 Harbor District Permit 2022-03 for Arcata Non-motorized Boat Launch Project

**Documents incorporated here by reference are on file with the Harbor District and available online (<http://humboldtby.org/public-notices> - April 8, 2022 Application)**

- Application – City of Arcata, Non-motorized Boat Launch Project (including 100% Engineered Designs and the CDP, 401, and 404 Permits)
- California Environmental Quality Act – Initial Study/Mitigated Negative Declaration for the South I Street Boat Launch (June 2018)

**HUMBOLDT BAY HARBOR, RECREATION  
AND CONSERVATION DISTRICT**

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**RESOLUTION NO. 2022-06**

**A Resolution Certifying an Initial Study/ Mitigated Negative Declaration (MND) previously Adopted by the City of Arcata and Establishing Findings Relative to and Approving Harbor District Permit 2022-03 with Conditions for the Arcata Non-motorized Boat Launch Project**

**WHEREAS**, the Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District is empowered by Appendix II of the Harbors and Navigation Code, and its own ordinances and resolutions, to grant permits, leases, rights, and privileges;

**WHEREAS**, no permits, rights, leases, and privileges may be granted without first having considered certain potential impacts and without first having made findings relative to said impacts;

**WHEREAS**, the City of Arcata has applied to the Humboldt Bay Harbor, Recreation, and Conservation District for Arcata Non-motorized Boat Launch Project "Project"; and

**WHEREAS**, the Project was subject of an Initial Study and Mitigated Negative Declaration (MND) prepared by the City of Arcata as the lead agency under the California Environmental Quality Act (CEQA) (SCH#2018062021) and that MND was adopted by the City of Arcata; and

**WHEREAS** the California Environmental Quality Act requires that in the approval of a project for which a MND has been prepared the decision-making body shall review said MND and make certain findings regarding the significant effects on the environment identified in the MND; and

**WHEREAS** the Board of Commissioners does hereby certify that acting as a responsible agency for the Project under CEQA it has considered the information contained in such MND, and concurs in the analysis and conclusions set forth in said documents; and

**WHEREAS**, the MND for the Project is, by this reference, incorporated into this Resolution as if fully set forth herein; and

**WHEREAS**, the Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District has been presented with certain evidence relating to the impact of the Arcata Non-motorized Boat Launch Project upon the air, land, environment, and ecology of the Bay under the jurisdiction of the Humboldt Bay Harbor, Recreation, and Conservation District.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District as follows:

1. That the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District has found, after considering the impact of the proposed use upon the air, water, land, environment, and ecology of the lands under the jurisdiction of the Humboldt Bay Harbor, Recreation, and Conservation District, that:
  - a) The proposed uses are necessary to promote public safety, health, comfort, and convenience of the public;
  - b) The proposed uses are required by the public convenience and necessity;
  - c) The proposed uses will not have any substantial adverse environmental or ecological effect;
  - d) The proposed use is consistent with the Humboldt Bay Management Plan;
  - e) The permit, right, or privilege is reasonably required by public convenience to promote growth, and to meet area demands, and does not adversely affect the environment or ecology of the area to any substantial degree; and
  - f) The proposed use will not produce an unreasonable burden on the natural resources and aesthetics of the area, on the public health and safety, and air and water quality in the vicinity of Humboldt Bay, or on the parks, recreation and scenic area, historic sites and buildings, or archeological sites in the area.
  
2. That the Board of Commissioners does hereby make the following findings: (1) it has independently reviewed and analyzed the MND and other information in the record and has considered the information contained therein prior to acting upon or approving the portion of the Project before the Board for consideration, (2) the MND prepared for the Project has been completed in compliance with CEQA and in a manner that is consistent with state guidelines implementing CEQA, and (3) the MND represents the independent judgment and analysis of the Humboldt Bay Harbor District as a responsible agency for the Project.

Therefore, based upon all of the foregoing, the Harbor District as a responsible agency under CEQA, hereby Certifies the MND prepared for the Project. The MND is on file at the Humboldt Bay Harbor, Recreation and Conservation District Office, 601 Startare Drive, Eureka, CA 95501, and available for inspection by any interested person.

3. That the Board approves Harbor District Permit No 2022-03 conditionally approving the Arcata Non-motorized Boat Launch Project (Attachment A1).

**PASSED AND ADOPTED** by the Humboldt Bay Harbor, Recreation and Conservation District Board of Commissioners at a duly called meeting held on June 9, 2022, by the following polled vote:

**AYES:**  
**NOES:**  
**ABSENT:**

**ATTEST:**

\_\_\_\_\_  
**GREG DALE, Chair**  
**Board of Commissioners**

\_\_\_\_\_  
**RICHARD MARKS, Secretary**  
**Board of Commissioners**

**CERTIFICATE OF SECRETARY**

The undersigned, duly qualified and acting Secretary of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, does hereby certify that the attached Resolution is a true and correct copy of RESOLUTION NO. 2022-06 entitled,

**A Resolution Certifying an Initial Study/ Mitigated Negative Declaration (MND) and Establishing Findings  
Relative to and Approving Harbor District Permit 2022-03 with Conditions for the  
Arcata Non-motorized Boat Launch Project**

as regularly adopted at a legally convened meeting of the Board of Commissioners of the HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, duly held on the 9<sup>th</sup> of June 2022; and further, that such Resolution has been fully recorded in the Journal of Proceedings in my office, and is in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand this \_\_\_\_\_ 2022.

\_\_\_\_\_  
**RICHARD MARKS, Secretary  
Board of Commissioners**

## HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT

### PERMIT

**Permit No. 2022-03**

**601 Startare Drive  
Woodley Island Marina  
P.O. Box 1030  
Eureka, CA 95502-1030**

**Permittee:**

City of Arcata  
Contact: Emily Benvie  
736 F Street, Arcata, CA  
(707) 825-2102  
ebenvie@cityofarcata.org

The Board of Commissioners of the **Humboldt Bay Harbor, Recreation and Conservation District** hereinafter referred to as “**District**”, having considered the Application herein, number 2022-03, filed by the City of Arcata, hereinafter referred to as “**Permittee**”, and the **Humboldt Bay Harbor, Recreation and Conservation District** as a responsible agency, pursuant to the California Environmental Quality Act of 1970, as amended, having made a determination certifying the Mitigated Negative Declaration (MND) (SCH #2018062021) and the Board of Commissioners of the **District** having on June 9, 2022, passed Resolution No. 2022-06 establishing findings relative to the Application by **Permittee** for the Arcata Non-motorized Boat Launch Project as provided for in this Permit, the **Permittee** is hereby authorized to perform the work as more particularly described in the Application filed with the **District**.

You are hereby authorized to conduct that activity described in the Permit Application of **Permittee** consisting of:

The Project will provide access for non-motorized personal watercraft and improve public access to Humboldt Bay. The project includes construction of a concrete abutment, an aluminum gangway, a gangway landing float, and a launching float at City-owned property at the terminus of South I Street within the Arcata March Wildlife Sanctuary (APN 503-241-010).

#### SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

1. If the **Permittee** materially changes the activity plan and scope, it will be necessary to request a permit revision.
2. That all work authorized by this Permit shall further be subject to the approval of the following public agencies as applicable:
  - A. United States Army Corps of Engineers
  - B. North Coast Regional Water Quality Control Board

- C. California Coastal Commission
- D. California Department of Fish and Wildlife

and **Permittee** shall fully comply with all regulations and conditions affecting such work as imposed by the above agencies.

3. That this Permit, if not previously revoked or specifically extended, shall cease and be null and void and terminate on 6/9/2024. If **Permittee** cannot complete the work within the time granted by this Permit, an application for extension must be filed prior to the Permit termination date. The Executive Director may administratively grant up to a three (3) year extension.
4. All construction debris shall be removed from the site and disposed of only at an authorized disposal site. Sidecasting of such material or placement of any such material within Humboldt Bay or any wetland area is prohibited.
5. That the mitigation measures described in the Project's Mitigated Negative Declaration are made conditions of this permit by reference and the permittee and any and all contractors completing work for the project must follow the District's Piling Removal and Installation Best Management Practices (Exhibit 1).
6. Any in-water work requires a Spill Prevention, Control and Countermeasure (SPCC) plan. Spill kits with appropriate contents will be maintained at the project site. Kits shall be equipped with enough material to provide preliminary containment for a volume of material that can reasonably be expected to spill. Booms will be available to contain spilled materials.
7. If archeological or cultural features or materials are unearthed during any phase of project activity, all work in the immediate vicinity of the find shall halt until the **Permittee** has contacted the Wiyot Tribe's Cultural Department, and the significance of the resource has been evaluated, to the satisfaction of the Wiyot Tribe. Any mitigation measures that may be deemed necessary will be provided to the Wiyot Cultural Director for review and input to ensure they are consistent with the standards for cultural resource mitigation particularly in cooperation with Native American tribal representatives and the California State Native American Heritage Commission. Mitigation measures shall be implemented by a qualified archeologist representing the **Permittee** prior to resumption of construction activities. If human remains are exposed by project related activity, the **Permittee** shall comply with California State Health and Safety Code, §7050.5, which states that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code, §5097.98.
8. That there shall be no unreasonable interference with navigation by the work herein authorized.

9. That no attempt shall be made by the **Permittee** to interfere or forbid the full and free use by the public of all navigable waters at or adjacent to the work.
10. That the **District**, its Commissioners, or any officer or employee of the **District** shall in no case be liable for any damages or injury of the work herein authorized which may be caused by or result from future operations undertaken by the **District** for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.
11. That neither the **District**, nor its Board of Commissioners, nor any officer of the **District** shall be liable to any extent for any such injury or damage to any person or property or for the death of any person arising out of or connected with the work authorized by this Permit.
12. That the Board of Commissioners of the **District** may revoke this Permit at any time upon a finding by the **District** of a violation by the **Permittee** of any condition of this Permit.
13. That the **Permittee** shall comply with any regulations, condition, or instructions affecting the work hereby authorized if and when issued by the Federal Water Pollution Control Administration and/or the State of California Water Resources Control Agency having jurisdiction to abate or prevent water pollution. Such regulations, conditions, or instruction in effect or prescribed by Federal or State Agencies are hereby made a condition of this Permit.
14. That as a condition to the issuance of this Permit, **Permittee** agrees to indemnify and hold harmless **District** from and against any and all liability, loss, or damage **District** may suffer from claims and demands for attorneys' fees, costs of suit, and costs of administrative records made against **District** by any and all third parties as a result of third party environmental actions against **District** arising out of the subject matter of this Permit, including, but not limited to attorneys' fees, costs of suit, and costs of administrative records pursuant to the California Code of Civil Procedure §1021.5 or any other applicable local, state or federal laws, whether such attorneys' fees, costs of suit, and costs of administrative records are direct or indirect, or incurred in the compromise, attempted compromise, trial appeal or arbitration of claims for attorneys' fees, costs of suit, and costs of administrative records in connection with the subject matter of this Permit.
15. That this Permit is valid as of June 9, 2022 and is made subject to the **Permittee** approving and agreeing to the conditions above set forth herein and executing said approval as hereinafter provided.

EXECUTED on this 9<sup>th</sup> day of June 2022, by authority of the Board of Commissioners of the **Humboldt Bay Harbor, Recreation and Conservation District**.

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**GREG DALE, Chair**  
**Board of Commissioners**  
**Humboldt Bay Harbor, Recreation and**  
**Conservation District**

City of Arcata, **Permittee**, in the above Permit, hereby accepts and agrees to all of the conditions hereinabove set forth. **Permittee** shall indemnify and hold harmless the **District**, its Board of Commissioners, officers and employees from any and all claims of any nature arising from the performance of and work of improvement contained in the Application for injury, death or damage to any person or property.

City of Arcata, **Permittee**, in the above Permit, agrees to indemnify and hold harmless **District**, its Board of Commissioners, officers and employees from and against any and all liability, loss or damage **District** may suffer from claims and demands from attorneys' fees; costs of suit and costs of administrative records made against **District** by any and all third parties as a result of third party environmental actions against **District** arising out of the subject matter of this Permit including, but not limited to, attorneys' fees, costs of suit and costs of administrative records pursuant to the California Code of Civil Procedure §1021.5 or any other applicable local, state or federal laws, whether such attorney's fees, costs of suit and costs of administrative records are direct or indirect, or incurred in the compromise, attempted compromise, trial, appeal or arbitration of claims for attorneys' fees, costs of suit and costs of administrative records in connection with the subject matter of this Permit.

Dated: \_\_\_\_\_

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City of Arcata Representative



**Exhibit 1**  
**Piling Removal and Installation**  
**Best Management Practices**



The following Best Management Practices shall be followed. The Harbor District shall update these BMP's based on the specific site conditions and industry standards:

1. The following methods may be utilized for piling removal or installation:
  - a) Vibratory Hammer: A vibratory hammer with timber clamp.
  - b) Impact Hammer: If an impact hammer is proposed, the Department of Fish and Wildlife's Interim Criteria for Injury to Fish from Pile Driving Activities shall be incorporated into Project plans. According to the Interim Criteria, the sound pressure levels should not exceed 206 dB peak and 187 dB accumulated sound exposure level (SEL) for all listed fish except those that are less than 2 grams. For fish less than 2 grams, the criteria for accumulated SEL should not exceed 183 dB.
    - If sound pressure levels exceed those in the Interim Criteria, The applicant shall contact the CA Department of Fish and Wildlife to determine if an application for an Incidental Take Permit and a sound attenuation monitoring plan is required.
    - A wood cushion block shall be utilized during impact hammering to reduce noise impacts.
  - c) Water Jet: If a water jet is proposed the water intake shall be screened to meet the Department of Fish and Wildlife water intake screen criteria. The Project shall monitor turbidity within 500 feet of the project site to ensure that the turbidity is not greater than 20% above background turbidity levels. If the turbidity levels exceed 20% over background levels, water jet operations shall cease and adaptive measures shall be implemented to ensure that the turbidity standard is not exceeded.
2. Avoid staging the barge or other equipment over eelgrass habitat. If eelgrass is within 100 feet of the site, the District's Eel Grass Avoidance and Minimization Measures and Best Management Practices shall be followed.
3. Equipment:
  - a) An excavator, crane, or other similar piece of equipment carrying a vibratory hammer and timber clamp shall be used to remove the piles.
  - b) The excavator or crane operators shall be experienced with vibratory pile removal.
  - c) Bio-degradable hydraulic fluid shall be utilized.
  - d) All equipment will be checked before use in order to minimize risk of petroleum product releasing to the bay.
  - e) A spill response kit, including oil absorbent pads shall be on-site to collect any petroleum product that is accidentally released.
  - f) The barge, tug and all watercraft shall be of sufficient size, as determined by the Humboldt Bay Harbor Master, to be capable of safely handling the equipment. The Harbor Master, at his/her discretion may "retag" any watercraft determined

- be unsafe or unseaworthy.
- g) Contractor shall maintain Workman's Compensation, Jones Act, and/or Maritime insurance as may be required for the work performed.
4. Pile removal:
- a) Pile removal and/or Installation may be conducted either from shore, pier/dock and/or from a barge.
  - b) Piles shall be removed at a tide of sufficient elevation to float the barge and tug boat adjacent to the piles being removed without scarring the mudflats and/or Bay subsurface.
  - c) Grounding of the barge shall not be permitted.
  - d) The crane operator shall "break" the soil/pile bond prior to pulling in order to limit pile breakage and sediment adhesion.
  - e) Piles shall be removed slowly to limit sediment disturbance.
  - f) Piles shall not be hosed off, scraped, or otherwise cleaned once they are removed from the sediment.
  - g) If piles cannot be fully removed, the broken piles shall be cut one foot below the mudline.
5. Work surface on barge deck, pier, or shore shall include a containment area for removed piles and any sediment removed during pulling to prevent materials/sediment from re-entering the water. Uncontaminated water run-off can return to the waterway after it passes through a waddle, haybale, or other sediment filter.
- a) The containment area shall be constructed of durable plastic sheeting.
  - b) Upon completion of the project, the plastic containment, and sediment filter shall be removed and disposed in accordance with applicable federal and state regulations.
6. Upon removal, the pile shall be moved expeditiously from the water into the containment area.
- a) The pile shall not be shaken, hosed-off, left hanging to drip or any other action intended to clean or remove adhering material from the pile.
  - b) The piles shall not be reused in Humboldt Bay and shall be disposed of in accordance with applicable federal and state regulations.
  - c) Holes left in the sediment by the pilings shall not be filled as they are expected to naturally fill.
7. Debris Capture in Water
- a) A floating surface boom shall be installed to capture floating surface debris.
  - b) The boom shall be located at a sufficient distance from the work area to ensure capture of all work materials.
  - c) Debris shall be collected, placed in the containment area, and disposed of along with the disposal of the pilings and containment material.
  - d) Debris contained within boom shall be removed at the end of each work day or immediately if waters are rough and there is a chance that debris may escape the boom.