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

DATE: June 11, 2020
TIME: Special Session - 6:00 P.M.
PLACE: Join Zoom Meeting
https://us02web.zoom.us/j/3432860852
Meeting ID: 343 286 0852
Teleconference Option:
(669) 900-9128, 343 286 0852#

1. Call to Order Special Session at 6:00 P.M. and Roll Call

2. Public Comment
   Note: This portion of the Agenda allows the public to speak to the Board on the various issues not itemized on this Agenda. 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. The three (3) minute time limit for each speaker may be enforced by the President of the Board of Commissioners or the Presiding Member of the Board of Commissioners at the regular meeting of the District.

3. Business
   a) Jennifer Marlow Research Grant Proposal: Frameworks for Managing the Known Vulnerability from Sea Level Rise to Bluff Erosion and Exposure of Humboldt Bay Nuclear Power Plant’s Spent Nuclear Fuel Storage Site.
      Recommendation: Staff recommend the Board: Sign a letter of support for Jennifer Marlow Research Grant Proposal.
   
   b) Receive Report and Receive Direction from the Board Regarding Districts Response to COVID-19. (Roll Call Vote)
      Recommendation: Staff recommends the Board: Receive a report and provide direction as necessary.
      Summary: On March 11, 2020 Humboldt County Health Officer Teresa Francovich, MD declared a local health emergency. The Maritime Commerce and Commercial Fisheries are essential services. Staff will provide an update on the Harbor District operation and the Board will discuss and take action on items necessary to keep operations functioning during this emergency.
   
   c) FY 2020-21 District Budget Preparation–draft goals revenues and expenditures by programmatic activity.
      Recommendation: It is recommended that the Board:
      1) Receive a report of the draft goals, income and expenditures for Fields Landing Boat Yard, Woodley Island Marina, and Dredging.
      2) Adopt the preliminary budget.
      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 1st. Staff does not propose to increase any fees during this budget cycle.
d) Humboldt Local Agency Formation Commission Independent Special District Election – Official Ballot

*Summary:* In lieu of a meeting, an Official Ballot has been received to fill one vacancy for a regular special district member of the Humboldt Local Agency Formation Commission. The candidates are the incumbent, Debra Lake (sponsored by Fruitland Ridge Fire Protection District) and Desiree Davenport (sponsored by Humboldt Community Services District). The elected candidate will serve a four-year term from July 1, 2020 to June 30, 2024.

e) Appoint Board Member to the Wind Energy Subcommittee

*Summary:* Board President Kullmann has a conflict and has stepped aside from the Subcommittee; the new appointee will join Commissioner Dale on the Wind Energy Subcommittee.

4. Permits

5. Future Agenda Items

6. Adjournment
Introduction

There is no current hazard mitigation plan in place for managing the known vulnerability from sea level rise–induced bluff erosion and exposure of the former Humboldt Bay Power Plant’s Spent Nuclear Fuel Storage Site at Buhne Point. This Independent Spent Fuel Storage Installation (ISFSI) is located approximately 45 feet above, and 115 feet from a bluff on Humboldt Bay. With two meters of sea level rise in Humboldt Bay, monthly and annual high tides could overtop the protective revetment wall protecting the bluff. Based on Ocean Protection Council’s 2018 sea level rise projections, two meters of sea level rise could occur “as early as 2076 under the extreme scenario, or by 2093 under the high-risk projection” (Laird 2019). This projection is also supported by the California Coastal Commission’s current sea level rise principles for aligned state action (CCC 2020). Principle One reinforces using the high-risk aversion projection as being the more protective target for critical infrastructure such as the ISFSI. The extreme projection of around 2074 for 2.0 meters of sea level rise would be the most protective for an exposed site such as Buhne Hill (CCC 2020).

Of paramount concern is what happens if the wastes remain on site at Buhne Point for an extended period of time? Although sea level rise, bluff retreat and the integrity of the spent fuel casks could be monitored over time, impactful events associated with sea level rise threaten the integrity of the spent fuel installation. What would happen, for instance, if the 115 feet of bluff protecting the ISFSI was suddenly eroded away during an extreme tide/storm surge event? (The bluff protecting the site historically eroded over 1,400 feet between the 1890s when the harbor entrance jetties were constructed and the 1950s when rock slope protection was installed (Laird 2019).) A photo from 1948 documents the site prior to intervention, a reminder that the design life of the current sea well is temporary. What if the bluff rapidly erodes and the casks containing spent nuclear fuel topple into the bay? What, if any interventions, will protect or restore the site in the interim, and who will be held responsible? No consensus currently exists to answer these critical questions.

This research project is designed to address the critical need for the information and skills required to enhance public understanding of the vulnerability of the ISFSI site to sea level rise, the integrity of the spent fuel casks over time, and the process of decision making that will be used to evaluate potential responses, including the development of emergency response plans, the evaluation of transportation risks from the potential shipment of high-grade nuclear waste off-site, and which local interests will take priority in shaping ultimate outcomes.
Rationale: Future protections for the waste stored on site are uncertain. The potential transfer of the spent nuclear waste site offsite is subject to ongoing negotiations between PG&E and the Department of Energy (PG&E 2018). However, the broader negotiation, which asks how best available science engages broader societal values and local goals, looms and is unfacilitated. There is currently no official, forward-looking, public-facing process in place to engage local stakeholders around these issues.

To address these critical shortfalls, the proposed research will engage critical stakeholders in the Humboldt Bay Region in participatory climate adaptation research around these questions and identify and evaluate alternate and divergent pathways to issue resolution (R.M. Wise et al. 2014). To do so, we will facilitate and host a series of four participatory scenario planning workshops that will engage key participants in developing a series of alternative, plausible futures for the high-grade spent nuclear waste stored at Buhne Point, and to use those scenarios to “facilitate the evaluation of the outcomes of potential decisions in the context of different sets of background conditions” (Moore et al. 2013). These different sets of conditions include sea level rise impact projections; overlapping and conflicting cultural, political, legal, and economic, and social drivers of future change (Moore et al. 2013); compounding uncertainties and considerable time lags between short term intervention and long-term vulnerability (Kopp et al. 2019); and the concerns, knowledge, an input shared by primary stakeholders (Siders 2019).

Critical participants in the proposed scenario planning workshops will include members of the PG&E Community Advisory Board (CAB). The CAB was established in 1998 by PG&E to provide local input on the former Humboldt Bay Nuclear Plant’s decommissioning process (Waraich 2019). The primary focus of the CAB members was “ensuring the safety of nearby residents and the workforce, with the ultimate goal of
removing all dangerous radiological and other hazardous materials which threatened the health of Humboldt Bay.” (CAB letter of support). The CAB invested 10 years of rigorous work to ensure that the former Humboldt Bay Nuclear Power Plant was fully decommissioned and the site restored, at the cost of over $1 billion (CAB letter of support 2020). The last step in the process requires determining the future of the ISFSI. CAB’s final role is “to determine what will become of the high-level radioactive spent fuel in these dry casks” (CAB letter of support).

CAB members are interested in participating in this research as a means to prepare for ongoing negotiations with PG&E over the future of the spent nuclear waste at Buhne Point, and to engage and inform the public about potential sea level rise hazards as well as the risks posed to the region of various alternatives for managing the high-grade waste long-term either on- or off-site. The CAB had considerable influence in earlier talks with PG&E over the decommissioning process (Waraich 2019) and seeks to continue to influence PG&E’s decision making over ways to mitigate any risks that threaten the safety of the community and the health of Humboldt Bay. The CAB members seek to utilize this research as a means of providing evidence-based input to PG&E as well as local input to PG&E to influence final decision-making about ways to manage the spent nuclear waste in the dry casks in the short- and long-term.

Additionally, the research will also engage members of the Wiyot Tribe and potentially interested members of other local tribal communities. While not included in or represented by the CAB membership, tribal community members have voiced concern over the vulnerability of the spent nuclear fuel site to sea level rise and the implications of a leakage event to their tribal lands, practices, and cultural resources, as well as concern over being left out of groups formed to provide local community input. These Humboldt Bay tribal communities seek to engage more formally in future planning efforts, and this research offers them a platform for more focused and aligned engagement with ongoing efforts of the CAB. Finally, the research will also engage interested members of the Humboldt State University Sea Level Rise Initiative, who will provide support for preliminary research as well as their in-person expertise and critical thinking as contributing participants in the proposed participatory scenario planning workshops.

The research outcomes will generate a series of divergent futures that consider a range of short- and long-term spent nuclear fuel management scenarios, from proposals to reinforce the revetment wall to proposals to ship the waste off site for temporary and potentially permanent storage elsewhere. The research will rely on participatory scenario planning frameworks, particularly as they apply to climate adaptation questions, to identify critical drivers of uncertainties, climatic- and non-climatic determinants of change, and produce a series of divergent future outcomes that can be used to formulate and evaluate short- and long-term interventions for protecting the spent nuclear fuel storage site from sea level rise vulnerability (Moore et al. 2013).

The proposed research strategies align with RCCE Goal 4 (sea level rise adaptation), Strategy 4–1 (evaluate climate impacts) and 4–2 (assess public understanding), to produce outcomes and deliverables that align with RCCE Goal 4’s intended outcome (provide decision makers access to information and skills to assess local risk vulnerability). Additionally, the proposed research aligns with RASGAP Research Priorities (OPC Strategic Plan Goals 2020–2025) Objective 1.1 (build
resiliency to sea level rise). The plan of approach (see Approach section below) will aid in identifying 1) “thresholds, triggers, and monitoring frameworks” for “critical adaptive management actions” to protect the ISFSI. The robust management actions generated by the participatory scenario planning workshops will build 2) “support for the use of short-term and mid-term transitions for infrastructure to work toward long-term resilience that minimize resource impacts.” Convenings designed to track progress and identify next steps will help to establish 3) “guidelines for establishing effective trigger point thresholds for adaptive management decisions.” The proposed research also aligns with Objective 2.1 by enhancing engagement with tribes with vested interest in decision making and decision making outcomes but who have not been involved in the deliberations thus far.

Background

The Independent Spent Nuclear Fuel Storage Installation (“ISFSI”) at Humboldt Bay Nuclear Power Plant’s Buhne Hill consists of six canisters of nuclear waste set below grade in a concrete vault at a surface elevation of 44 feet above sea level (Page 2005). Historically, the bluff where the ISFSI site is located sits just 115 away from the shoreline, and has experienced severe erosion following the construction of jetties in the 1890s that form Humboldt Bay’s entrance channel. Rock slope
protection (a sea wall) has protected the bluff from erosion since the 1950s (Page 2005).

Although the projected life of the ISFSI is 50 years (Page 2005), the site does not currently conform to Coastal Act policies, as it is subject to potential slope failure, surface fault rupture, tsunami runup, and coastal erosion (California Coastal Commission 2011). A PG&E contract with DOE indicates that the spent nuclear fuel at Humboldt Bay Nuclear Power Plant will be moved to a temporary storage site in 2031/2032 (PG&E 2018). Private companies are currently seeking to temporarily store the spent fuel at facilities in New Mexico and Texas until the Department of Energy makes a permanent storage facility available (Waraich 2020). The Nuclear Regulatory Commission, however, has not yet granted licenses to these facilities (Waraich 2020). Based on the failed history of Yucca Mountain, national nuclear fuel repositories face high political and geological scrutiny that could interfere with projected transfer timelines and with the availability of permanent storage solutions overall (MacFarlane 2006).

With respect to the ISFSI on Humboldt Bay, numerous complicating geologic, political, economic, cultural, legal, environmental, and other factors combine with enormous public policy uncertainties to create a set of impending unanswered questions that squarely confront the Humboldt Bay region’s resiliency to sea-level rise, coastal storms, erosion and flooding. Considerable questions remain about how to manage the risk of inundation at the site, where the spent nuclear waste will go or when it will be moved, and how to accommodate reverberating risks from transportation, impacts of future decision making on Native American lands, cultural sites, and practices, to critical opposition from host communities adjacent to off-site facilities.

Objectives

To support a process that engages critical stakeholders around paramount questions concerning the future of the six dry casks of spent nuclear waste stored at Buhne Point, we will research and apply participatory scenario planning methods to enhance deliberative participatory learning focused on two overarching research questions:

1. Which decision making frameworks are most useful for managing the known vulnerability from sea level rise to bluff erosion and exposure of Humboldt Bay Nuclear Power Plant’s Spent Nuclear Fuel Storage Site?

2. How can participatory decision making frameworks be useful in providing the information and skills needed to inform the public about the issue of sea level rise as it interacts with long-term uncertainties about the future of the ISFSI site, and to help the public analyze and evaluate divergent pathways of potential response to mitigate risk?

The following eight objectives will guide my research to answer key research questions:

(Objective 1.0) Gain insights into decision-making approaches that embrace rather than eliminate uncertainty.
(Objective 2.0) Apply participatory scenario planning frameworks to identify the climatic determinants, as well as the non-climatic environmental, socio-economic, technological, and cultural drivers, of future change.

(Objective 3.0) Work with critical stakeholders to assess the strengths and limitations of using participatory scenario planning as a method for decision making that is informed by best available science and that grapples with the contested values, thinking, goals, and priorities of those most affected by sea level rise adaptation response as well as those who are supposed to benefit the most from it.

(Objective 4.0) Identify the responsible entities for managing the risk of sea level rise–induced erosion and bluff exposure at the Buhne Point site, and map the common interests of these entities using conflict resolution theories and frameworks to enhance future actions to address vulnerability.

(Objective 5.0) Develop outputs that can aid in the development of state and federal policies managing for sea level rise–induced exposure of spent nuclear fuel storage sites along the California coast.

(Objective 6.0) Facilitate ongoing learning among critical local stakeholders in a manner capable of directly affecting short- and long-term decision making over the future of spent nuclear fuel at Buhne Point as well as along California’s coasts more broadly.

(Objective 7.0) Assess the ways in which risk management approaches to addressing coastal hazards may be both incremental and proximate while aiming toward systemic and transformational change.

(Objective 8.0) Communicate research findings both locally and at regional and national venues through presentations and publications, so that interested actors may learn from project findings, apply lessons more broadly, and factor the research into their ongoing scientific, policy, legal, and planning efforts.
May 28, 2020

Re: Support for Jennifer Marlow’s research proposal

Dear California Sea Grant New Faculty Award Review Committee:

As members of the PG&E Community Advisory Board, we submit this letter in support of the grant proposal by Jennifer Marlow to study the risks of sea level rise on the high-level nuclear wastes stored at the Humboldt Bay Nuclear Power Plant site.

The nuclear unit was shut down in 1976 due to the discovery of a significant earthquake potential which made the plant vulnerable and unprofitable to upgrade. The facility sat in shutdown until actual decommissioning began in 2008. The major activity required before any real physical work could commence, was the transfer of the fuel rods from the spent fuel pool into 6 dry cask units, which were then placed in a concrete bunker on site. This Independent Spent Fuel Storage Installation (ISFSI) is located approximately 45 feet above, and 115 feet from Humboldt Bay.

PG&E, the utility which owns the nuclear license began the long decommissioning task in 1998, when it formed a Community Advisory Board (CAB) whose purpose was to integrate the decommissioning plans and work with the concerned interests and input from the residents of Humboldt County. The primary focus of the CAB members was ensuring the safety of nearby residents and the workforce, with the ultimate goal of removing all dangerous radiological and other hazardous materials which threatened the health of Humboldt Bay. After 10 years of meticulous work and the expenditure of over $1 billion, the site has been fully decommissioned and restored. What remains is the ISFSI. The final role of the CAB is to determine what will become of the high-level radioactive spent fuel in these dry casks.

As the physical decommissioning was being completed, initial questions were raised as to the future of the ISFSI. PG&E’s answer all along was that casks have a 40-50 year lifespan, and the ISFSI is funded until 2031, when the federal government would take possession of the casks and transfer them to Yucca Mountain. Aside from the fact that the Yucca Mountain repository will most likely not be available by that date, or ever, there were/are many questions related to the life span of the casks, what technology would be used in the event of a cask failure, what emergency plans would be in place, how would the casks be transported out of the county, and more. The bankruptcy which PG&E is now undergoing raises new concerns about the physical and financial future of the ISFSI. Of paramount concern today is what happens if the wastes remain on site for an extended period of time. Local geologists have concluded that sea level rise could eventually isolate the 45 foot “mountain” on which the wastes sit, cliff erosion will continue to eat away at the site, and earthquake activity could potentially create activities that could severely contaminate Humboldt Bay. The residents of Humboldt County treasure the Bay, as well as the redwood forests ocean coastline, and quality agriculture
lands for their contribution to the values of economy, recreation, and maintenance of nature ecosystems.

The study by Jennifer would utilize the talents of Humboldt State University to gather data and information which be invaluable to the CAB and community in continuing the goal of protecting the health of Humboldt Bay and its citizenry.

Sincerely,

Mike Manetas
Dept of Environmental Resources Engineering, Humboldt State University

Jen Kalt,
Director, Humboldt Baykeeper

Dave Meserve
Former Mayor of the City of Arcata
June 11, 2020

Re: Support for Jennifer Marlow Research Grant Proposal: Frameworks for Managing the Known Vulnerability from Sea Level Rise to Bluff Erosion and Exposure of Humboldt Bay Nuclear Power Plant’s Spent Nuclear Fuel Storage Site

Dear California Sea Grant New Faculty Program Review Committee;

The Humboldt Bay Harbor, Recreation, and Conservation District (HBHRCD) was created in 1973 to address the diverse management needs of the tidelands, bays, and estuaries of Humboldt County. HBHRCD oversees the planned development of the harbors and ports, as well as the protection of the natural resources. It is a countywide agency with permit jurisdiction over all tides, submerged, and other lands granted to the district, including Humboldt Bay.

One of California’s most pristine estuarine environments, Humboldt Bay is the second-largest natural bay in the state. It presents a wide variety of unique habitats—such as open water, shallow water, mud and sand flats, salt marshes and ponds, agricultural lands, sand beaches, islands, and woody riparian vegetation. The Bay is home to approximately half of California’s eelgrass population, as well as 35 managed species of fish. In total, the Bay supports 120 species of fish, 251 species of marine birds, 550 species of marine invertebrates, 80 species of algae, and numerous resident and visiting marine mammals.

Humboldt Bay is also a primary economic engine for Humboldt County, supporting myriad recreation and tourism activities, a vibrant oyster aquaculture industry, an active fishing fleet, and ongoing shipping. Further planned development includes increased aquaculture businesses and development of a wind energy port.

The Humboldt Bay Power Plant located at King Salmon was shut down in 1976 due to the discovery of a significant earthquake potential which made the plant vulnerable and unprofitable to upgrade. The facility sat in shutdown until actual decommissioning began in 2008. The major activity required before any real physical work could commence, was the transfer of the fuel rods from the spent fuel pool into 6 dry cask units, which were then placed in a concrete bunker on site. This Independent Spent Fuel Storage Installation (ISFSI) is located approximately 45 feet above, and 115 feet from Humboldt Bay.

The HBHRCD Board of Commissioners believes that this research project addresses a critical need in the Humboldt Bay Region. As a steward of the Bay with a vested interest in its future protection, we lend our support and will join the study as a research participant. The HBHRCD Board would benefit from the information and skills the project will provide, and from engaging in the questions it poses. We are interested in learning more about potential vulnerability of the ISFSI site to sea level rise and in objectively assessing the risks. We are also interested in joining with other critical regional stakeholders to envision and evaluate potential responses. Contributions from this research will add value to significant past efforts by members of our community to restore the former power plant site after it was decommissioned. Importantly, it also seeks to engage inclusive networks in addressing ongoing questions of critical concern to the community, such as the need for emergency planning, and the potential risks involved in transporting the high-grade nuclear waste off-site by barge or land. Ultimately, we hope that the project can enhance the Region’s influence over decisions that will determine how the risk from sea level rise to the ISFSI site is ultimately managed.

Sincerely,

Stephen Kullmann
Board President
TO: Honorable Board President and Harbor District Board Members  
FROM: Larry Oetker, Executive Director  
DATE: June 5, 2020  
TITLE: FY 2020-21 District Budget Preparation – draft goals revenues and expenditures by programmatic activity.  
RECOMMENDATION: It is recommended that the Board:  
1. Receive a report of the draft goals, income and expenditures for Fields Landing Boat Yard, Woodley Island Marina, and Dredging.  
2. Adopt the preliminary budget.  

INTRODUCTION: 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 1st. Staff does not propose to increase any fees during this budget cycle.

DISCUSSION: Staff has reviewed the income and expenditures from the previous year and will present an overview at the Board meeting. The draft goals for RMT I, RMT II, and Shelter Cove as well as the fee schedules were presented at the May 28th meeting. The overall draft budget will be submitted as a supplemental to the Board Packet. The Board and public should note that there are special meetings scheduled on June 11th and July 9th if needed.

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting Type</th>
<th>Purpose</th>
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</table>
2. Redwood Marine Terminal II  
3. Shelter Cove  
B) Review the Fee Schedule |
| June 11  | Special      | A) Preliminary Goals, Income, and Expenditures: 1. Woodley Island Marina  
2. Fields Landing Boat Yard  
3. Dredging  
B) Adopt Preliminary Budget |
| June 25  | Regular      | A) Preliminary Goals, Income, and Expenditures: 1. Port Operations  
2. Conservation and Recreation Programs  
3. Administrative Services  
4. General Operating and Staffing  
5. Follow up discussion from previous budget meeting topics  
B) Adopt Final Budget, Fee Schedule and Staffing Allocations |
| July 9   | Special      | Budget Review (if Necessary) |
| July 23  | Regular      | Final Budget Review, Adoption and Transmission to Board of Supervisors |

Attachments  
A Fields Landing Boat Yard Goals, Income, and Expenses  
B Woodley Island Marina Goals, Income, and Expenses  
C Dredging Goals, Income, and Expenses
- Complete the transition of Boat Yard operations to Lessee
- Perform ongoing wash water / storm water management
- Determine long term wash water treatment system
- Commence demolition of abandoned and non-operative vessels
- Replace failed windows and entrance door to main building
- Install overhead door beams to strengthen against wind shear
- Grub and Maintain South acreage for future use / opportunities
Fields Landing – Scheduled Revenue

<table>
<thead>
<tr>
<th>Location</th>
<th>Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boat Yard Facilities</td>
<td>$46.8K</td>
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<tr>
<td>Cellular Lease</td>
<td>$21K</td>
</tr>
<tr>
<td>Marine Contractors</td>
<td>$11.9K</td>
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<td>Total</td>
<td>$79.7K</td>
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# Fields Landing - Preliminary Expense

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<th>Category</th>
<th>Value</th>
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<tbody>
<tr>
<td>Wash-water pretreatment</td>
<td>$9K</td>
</tr>
<tr>
<td>Boat pre-disposal</td>
<td>$7.5K</td>
</tr>
<tr>
<td>Facility Improvements</td>
<td>$10.5K</td>
</tr>
<tr>
<td>Equipment Repairs</td>
<td>$5K</td>
</tr>
<tr>
<td>General Repairs &amp; Maintenance</td>
<td>$5K</td>
</tr>
<tr>
<td>Maintain South Pad</td>
<td>$5K</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$42K</strong></td>
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## Fields Landing - Preliminary Deferrals

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<thead>
<tr>
<th>Category</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Boat pre-disposal</td>
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<tr>
<td>Storm Water</td>
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<tr>
<td>Re-seal Tarmac</td>
<td>$50K</td>
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<tr>
<td>Facility Paint</td>
<td>$25K</td>
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<tr>
<td>Travel Lift Dock</td>
<td>$120K</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$262.5K</strong></td>
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</table>
Woodley Island Marina Goals

- Establish a Facilities Capital Improvement and Operations Plan
- Begin strong focus on Dock Improvements, including Weldment and Roller replacement
- Resurface Gangway ramps for safe pedestrian travel
- Improve Island passive security through camera upgrades and automated passage lock replacement in common areas
- Continue communication with Island Tenants to promote a strong Neighborhood Watch and reliant community.
Woodley Island Marina Goals

• Strengthen partner agency relations to promote Woodley Island as a commercial, recreational, and tourist destination

• Promote dock side / on-site Fish Sales supporting local Commercial Fishermen and their crews & families

• Increase efficient and appropriate lighting though working with energy partner RCEA
## Woodley Island — Scheduled Revenue

<table>
<thead>
<tr>
<th>Location</th>
<th>Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Income</td>
</tr>
<tr>
<td>Upland Rents</td>
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<tr>
<td>Slip Rents</td>
<td>$700.5K</td>
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<tr>
<td>Storage &amp; Equip. Rents</td>
<td>$41.2</td>
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<tr>
<td>Fees &amp; Surcharges</td>
<td>$188K</td>
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<tr>
<td>Concessions</td>
<td>$6K</td>
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<td><strong>Total</strong></td>
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# Woodley Island – Preliminary Expenses

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<tr>
<th>Location</th>
<th>Income</th>
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<tbody>
<tr>
<td>Dock Improvements</td>
<td>$27.5K</td>
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<tr>
<td>F Dock Electric</td>
<td>$25K</td>
</tr>
<tr>
<td>Facility Security &amp; Lighting</td>
<td>$10.5K</td>
</tr>
<tr>
<td>Vessel Maintenance</td>
<td>$6.5K</td>
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<tr>
<td>Equipment Maintenance</td>
<td>$6K</td>
</tr>
<tr>
<td>General Improvements &amp; Replacements</td>
<td>$10K</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$85.5K</strong></td>
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### Woodley Island — Preliminary Deferrals

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<th>Location</th>
<th>Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof Replacement</td>
<td>$82K</td>
</tr>
<tr>
<td>Parking Lots &amp; Roads</td>
<td>$45K</td>
</tr>
<tr>
<td>Bilge System Upgrades</td>
<td>$32.5K</td>
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<tr>
<td>Sewer Line</td>
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<tr>
<td>Infrastructure Improvements</td>
<td>$106.4K</td>
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<tr>
<td>Equipment Replacement</td>
<td>$27.5K</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$333.4K</strong></td>
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</tbody>
</table>
Dredging Goals

• Woodley Island Marina
  • Emergency dredging (FEMA /CalOES funding)
  • Optional maintenance dredging if bids are favorable (Dredge Fund expense)
  • Plan for and permit 2021 suction dredging and beneficial use

• Fields Landing
  • Monitor shoaling

• King Salmon
  • Plan for Fisherman’s Channel dredging
  • To allow for suction dredging, obtain longfin smelt incidental take permit using Bay Street property as mitigation
  • In partnership with DanCo, design and permit sediment beneficial use site on Samoa Peninsula

• Complete Sediment Management Program Environmental Impact Report
Federal Navigation Dredging Goals

- Coordinate with USACE for:
  - Entrance dredging that addresses winter shoaling issues.
  - Timely access to survey's
  - Inner channel dredging
  - Jetty reconstruction
  - Assess dredging needs to support future uses at Terminal I and Terminal II.
Current dredge fund balance is approximately $700k

February 27, 2020 Staff Report established a $400k/year goal to fund dredging

- $200,000 from dredge surcharge fee
  - Current fee generates approximately $100k/year
  - Original plan (Resolution 2020-04) was to raise the dredge surcharge fee starting July 1, 2020 to generate a total of $200k/year. However, implementation of the increased fee may be delayed because of COVID-19 Emergency.
  - Estimate $125k in dredge surcharge fee revenue

- $200k from other District revenue
  - Deferred this year, will contribute if new income allows
Dredging Fund Expenses

• Woodley Island Marina Dredging Option
  • Expense will depend on the value of bids received. Estimate between $0-150k expenses.

• Dredge planning and permitting
  • Acquisition of longfin smelt incidental take permit = approximately $100k expenses for restoration work at Bay Street property.
  • Sediment testing and permitting for Samoa Peninsula upland beneficial use site = approximately $50k expenses.
# Dredging Budget Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Dredge Fund Balance</td>
<td>$700,000</td>
</tr>
<tr>
<td>Dredge Surcharge Fee Revenue</td>
<td>$125,000</td>
</tr>
<tr>
<td>WIM 2020 Dredging Option Expense</td>
<td>$150,000</td>
</tr>
<tr>
<td>Samoa Beneficial Use Planning and Permitting Expenses</td>
<td>$50,000</td>
</tr>
<tr>
<td>Bay Street Property Habitat Restoration for Mitigation Expense</td>
<td>$100,000</td>
</tr>
<tr>
<td>Ending Dredge Fund Balance</td>
<td>$525,000</td>
</tr>
</tbody>
</table>
Date: April 3, 2020
To: Board of Directors of Independent Special Districts
From: Colette Metz Santsche, Executive Officer
Subject: OFFICIAL BALLOT – Independent Special District Election

The term of office for one of the special district members on LAFCo, currently held by Debra Lake of the Fruitland Ridge Fire Protection District, expires on June 30, 2020.

The basic process for selecting special district members to LAFCo is set forth in Government Code Section 56332. This provides for a meeting to be convened among representatives from each of the 48 independent special districts in Humboldt County, unless the Executive Officer determines that a meeting is not feasible. Based on Government Code Section 56332, it has been determined that a meeting of this “Independent Special District Selection Committee” for the purpose of selecting a special district member is not feasible due to the likelihood that a quorum would not be achieved. As such, both the nominating process and the election itself will be conducted by mail on behalf of the Independent Special District Selection Committee by the LAFCo Executive Officer.

Previously, a request for nominations was sent on December 27, 2019, which provided for the opportunity for independent special district boards to nominate candidates to fill the special district member vacancy. The nomination period ended on March 20, 2020, with two (2) nominations received by the deadline.

Enclosed is an official ballot to elect one candidate to serve as a regular special district member on LAFCo with a term beginning on July 1, 2020 and expiring June 30, 2024.

Please mark selection directly onto the ballot, voting for no more than one (1) candidate. **Ballots must be returned to Humboldt LAFCo, 1125 16th Street, Suite 202, Arcata, CA 95521 on or before June 19, 2020 at 5:00 p.m.**

Your district is encouraged to participate in this election process. For an election to be valid, at least a quorum of the special districts must submit valid ballots. The candidate receiving the most votes shall be deemed elected. Any nomination and ballot received by the Executive Officer after the date specified is invalid, provided, however, that if a quorum of ballots is not received by that date, the Executive Officer shall extend the date to submit ballots by 60 days and notify all districts of the extension.

An election schedule with information about the counting of ballots and successful candidate notification is enclosed.

If you have any questions, please contact LAFCo staff at colettem@humboldtlaFCo.org or you can leave a voicemail at (707) 445-7508.
**Election Schedule**

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAFCo call for nominations</td>
<td>Friday, December 27, 2019</td>
</tr>
<tr>
<td>Nominations due to LAFCo</td>
<td>By 5:00 p.m., Friday, March 20, 2020</td>
</tr>
<tr>
<td>Ballots mailed to independent special districts via certified mail</td>
<td>By Friday, April 3, 2020</td>
</tr>
<tr>
<td>Election Day – Ballots due to LAFCo</td>
<td>By 5:00 p.m., Friday, June 19, 2020</td>
</tr>
<tr>
<td>Election results mailed to independent special districts</td>
<td>No later than Tuesday, June 30, 2020</td>
</tr>
<tr>
<td>New special district member seated</td>
<td>At July 15, 2020 LAFCo Meeting</td>
</tr>
</tbody>
</table>

**Current Special District Terms**

<table>
<thead>
<tr>
<th>Designation</th>
<th>Current Member</th>
<th>Term of Office (ends on June 30)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Member</td>
<td>Debra Lake, Fruitland Ridge Fire Protection District</td>
<td>2016 - 2020</td>
</tr>
<tr>
<td>Regular Member</td>
<td>Troy Nicolini, Samoa Peninsula Fire District</td>
<td>2018 - 2022</td>
</tr>
<tr>
<td>Alternate Member</td>
<td>David Couch, McKinleyville Community Services District</td>
<td>2018 - 2022</td>
</tr>
</tbody>
</table>

**Independent Special Districts**

- Big Lagoon Community Services District
- Briceland Community Services District
- Carlotta Community Services District
- Fieldbrook-Glendale Community Services District
- Humboldt Community Services District
- Loleta Community Services District
- Manila Community Services District
- McKinleyville Community Services District
- Miranda Community Services District
- Orick Community Services District
- Orleans Community Services District
- Palmer Creek Community Services District
- Patrick Creek Community Services District
- Phillipsville Community Services District
- Redway Community Services District
- Riverside Community Services District
- Scotia Community Services District
- Weott Community Services District
- Westhaven Community Services District
- Willow Creek Community Services District
- Alderpoint County Water District
- Hydesville County Water District
- Jacoby Creek County Water District
- Humboldt Bay Municipal Water District
- Garberville Sanitary District
- Resort Improvement District No. 1
- Arcata Fire Protection District
- Blue Lake Fire Protection District
- Briceland Fire Protection District
- Bridgeville Fire Protection District
- Ferndale Fire Protection District
- Fruitland Ridge Fire Protection District
- Garberville Fire Protection District
- Humboldt No. 1 Fire Protection District
- Kneeland Fire Protection District
- Myers Flat Fire Protection District
- Petrolia Fire Protection District
- Redway Fire Protection District
- Rio Dell Fire Protection District
- Samoa Peninsula Fire District
- Telegraph Ridge Fire Protection District
- Willow Creek Fire Protection District
- Humboldt Bay Harbor, Recreation and Conservation District
- Humboldt County Resource Conservation District
- North Humboldt Recreation and Park District
- Southern Humboldt Community Healthcare District
- Fortuna Cemetery District
- Petrolia Cemetery District
OFFICIAL BALLOT
INDEPENDENT SPECIAL DISTRICT ELECTION

Mark selection directly onto the ballot, voting for no more than one (1) candidate. Ballots must be returned to the LAFCo office at 1125 16th Street, Suite 202, Arcata, CA 95521, on or before June 19, 2020 at 5:00 p.m.

Name of District: ____________________________________________
Address: ________________________________________________
Telephone: ________________________________________________

Please vote for one of the following candidates:

☐ DEBRA LAKE (Incumbent)
   Sponsor: Fruitland Ridge Fire Protection District

☐ DESIREE DAVENPORT
   Sponsor: Humboldt Community Services District

The Board hereby selects the above candidate to fill the term beginning on July 1, 2020 and expiring on June 30, 2024, as a regular special district member of the Humboldt Local Agency Formation Commission.

Board action taken on the ______ day of ______________, 2020, by the following vote:

AYES: ________________________________________________
NOES: ________________________________________________
ABSTAIN: ____________________________________________
ABSENT: _____________________________________________

DISTRICT REPRESENTATIVE:

_____________________________________________
Signature

_____________________________________________
Printed Name / Title