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

DATE: **June 13, 2024**

TIME: **Regular Session – 6:00 P.M.**

PLACE: **Woodley Island Marina Meeting Room, 601 Startare Drive, Eureka, CA 95501**

How to Observe and Participate in the Meeting:
Observe: Members of the public can attend the meeting in person or observe the meeting on Zoom at the following link: https://us02web.zoom.us/j/6917934402
Meeting ID: 691 793 4402
One tap mobile
(669) 900-9128, 6917934402#

Public members observing on Zoom will not be able to participate or provide comment. Members of the public who may wish to provide public comment during the meeting must attend in person.

The Meeting Room is wheelchair accessible. Accommodations and access to Harbor District meetings for people with other handicaps must be requested of the Director of Administrative Services at (707) 443-0801 at least 24 hours in advance of the meeting.

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

2. Pledge of Allegiance

3. 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.*

4. Consent Calendar

- **a)** Adopt Minutes for the May 9, 2024, Regular Board Meeting
- **b)** Receive District Financial Reports April 2024
- **c)** Approve Purchase Order No. 2154 for Scribble Software Upgrade
- **d)** Second Amendment to Employment Agreement with Director of Administrative Services to Amend Management Leave

5. Communications, Reports, and Correspondence Received

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

6. Unfinished Business

a) Receive Status Update Regarding the Humboldt Bay Offshore Wind Heavy Lift Marine Terminal Project

Recommendation: Receive the report and provide direction.

Summary: The Board has requested a monthly update regarding the Humboldt Bay Offshore Wind Heavy Lift Marine Terminal Project. Updates may include project schedule, budget, funding opportunities, tasks completed, tasks underway, upcoming tasks, and the latest overall project strategy. This report will provide an update for the month of June 2024.

7. New Business

a) Consultant Selection and Contracting for PIDP 2023 Grant Funding for the Redwood Marine Offshore Wind and Heavy Lift Multipurpose Marine Terminal Final Permitting and 30% Design Project

Recommendation: 1) Determine that Moffatt & Nichol is the District's selected consultant for the PIDP 2023 Request for Qualifications for the Redwood Marine Offshore Wind and Heavy Lift Multipurpose Marine Terminal Final Permitting and 30%Design Project; 2) Authorize the Executive Director to sign a contract with Moffatt & Nichol up to $10,597,335.

Summary: The District received a grant and subsequently released a Request for Qualifications seeking professional engineering/permitting consultants. Following an evaluation process outlined in the RFQ, District staff and an independent Technical Advisory Committee unanimously recommend contracting with the consulting firm Moffatt & Nichol.

b) Authorize an Agreement to Mutually Terminate Ground and Operating Leases Following Successful Completion of New Market Tax Credit Investments by and between the Humboldt Bay Harbor, Recreation and Conservation District and the Humboldt Bay Development Association

Recommendation: Staff recommends the Board Authorize an Agreement to Mutually Terminate Ground and Operating Leases Between the Humboldt Bay Harbor, Recreation and Conservation District and the Humboldt Bay Development Association effective June 30, 2024.

Summary: In March of 2016, the Humboldt Bay Harbor District (District), in partnership with the Humboldt Bay Development Association (HBDA), invested in and entered into a New Market Tax Credit (NMTC) loan fund for ongoing site clean-up and capital improvements of the vacant former Evergreen Pulp Mill. Such an agreement required the District and HBDA to enter into certain credit and lease agreements to carry out the intended improvements to which both parties have faithfully performed and successfully completed all of its respective obligations and wish to terminate those certain agreements.

c) Preliminary Budget Adoption for Fiscal Year 2024-2025

Recommendation: It is recommended that the Board: Adopt the Preliminary Budget for FY 2024-2025.

Summary: The Budget is prepared annually under the 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.

8. Future Agenda Items

a) Resolution Supporting Community Engagement

9. Adjournment

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

May 9, 2024

The Humboldt Bay Harbor, Recreation and Conservation District met in regular session on the above date, Regular Session met at 6:00 P.M. at the Wharfinger Building, One Marina Way, Eureka, CA 95501.

REGULAR SESSION – 6:04 P.M.

ROLL CALL

PRESENT:	BENSON
	DALE
	HIGGINS
	KULLMANN
	NEWMAN
ABSENT:	NONE
QUORUM:	YES

PLEDGE OF ALLEGIENCE

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

CONSENT CALENDAR

a) Adopt Minutes for the April 11, 2024, Regular Board Meeting
b) Receive District Financial Reports March 2024
c) Charter Agreement Renewal for Micah Woolworth dba Lost Coast Sportfishing to Operate a Charter Service at Woodley Island Marina
d) Charter Agreement Renewal for R. Charles and Kim Class dba First Class to Operate a Bed & Breakfast at Woodley Island Marina

COMMISSIONER HIGGINS MOVED ACCEPT CONSENT CALENDAR ITEMS A-D.
COMMISSIONER NEWMAN SECONDED.
VOICE VOTE WAS CALLED, MOTION CARRIED.

Ayes:	BENSON, DALE, HIGGINS, KULLMANN, NEWMAN
Noes:	NONE
Absent:	NONE
Abstain:	NONE

COMMUNICATIONS, REPORTS AND CORRESPONDENCE RECEIVED

a) Correspondence Received
1. Ballot for Humboldt LAFCo
   I. Executive Director presented the item.

II. The Commission discussed the item.
III. Chair Dale opened the item to public comment. Will Franklin commented.
IV. Chair Dale moved the discussion back to the Commission.
COMMISSIONER HIGGINS MOVED TO VOTE FOR DAVID COUCH IN THE INDEPENDENT SPECIAL DISTRICT ELECTION FOR A REGULAR MEMBER OF THE LOCAL AGENCY FORMATION COMMISSION.
COMMISSIONER KULLMANN SECONDED.
COMMISSIONER BENSON MOVED TO VOTE FOR HEIDI BENZONELLI IN THE INDEPENDENT SPECIAL DISTRICT ELECTION FOR A REGULAR MEMBER OF THE LOCAL AGENCY FORMATION COMMISSION.
NO ONE SECONDED; COMMISSIONER BENSON WITHDREW HIS MOTION
VOICE VOTE WAS CALLED, MOTION CARRIED FOR DAVID COUCH.
Ayes: DALE, HIGGINS
Noes: BENSON
Absent: NONE
Abstain: KULLMANN, NEWMAN

2. Letter from Heidi Benzonelli Regarding the Upcoming Election for Special District Members to Serve on the Humboldt Local Area Foundation Commission (LAFCo)

b) Executive Director's Report
I. Executive Director presented Executive Director's report.

c) Staff Reports
I. Staff presented reports.

d) District Counsel and District Treasurer Reports
I. No report.

e) Commissioner and Committee Reports
I. Commissioners reported on recent activities and subcommittees.

UNFINISHED BUSINESS

a) Receive Status Update Regarding Humboldt Bay Offshore Wind Heavy Lift Marine 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.
V. Discussion item only, no formal action was taken.

NEW BUSINESS

a) Consider Adopting Resolution 2024-04, a Resolution Affirming the Humboldt Bay Harbor, Recreation, and Conservation District's Commitment to the Prevention of Sex Trafficking and "Missing and Murdered Indigenous People" in Association with the Humboldt Bay Offshore Wind Heavy Lift Marine Terminal Project

I. District Staff presented the item with Joe James, Chairman of the Yurok Tribe, Robert Hempstead, Vice Chairman of the Trinidad Rancheria, and Jack Norton, a Hoopa Valley Tribal Member who works for the Blue Lake Rancheria.
II. The Commission discussed the item.
III. Chair Dale opened the item to public comment. Catherine Buchanan, Cody Freitas, Holly Hensher, Matthew Simmons, Liam Cain, Sam Levins, Kerry Venegas and Amy Jester commented.
IV. Chair Dale moved the discussion back to the Commission.
COMMISSIONER KULLMANN MOVED TO ADOPT RESOLUTION 2024-04, A RESOLUTION AFFIRMING THE HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT'S COMMITMENT TO THE PREVENTION OF SEX TRAFFICKING AND "MISSING AND MURDERED INDIGENOUS PEOPLE" IN ASSOCIATION WITH THE HUMBOLDT BAY OFFSHORE WIND HEAVY LIFT MARINE TERMINAL PROJECT.
COMMISSIONER NEWMAN SECONDED.
COMMISSIONER KULLMANN AMENDED HIS MOTION TO INCLUDE: DIRECTING STAFF TO SHARE THE STAFF REPORT AND THE RESOLUTION WITH LOCAL GOVERNMENTAL ENTITIES THROUGHOUT THE HUMBOLDT BAY REGION AND TO ENCOURAGE THOSE ENTITIES TO CONSIDER USING THE RESOLUTION AS A TEMPLATE FOR THEIR FUTURE PROJECTS; AND DIRECTING STAFF TO CONTINUE TO WORK WITH REGIONAL TRIBES, LEARN FROM THEM, AND IDENTIFY ACTIONS THAT THE DISTRICT CAN ENACT TO CONTRIBUTE TO THEIR ADVANCEMENT.
COMMISSIONER NEWMAN SECONDED THE AMENDED MOTION.
ROLL CALL VOTE WAS CALLED, MOTION CARRIED WITHOUT DISSENT.
Ayes: BENSON, DALE, HIGGINS, KULLMANN, NEWMAN
Noes: NONE
Absent: NONE
Abstain: NONE

b) Receive Report Regarding a Concept for a Future District Program Regarding the Removal of Abandoned Creosote Piles Throughout Humboldt Bay

I. District Staff presented the item.
II. The Commission discussed the item.
III. Chair Dale opened the item to public comment. Jennifer Kalt, Robert Hempstead and Cody Freitas commented.
IV. Chair Dale moved the discussion back to the Commission.
V. Discussion item only, no formal action was taken.

c) Budget Goals for Redwood Marine Terminal I, Redwood Marine Terminal II, and the Shelter Cove Boat Launch

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.
V. Discussion item only, no formal action was taken.

d) Accept the Audit Report for the 2022-2023 Fiscal Year

I. District Staff and District Treasurer 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 NEWMAN MOVED TO ADOPT THE AUDIT REPORT FOR THE 2022-2023 FISCAL YEAR.
COMMISSIONER BENSON SECONDED.
VOICE VOTE WAS CALLED, MOTION CARRIED WITHOUT DISSENT.
Ayes: DALE, BENSON, HIGGINS, KULLMANN, NEWMAN
Noes: NONE
Absent: NONE
Abstain: NONE

FUTURE AGENDA ITEMS

a) Resolution Supporting Community Engagement

ADJOURNMENT – 8:15 P.M.

APPROVED BY:

RECORDED BY:

_____

Aaron Newman
Secretary of the Board of Commissioners

_____

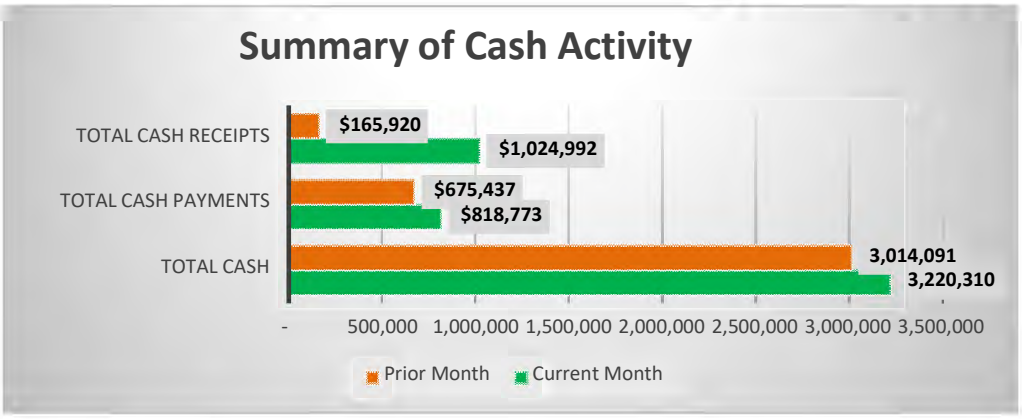
Mindy Hiley
Director of Administrative Services

HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT

Monthly Cash Flow Analysis

For The Months Ended April 30, 2024 and March 31, 2024

	4/30/24	3/31/24
Account Balances		
Checking	$ 118,425	$ 24,939
Savings	1,782,010	1,688,335
County Treasury	1,318,460	1,298,624
Cash on hand	1,415	2,193
Total Cash	**3,220,310**	**3,014,091**
Less: Restricted cash for Marina surcharges	(453,850)	(430,849)
Unrestricted Cash	**2,766,460**	**2,583,242**
Less: Unexpended grant proceeds and Nordic deposits included in cash above	(734,431)	(741,408)
Cash Available (Deficit), excluding Marina surcharges and unexpended grant proceeds and deposits	**2,032,029**	**1,841,834**
Change in Cash Balance		
Balance, Beginning of Month	$ 3,014,091	$ 3,523,608
Monthly Deposits	1,024,992	165,920
Monthly Payments	(818,773)	(675,437)
Balance, End of Month	$ 3,220,310	$ 3,014,091
Monthly Expenses Summary		
Significant Individual Expenses:		
Redwood Community Action Agency	$ 58,075	$ 35,418
Moffat & Nichol expenditure	491,100	284,455
Wahlund Construction Inc.		98,414
Sub-total, Significance/Unusual Expenses	549,175	418,287
General operating expenses and other misc. expense	269,598	257,150
Total Cash Payments	$ 818,773	$ 675,437
Monthly Deposits Summary		
Significant Individual Revenues:		
California Energy Commission	$ 789,939	
Nordic Aquafarms, Inc.	27,745	
Sub-total, Significant/Unusual Revenues	817,684	-
General revenues	207,308	165,920
Total Cash Receipts	$ 1,024,992	$ 165,920



Humboldt Bay Harbor, Recreation & Conservation Dis

Balance Sheet

As of April 30, 2024

	TOTAL
ASSETS	
Current Assets	
Bank Accounts	
10000 PETTY CASH ON HAND	150.00
10100 CHANGE FUND ON HAND	300.00
10111 COIN MACHINE FUND	730.00
10200 CASH IN BANK, CHECKING	20,550.45
10200.1 Cash in PNC, Checking	113,184.62
10400 CASH IN COUNTY - FUND 2720	1,281,083.62
10500 CASH IN COUNTY - FUND 3872	37,375.94
10600.1 Cash in bank, Tariff PNC	1,681,802.13
10700.1 Cash in bank, Water PNC	100,207.76
10901 UNEXPENDED MARINA SURCHARGES	453,849.75
10902 UNEXP SURCHARGES AVAIL CASH ADJ	0.00
10903 RESTRICTED CASH	-453,849.75
Total Bank Accounts	**$3,235,384.52**
Accounts Receivable	
12000 ACCTS RECEIVABLE	2,192,175.78
Total Accounts Receivable	**$2,192,175.78**
Other Current Assets	
11200 US TREASURY BONDS	0.00
12001 OTHER RECEIVABLES	0.00
12002 DOUBTFUL ACCOUNTS RECEIVABLE	0.00
12100 ALLOW FOR BAD DEBTS	-418,101.27
12200 TAXES RECEIVBLE	373,451.57
12300 INTEREST RECEIVBLE	-484.97
12600 Note Receivable - NMTC	5,849,375.00
12700 PREPAID EXPENSES	63,750.07
12800 LEASE RECEIVABLE	0.00
12900 Accounts Receivable FSM	0.00
1499 Undeposited Funds	235.00
Total Other Current Assets	**$5,868,225.40**
Total Current Assets	**$11,295,785.70**
Fixed Assets	
14800 SHIPWRECK PROPERTY	50,088.05
14900 DOG RANCH PROPERTY	7,507.70
16999 Combined Expense Pending Transf	0.00

Humboldt Bay Harbor, Recreation & Conservation Dis

Balance Sheet

As of April 30, 2024

	TOTAL
CAPITAL ASSETS, NET	
14910 SAMOA PROPERTY	208,149.00
14930 TOWN OF SAMOA PROPERTY	3,007,851.23
14940 BAY STREET PROPERTY	35,000.00
15000 AUTOMOTIVE EQUIPMENT	95,639.08
15100 OFFICE EQUIPMENT	193,303.88
15200 OPERATING EQUIPMENT	314,098.74
15400 1998 MARINA DREDGING PROJECT	0.00
15500 MARINA, RESTAURANT COMPLEX	0.00
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	1,351,140.12
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	-18,989,614.17
Total CAPITAL ASSETS, NET	**12,852,642.22**
Total Fixed Assets	**$12,910,237.97**
Other Assets	
12400 BNY LOAN RECEIVBLE	0.00
15300 CONSTRUCTION IN PROGRESS	0.00
18000 DEPOSITS	0.00
18500 OTHER DEFERRED ASSETS	0.00
18700 Deferred Lease Asset	3,679,190.00
19000 Deferred Outflows of PERS	702,529.00
Total Other Assets	**$4,381,719.00**
TOTAL ASSETS	**$28,587,742.67**
LIABILITIES AND EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
20000 ACCOUNTS PAYABLE	192,148.04
Total Accounts Payable	**$192,148.04**
Credit Cards	
20112 US Bank Visa	-5,174.28

	TOTAL
Total Credit Cards	**$ -5,174.28**
Other Current Liabilities	
20000.1 ACCOUNTS PAYABLE YR END ADJUST	0.00
20100 LEASE PAYABLE TO HBDA	0.00
20200 NOTES PAYABLE	173,717.33
20400 ACCRUED WAGES PAYABLE	37,333.75
20500 ACCRUED INTEREST	57,805.14
20600 ACCRUED VACATION PAYABLE	68,682.94
20700 ACCRUED SICK LEAVE PAYABLE	0.00
20800 DEPOSITS ON HAND	0.00
20801 KEY DEPOSITS ON HAND	18,260.00
20802 PLUG DEPOSITS ON HAND	1,230.00
20803 SLIP DEPOSITS ON HAND	51,585.21
20804 STORAGE DEPOSITS	4,256.15
20805 CONF. ROOM DEPOSITS	0.00
20806 LEASE SECURITY DEPOSIT	101,698.42
20807 STORAGE DEPOSIT - REDWOOD DOCK	2,943.31
20808 WAIT LIST DEPOSIT	5,200.00
20809 HAUL OUT DEPOSIT	0.00
Total 20800 DEPOSITS ON HAND	**185,173.09**
22000 DEFERRED LEASE INCOME	0.00
24000 Ground Lease Deferred Income	3,906,000.00
24002 Groundlease Current Def Income	120,184.62
27201 Deferred Inflows - OPEB	3,223.00
28000 DEFERRED INCOME	163,450.39
28400 DEFERREDINCOMECalTrans Spartina	728,431.19
28500 OTHER DEFERRED CREDITS	0.00
Payroll tax & Withholding Liab	
2100 PAYROLL LIABILITIES	-2,772.38
21000 WAGE GARNISHES	372.46
2110 DIRECT DEPOSIT LIABILITIES	0.00
21100 FEDERAL WITHHOLDING TAX	5,229.30
2111 *DIRECT DEPOSIT LIABILITIES	0.01
21200 STATE WITHHOLDING TAX	2,450.43
21300 STATE UNEMPLOYMENT TAX	492.60
21400 SOCIAL SECURITY/MEDICARE TAX	0.00
21500 AFLAC	0.00
21600 PERS CARE/MEDICAL INSURANCE	11,849.09
21700 PERS RETIREMENT	5.60
21701 PERS DEFERRED COMPENSATION	0.00
21800 STATE DISABILITY INSURANCE	0.00
21900 UNION DUES DEDUCTIBLE	74.76

Humboldt Bay Harbor, Recreation & Conservation Dis

Balance Sheet

As of April 30, 2024

	TOTAL
Total Payroll tax & Withholding Liab	**17,701.87**
Sales Tax Agency Payable	0.00
Total Other Current Liabilities	**$5,461,703.32**
Total Current Liabilities	**$5,648,677.08**
Long-Term Liabilities	
24001 Gound Lease Amortization	-424,391.45
24003 Groundlease Current Offset	-120,184.62
25000 DUE STATE OF CALIFORNIA	0.00
25100 NOTES PAYABLE- CMIA	0.00
25200 ENVIRONMENTAL REMEDIATION LIAB	0.00
25300 BOND PAYABLE - DEEP DREDGING	0.00
25400 Note Payable - No. Valley Bank	0.00
25500 OPEB Liability	169,351.00
25600 Note Payable-Coast Seafoods Co.	0.00
25700 BOND PAYABLE 2014 REFINANCING	1,447,641.17
25800 BBVA Loan Payable	908,007.88
25900 LESS CURRENT PORTION	-173,717.33
26000 CAPITAL LEASE PAYABLE	0.00
26100 Rate Stabilization Fund	5,454,000.00
27000 Net Pension Liability	1,408,435.00
27200 Deferred Inflows of PERS	115,823.00
27202 Deferred Inflows - Leases	3,545,298.00
Total Long-Term Liabilities	**$12,330,262.65**
Total Liabilities	**$17,978,939.73**
Equity	
3000 OPENING BALANCE EQUITY	0.00
30200 GOVT CONTRIBUTIONS MARINA	0.00
30201 ACCUM DEPR MARINA, EDA PORTION	0.00
30300 GOVT CNTRB/FL BOAT BLDG/RPR FAC	0.00
30301 ACCUM DEPR - FL BOAT BLDG & RPR	0.00
30400 GOVT CONTRIB - CA DEPT OF B&W	0.00
30401 ACCUM DEPR/SHELTER COVE B&W	0.00
30500 INVESTMENT IN FIXED ASSETS	9,225,775.07
30505 Change In Invest Fixed Assets	0.00
Total 30500 INVESTMENT IN FIXED ASSETS	**9,225,775.07**
30900 RESTRICTED FUND BALANCE	1,887,090.07
30901 Restricted Fd Bal-Curr Yr Chang	-1,435,505.57
Total 30900 RESTRICTED FUND BALANCE	**451,584.50**

Humboldt Bay Harbor, Recreation & Conservation Dis

Balance Sheet

As of April 30, 2024

	TOTAL
31200 GENERAL FUND BALANCE	1,083,842.61
31000 FUND BALANCE - TIDELANDS TRUST	-931,218.23
31100 Designated for General Fd Reser	0.00
31108 Designated Bal-Curr Yr Change	0.00
Total 31100 Designated for General Fd Reser	**0.00**
31201 General Fund-Change is Restrict	1,435,505.57
31205 General Fund Invest Fixed Asset	0.00
31208 General Fund Change in Designat	0.00
Total 31200 GENERAL FUND BALANCE	**1,588,129.95**
3900 RETAINED EARNINGS	-63.45
Net Income	-656,623.13
Total Equity	**$10,608,802.94**
TOTAL LIABILITIES AND EQUITY	**$28,587,742.67**

Humboldt Bay Harbor, Recreation & Conservation Dis

Profit and Loss

April 2024

	TOTAL	
	APR 2024	JUL 2023 - APR 2024 (PP)
Income		
47019 Returned Check Charges	35.00	70.00
52708.1 Discount		174.40
Donations		
46519 Donations - Lighthouse		5.00
Total Donations		**5.00**
Dredging Revenue		
41318 Dredging Surcharge - T	17,521.63	194,532.68
Total Dredging Revenue	**17,521.63**	**194,532.68**
Fees		
40108 PERMITS-T		3,750.00
40808 Pilotage Services - T	366.52	1,951.21
41308 Moorage - T		11.20
41308.1 Poundage - T		4,298.19
41818 Late Charges/Interest - T	5,250.00	60,900.00
41819 Late Charges/Interest - NT	70.27	990.04
45608 Chevron - Ports O&M - T		24,262.50
Total Fees	**5,686.79**	**96,163.14**
Float Replacement Account		
41418 Float Replacement	5,478.97	61,268.00
Total Float Replacement Account	**5,478.97**	**61,268.00**
Grant Revenue		
Harbor Grants		
45208.1 Harbor Grants, Gov't - T	1,043,284.03	1,049,815.42
Total Harbor Grants	**1,043,284.03**	**1,049,815.42**
Total Grant Revenue	**1,043,284.03**	**1,049,815.42**
Harbor Surcharge		
40908 Harbor Improvement Surcharge-T	5,400.00	92,253.68
Total Harbor Surcharge	**5,400.00**	**92,253.68**
Interest Revenue		
43108 Interest Income - T	4,267.94	81,279.35
43109 Interest Income - NT	630.16	5,880.13
43309 Interest On Del Accts - NT		103.54
Total Interest Revenue	**4,898.10**	**87,263.02**
Other Revenue		
45908 Other Revenue - T	-1,039,923.90	6.00
45909 Other Revenue - NT	63,664.09	335,070.90
46008 Recovery of Bad Debt - T		1,000.00
Total Other Revenue	**-976,259.81**	**336,076.90**

Humboldt Bay Harbor, Recreation & Conservation Dis

Profit and Loss

April 2024

	TOTAL	
	APR 2024	JUL 2023 - APR 2024 (PP)
Rent Income		
40218 Slip Rents - T	43,206.10	474,733.48
40318.1 Transient Rentals - T	2,270.52	26,612.72
40518 Equipment Rent - T	509.58	3,948.00
40519 Equipment Rent - NT	480.00	2,270.00
40809 Yard Rent - NT	1,021.20	11,322.00
41108 Rents, Tidelands Leases - T	24,423.92	353,413.20
41309 Storage - NT	4,980.61	59,944.15
41409 Upland Rent - NT	32,862.34	998,653.55
41409.2 Redwood Terminal 2 - NMTC	0.00	0.00
Total 41409 Upland Rent - NT	**32,862.34**	**998,653.55**
Total Rent Income	**109,754.27**	**1,930,897.10**
Sales		
40119 Concession Sales - NT	550.75	5,177.75
Total Sales	**550.75**	**5,177.75**
Tax Revenue		
43509 Property Tax Revenues	110,000.00	1,100,000.00
45009 Other Federal Tax Revenue		12.57
Total Tax Revenue	**110,000.00**	**1,100,012.57**
Utility Surcharge		
40409 Utility Surcharge - NT	2,582.28	30,037.66
40418 Utility Surcharge, Marina Dock	5,436.66	44,069.86
Total Utility Surcharge	**8,018.94**	**74,107.52**
Total Income	**$334,368.67**	**$5,027,817.18**
GROSS PROFIT	**$334,368.67**	**$5,027,817.18**
Expenses		
57018 Bank Service Charges	411.55	3,998.63
Accounting/Auditing Services		
52500 Accounting Fees - T	19,123.50	58,306.88
52508 Accounting Fees - NT	7,229.50	22,000.62
Total Accounting/Auditing Services	**26,353.00**	**80,307.50**
Advertising & Promotion		
51000 Advertising & Promotion - NT	174.46	1,965.42
51008 Advertising & Promotion - T	108.72	3,140.17
Total Advertising & Promotion	**283.18**	**5,105.59**
Bad Debts		
51308 Bad Debts - T	115.80	28,614.60
Total Bad Debts	**115.80**	**28,614.60**

Humboldt Bay Harbor, Recreation & Conservation Dis

Profit and Loss

April 2024

	TOTAL	
	APR 2024	JUL 2023 - APR 2024 (PP)
Communications		
51400 Communications - NT	1,097.61	16,925.49
51408 Communications - T	175.54	1,710.60
Total Communications	**1,273.15**	**18,636.09**
Conference & Meetings		
51500 Conferences & Meetings - NT	2,289.50	16,988.09
51508 Conferences & Meetings - T		2,043.23
Total Conference & Meetings	**2,289.50**	**19,031.32**
Dredging Expense		
55608 Dredging Expense - T		196,823.61
56708 Dredging - GT		573,688.75
56718 Dredging - MT		918,528.75
Total Dredging Expense		**1,689,041.11**
Dues, Subscriptions & Licences		
51600 Dues & Subscriptions - NT	2,456.79	29,648.09
51608 Dues & Subscriptions - T		3,161.50
Total Dues, Subscriptions & Licences	**2,456.79**	**32,809.59**
Elections & Government Fees		
51700 Elections & Prop Tax Assess-NT		62,417.61
Total Elections & Government Fees		**62,417.61**
Engineering Services		
52400 Engineering Fees - NT	53,847.10	115,687.25
52408 Engineering Fees - T	116.25	5,071.25
Total Engineering Services	**53,963.35**	**120,758.50**
Fuel		
50400 IMPUTED AUTO VALUE G/A (deleted)	120.00	1,200.00
51200 Automotive, Fuel- NT	589.27	5,433.22
51208 Vessel Fuel		3,335.50
51218 Automotive, Fuel - T	654.06	6,190.04
Total Fuel	**1,363.33**	**16,158.76**
Grant Expenses		
Conservation Grant Expenses		
54408.3 Conservation Grant Exp		13,039.59
Total Conservation Grant Expenses		**13,039.59**
Harbor Grant Expenses		
54408.1 Harbor Grant Exp	-780,832.60	866,732.10
Total Harbor Grant Expenses	**-780,832.60**	**866,732.10**

	TOTAL	
	APR 2024	JUL 2023 - APR 2024 (PP)
Recreation Grant Expenses		
54408.2 Recreation Grant Exp	-59,235.54	134,255.54
Total Recreation Grant Expenses	**-59,235.54**	**134,255.54**
Total Grant Expenses	**-840,068.14**	**1,014,027.23**
Insurance		
51800 Insurance - NT	11,523.16	107,244.57
51808 Insurance - T		19,766.50
Total Insurance	**11,523.16**	**127,011.07**
Interest Expense		
55108 Interest Expense - T	4,156.00	181,281.00
55109 Interest Expense - NT	7,624.00	76,240.00
Total Interest Expense	**11,780.00**	**257,521.00**
Legal Services		
52300 Legal Fees - NT	45,251.00	97,694.52
52308 Legal Fees - T	6,151.00	21,304.48
Total Legal Services	**51,402.00**	**118,999.00**
Maintenance - Equipment		
51209 Automotive, Repairs - NT	163.59	10,048.82
52710 Repairs & Maint, Equip - NT	183.50	2,832.95
52718 Repairs & Maint, Equip - T	1,479.33	4,688.27
Total Maintenance - Equipment	**1,826.42**	**17,570.04**
Maintenance - Facilities		
52708 Repairs & Maint, Facilities - T	13,255.77	59,354.40
52719 Repairs & Maint, Facilities - N	2,005.04	50,307.55
Total Maintenance - Facilities	**15,260.81**	**109,661.95**
Maintenance - IT		
57008 Maintenance, IT Equip - T	570.67	8,172.20
57009 Maintenance, IT Equip - NT	287.50	4,209.65
Total Maintenance - IT	**858.17**	**12,381.85**
Maintenance Supplies		
52008 Maintenance Supplies - T		298.08
52010 Maintenance Supplies - NT	1,296.80	16,825.86
Total Maintenance Supplies	**1,296.80**	**17,123.94**
Office Supplies		
51900 Office Supplies - NT	3,891.99	40,743.54
51908 Office Supplies - T	531.47	6,953.38
Total Office Supplies	**4,423.46**	**47,696.92**

	TOTAL	
	APR 2024	JUL 2023 - APR 2024 (PP)
Other Expenses		
53709 Cash Over/Short - NT		95.75
55418 Other Expenses - T		325.00
55419 Other Expenses - NT	67.67	7,567.67
Total Other Expenses	**67.67**	**7,988.42**
Other Professional/Outside Serv		
52109 Outside Services, Other - NT	1,569.50	5,341.67
52110 OUTSIDE SERVICES M/A		250.00
52118 Outside Services, Other - T	0.00	3,702.00
Total Other Professional/Outside Serv	**1,569.50**	**9,293.67**
Permits		
51610 Permits - NT		171.66
51618 Permits - T		14,093.00
Total Permits		**14,264.66**
Personnel Expenses		
Commissioners Fees		
50200 Commissioner's Salaries - NT	2,100.00	21,000.00
50208 Commissioner's Salaries - T	900.00	9,000.00
Total Commissioners Fees	**3,000.00**	**30,000.00**
Contract Temporary Services		
50318 Contract Temporary Services - T		13,518.18
Total Contract Temporary Services		**13,518.18**
Payroll Burden		
50500 Payroll Benefits, Other - NT	25,403.27	310,584.29
50508 Payroll Benefits, Other - T	6,983.03	89,452.03
6560 Workers' Comp	3,597.50	40,338.67
Total Payroll Burden	**35,983.80**	**440,374.99**
Salaries/Wages		
50100 Salaries & Wages - NT	72,173.23	915,801.82
Total Salaries/Wages	**72,173.23**	**915,801.82**
Total Personnel Expenses	**111,157.03**	**1,399,694.99**
Planning Services		
52200 Planning Fees - NT		39,491.41
52208 Planning Fees - T		2,477.50
Total Planning Services		**41,968.91**
Rent Expense		
52600 Rent Expense - NT		1,256.00
54308 Redwood Terminal 2 Lease Expens	2,316.97	10,937.51
Total Rent Expense	**2,316.97**	**12,193.51**

	TOTAL	
	APR 2024	JUL 2023 - APR 2024 (PP)
Small Tools		
52800 Small Tools - NT		1,266.46
52808 Small Tools - T		162.78
Total Small Tools		**1,429.24**
Utilities		
52909 Utilities - NT	17,856.50	162,967.63
52918 Utilities - T	5,637.06	50,369.23
53000 Water, Sewer, & Refuse - NT	11,863.97	115,850.67
53008 Water, Sewer, & Refuse - T	5,850.46	69,547.08
Total Utilities	**41,207.99**	**398,734.61**
Total Expenses	**$ -496,868.51**	**$5,684,440.31**
NET OPERATING INCOME	**$831,237.18**	**$ -656,623.13**
NET INCOME	**$831,237.18**	**$ -656,623.13**

1:07 PM
06/07/24
Accrual Basis

Humboldt Bay Harbor, Recreation & Conservation District
Account QuickReport
As of April 30, 2024

Type	Date	Num	Name	Memo	Amount
10200.1 · Cash in PNC, Checking					
Liability Check	04/04/2024	E-pay	Employment Developme...	499-0307-3 QB T...	-2,096.43
Liability Check	04/10/2024	E-pay	Employment Developme...	499-0307-3 QB T...	-1,879.99
Liability Check	04/10/2024	E-pay	Internal Revenue Service	94-2262845 QB ...	-4,711.24
Bill Pmt -Check	04/10/2024	ACH	CalPERS Health	2233447024	-16,288.65
Liability Check	04/11/2024		QuickBooks Payroll Serv...	Created by Payro...	-26,218.98
Liability Check	04/12/2024	ACH	PERS Unfunded Accrue...	2233447024	-5,602.62
Liability Check	04/12/2024	ACH	CalPERS 457 Program	450348	-1,125.39
Liability Check	04/12/2024	ACH	State Disbursement Unit	0230000067964	-233.53
Bill Pmt -Check	04/12/2024	ACH	CalPERS 457 Program	457Match 04/12/...	-300.00
Bill Pmt -Check	04/17/2024	2975	101Netlink		-380.00
Bill Pmt -Check	04/17/2024	2976	314intermedia	HSC Website Mo...	-30.00
Bill Pmt -Check	04/17/2024	2977	Advanced Security Syste...	WIM	-216.00
Bill Pmt -Check	04/17/2024	2978	Arcata Used Tire & Wheel		-163.59
Bill Pmt -Check	04/17/2024	2979	AT&T Internet	831-000-8571 571	-886.57
Bill Pmt -Check	04/17/2024	2980	B & B Portable Toilets	RWD	-133.44
Bill Pmt -Check	04/17/2024	2981	California State Lands C...		-1,916.79
Bill Pmt -Check	04/17/2024	2982	CAPA	Membership Due...	-2,456.79
Bill Pmt -Check	04/17/2024	2983	City of Eureka - Wharfing...	Special Event Re...	-100.00
Bill Pmt -Check	04/17/2024	2984	City of Eureka (Sewer)	2001-901804-02	-4,798.31
Bill Pmt -Check	04/17/2024	2985	City of Eureka (Water)	2001-901802-01	-6,333.21
Bill Pmt -Check	04/17/2024	2986	Coldwell Banker Comme...	RMT2 - Mountain...	-395.18
Bill Pmt -Check	04/17/2024	2987	Cruise The West	2024 Cruise the ...	-3,000.00
Bill Pmt -Check	04/17/2024	2988	David L. Moonie & Co., L...		-4,578.00
Bill Pmt -Check	04/17/2024	2989	Downey Brand LLP	VOID: 49712.000...	0.00
Bill Pmt -Check	04/17/2024	2990	Englund Marine Supply	PO#2113,2123,2...	-2,186.82
Bill Pmt -Check	04/17/2024	2991	Eureka Oxygen Company		-166.37
Bill Pmt -Check	04/17/2024	2992	Garig Equipment	PO# 2134 FLBY ...	-2,400.00
Bill Pmt -Check	04/17/2024	2993	Hensell Materials, Inc.		-103.24
Bill Pmt -Check	04/17/2024	2994	Humboldt Bay Municipal ...	9002.001 RMT2	-1,311.89
Bill Pmt -Check	04/17/2024	2995	Humboldt Bay Solar Fun...	HB0520	-7,347.21
Bill Pmt -Check	04/17/2024	2996	Humboldt Community Se...	3165	-18.00
Bill Pmt -Check	04/17/2024	2997	Humboldt County Health ...	Billing ID 10769, ...	-1,324.50
Bill Pmt -Check	04/17/2024	2998	Humboldt Recycling, LLC.		-351.00
Bill Pmt -Check	04/17/2024	2999	Keenan Supply		-15.45
Bill Pmt -Check	04/17/2024	3000	Law Offices of Nancy Dia...	Billboards	-192.50
Bill Pmt -Check	04/17/2024	3001	Microbac Laboratories, Inc	HUMBAYH	-2,201.00
Bill Pmt -Check	04/17/2024	3002	Miller Farms Nursery	48722	-22.62
Bill Pmt -Check	04/17/2024	3003	Mission Uniform & Linen	299313	-1,032.35
Bill Pmt -Check	04/17/2024	3004	Mitchell Law Firm, LLP		-5,155.50
Bill Pmt -Check	04/17/2024	3005	Moffatt & Nichol	Project 212991/0...	-491,100.21
Bill Pmt -Check	04/17/2024	3006	Mr. Rooter Plumbing		-1,590.81
Bill Pmt -Check	04/17/2024	3007	Napa Auto Parts	24290	-229.31
Bill Pmt -Check	04/17/2024	3008	North Coast Journal	Facilities Coordin...	-73.75
Bill Pmt -Check	04/17/2024	3009	Northern California Safet...	PO # 2087 - HAZ...	-1,090.00
Bill Pmt -Check	04/17/2024	3010	Offshore Wind California	PO# 2125 2024 ...	-2,500.00
Bill Pmt -Check	04/17/2024	3011	Pace Supply Corp	39567-00	-650.30
Bill Pmt -Check	04/17/2024	3012	Pacific Gas & Electric (1...	Acct #06704919...	-2,984.59
Bill Pmt -Check	04/17/2024	3013	Pacific Gas & Electric (3...	6598073494-4	-298.16
Bill Pmt -Check	04/17/2024	3014	Pacific Gas & Electric (N...	2072047	-727.00
Bill Pmt -Check	04/17/2024	3015	Pierson Building Center	1297	-981.76
Bill Pmt -Check	04/17/2024	3016	Planwest Partners, Inc.	VOID:	0.00
Bill Pmt -Check	04/17/2024	3017	Recology Eel River	061097997	-519.24
Bill Pmt -Check	04/17/2024	3018	Recology Humboldt Cou...	061218064	-837.49
Bill Pmt -Check	04/17/2024	3019	Recology Humboldt Cou...	A0060000265	-2,564.65
Bill Pmt -Check	04/17/2024	3020	Redwood Community Ac...	PO 1841, Project...	-24,017.49
Bill Pmt -Check	04/17/2024	3021	RMI Outdoors		-55.68
Bill Pmt -Check	04/17/2024	3022	Security Lock & Alarm	SY Locks	-107.27
Bill Pmt -Check	04/17/2024	3023	Shafer's Ace Hardware #...	21586	-43.00
Bill Pmt -Check	04/17/2024	3024	Shelter Cove Fishing Pre...		-8,333.32
Bill Pmt -Check	04/17/2024	3025	Shelter Cove Resort Imp...	SC 02/27-03/27/...	-126.47
Bill Pmt -Check	04/17/2024	3026	SHN Consulting Enginee...		-5,618.75
Bill Pmt -Check	04/17/2024	3027	StewTel, Inc.	VOID:	0.00
Bill Pmt -Check	04/17/2024	3028	Tenera Environmental Inc.	20236001	-1,280.00
Bill Pmt -Check	04/17/2024	3029	Thrifty Supply	PO#2132 I Dock ...	-442.01
Bill Pmt -Check	04/17/2024	3030	Times-Standard, Tri-City ...	Notice of WIM Li...	-54.36
Bill Pmt -Check	04/17/2024	3031	Times Printing Co	Business Cards	-116.98
Bill Pmt -Check	04/17/2024	3032	Tony Gosselin & Sons	Tire Disposal 9 ...	-72.00
Bill Pmt -Check	04/17/2024	3033	Valley Pacific Petroleum ...	114137	-634.33

Humboldt Bay Harbor, Recreation & Conservation District
Account QuickReport
As of April 30, 2024

Type	Date	Num	Name	Memo	Amount
Bill Pmt -Check	04/17/2024	3034	Verizon Wireless		-252.84
Bill Pmt -Check	04/17/2024	3035	Verizon Wireless		-163.83
Bill Pmt -Check	04/17/2024	3036	Downey Brand LLP	49712.00000	-3,615.50
Bill Pmt -Check	04/17/2024	3037	Planwest Partners, Inc.		-15,207.50
Bill Pmt -Check	04/17/2024	3038	StewTel, Inc.		-351.08
Check	04/17/2024	3039	US Bank Corporate Pay...		-3,199.20
Liability Check	04/22/2024	E-pay	Employment Developme...	499-0307-3 QB T...	-2,103.26
Liability Check	04/22/2024	E-pay	Internal Revenue Service	94-2262845 QB ...	-5,346.72
Liability Check	04/22/2024	3040	Operating Engineers Loc...	94-2262845	-343.44
Check	04/25/2024		QuickBooks Payroll Serv...	Created by Direct...	-1.75
Liability Check	04/25/2024		QuickBooks Payroll Serv...	Created by Payro...	-28,078.06
Check	04/26/2024		QuickBooks Payroll Serv...	Created by Direct...	-3.50
Bill Pmt -Check	04/26/2024		Hiley, Mindy	PO#2115 Seatra...	-1,879.50
Bill Pmt -Check	04/26/2024	ACH	PERS Unfunded Accrue...	2233447024	-7,930.50
Bill Pmt -Check	04/26/2024	ACH	CalPERS 457 Program	457Match 04/26/...	-300.00
Liability Check	04/26/2024	ACH	CalPERS 457 Program	450348	-1,113.35
Liability Check	04/26/2024	ACH	PERS Unfunded Accrue...	2233447024	-5,598.92
Liability Check	04/26/2024	ACH	State Disbursement Unit	0230000067964	-233.53
Liability Check	04/26/2024	3041	Franchise Tax Board	CHRI...	-100.00
Bill Pmt -Check	04/26/2024	3042	314intermedia		-90.00
Bill Pmt -Check	04/26/2024	3043	Alber's Tractor & Ag Work	Bay Street	-200.00
Bill Pmt -Check	04/26/2024	3044	Amazon Business (Invoi...	ANG2R6J1Z77S1	-155.50
Bill Pmt -Check	04/26/2024	3045	AT&T Internet	831-000-8571 571	-125.40
Bill Pmt -Check	04/26/2024	3046	California Redwood Co.	Red Tank Electri...	-1,091.74
Bill Pmt -Check	04/26/2024	3047	California State Lands C...	Sublease of an E...	-2,316.97
Bill Pmt -Check	04/26/2024	3048	City of Eureka - Wharfing...	PO#2133 HBHD ...	-410.00
Bill Pmt -Check	04/26/2024	3049	City of Eureka (Sewer)	2001-901804-02	-4,040.96
Bill Pmt -Check	04/26/2024	3050	City of Eureka (Water)	2001-901802-01	-6,345.33
Bill Pmt -Check	04/26/2024	3051	Coastal Business Syste...	017-1623192-000	-527.94
Bill Pmt -Check	04/26/2024	3052	Humboldt Community Se...	3165	-18.00
Bill Pmt -Check	04/26/2024	3053	Humboldt Waste Manag...	20218	-38.08
Bill Pmt -Check	04/26/2024	3054	Kernen Construction	Asphalt	-292.84
Bill Pmt -Check	04/26/2024	3055	Mission Uniform & Linen	299313	-1,797.21
Bill Pmt -Check	04/26/2024	3056	Network Help To Go		-575.00
Bill Pmt -Check	04/26/2024	3057	Redwood Community Ac...	PO 1841, Project...	-34,057.25
Bill Pmt -Check	04/26/2024	3058	Western Chainsaw		-26.21
Bill Pmt -Check	04/26/2024	3059	Wiyot Tribe	Received 04/19/...	-4,047.10
Check	04/26/2024	3060	Smyth, Andrew (WTF)	1599 Tenant Ref...	-218.40
Bill Pmt -Check	04/26/2024	3061	Humboldt Bay Solar Fun...	HB0520	-11,585.91
Bill Pmt -Check	04/26/2024	3062	SDRMA	Additional Insure...	-95.00
Bill Pmt -Check	04/26/2024	3063	Tenera Environmental Inc.	20236001	-8,791.00
Bill Pmt -Check	04/26/2024	3064	Standard Insurance Com...	ST 908447 0001	-178.00
Bill Pmt -Check	04/26/2024	ACH	Francotyp-Postalia	466106100	-300.00
Bill Pmt -Check	04/29/2024	DD May	Howser, Suzie	May Health Insur...	-757.82
Bill Pmt -Check	04/29/2024	DD May	Mell, Doug	May Health Insur...	-757.82
Check	04/30/2024			Service Charge	-381.42
Total 10200.1 · Cash in PNC, Checking					-809,765.47
TOTAL					**-809,765.47**

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

Purchase Order

Date	P.O. No.
05/15/2024	2154

Vendor	Ship To
Scribble Software 8052 Elm Drive, Unit K Mechanicsville, VA 23111	Humboldt Bay Harbor, Recreation and Conservation District PO Box 1030 Eureka, CA 95502

Description	Qty	Rate	Class	Amount
MarinaGo Office Enterprise - Cloud Based Mgmt. 4 Users Annual Subscription Fees				$5,040.00
MarinaGo Office Property				$500.00
One time Onboarding & Setup Services				$495.00
MarinaGo Office Onboarding Fee per Property				$1,545.00
Hardware				$499.00
Shipping				$30.00
Subtotal				$8,109.00
Refund Expected for Marina Office 13.0 Update				(-$2,220.00)

Approved By:

Total $6,184.00

8052 Elm Drive, Unit K
Mechanicsville, VA 23111
(804) 427-8100
e-mail: support@posscribble.com

Invoice

Date	Invoice #
5/20/2024	98715

PAID 05/20/2024

Bill To	Ship To
Humboldt Bay Harbor District Woodley Island Marina 601 Startare Dr Eureka, CA 95501 USA	Humboldt Bay Harbor District Woodley Island Marina 601 Startare Dr Eureka,, CA 95501 USA

Due Date	Terms	P.O. No.	Rep
5/20/2024	Due on receipt		KCM

Quantity	Description	Price Each	Amount
	NOTE: Woodley Island Marina purchased the 13.0 upgrade on 03/26/24 but will not be able to receive the upgrade due to switching over to QuickBooks Online. Woodley Island Marina would receive a credit of $2,220 towards this purchase. The initial purchase for this contract would be $6,184.00.		
	Annual Subscription Fees - Software as a Service		
1	MARINAGO Office Enterprise - Cloud-Based Marina Management. $105.00 month/user (4 user rate)	5,040.00	5,040.00T
	Includes: Property Space Management Point-of-Sale Autopay Instant Pay (Email Invoice) House Account Meter Reading Entry Digital Contracts Advanced Reporting Portal MarineSync Integration MGO Online Customer Reservations (via Customer Portal) Customer Portal		
	*Annual subscription required. *Standard Support is included. Premier and Enterprise support options are available for an additional annual fee.		
1	MARINAGO Office - Property - $500/per property/per year. Limits of use - per Property Unlimited storage for current and historical occupancy. 5 GB customer/vessel attachment storage space *Fees will be applied for any month that goes over 5GB storage space.	500.00	500.00T
	subtotal		5,540.00
	NOTE: Woodley Island Marina will be using QuickBooks Online.		
	One-Time Onboarding and Setup Services		

Invoice total	**Payments/Credits**
	Balance Due for Invoice

8052 Elm Drive, Unit K
Mechanicsville, VA 23111
(804) 427-8100
e-mail: support@posscribble.com

Invoice

Date	Invoice #
5/20/2024	98715

PAID 05/20/2024

Bill To	Ship To
Humboldt Bay Harbor District Woodley Island Marina 601 Startare Dr Eureka, CA 95501 USA	Humboldt Bay Harbor District Woodley Island Marina 601 Startare Dr Eureka,, CA 95501 USA

Due Date	Terms	P.O. No.	Rep
5/20/2024	Due on receipt		KCM

Quantity	Description	Price Each	Amount
1	MarinaOffice Visual Map - Services to create a custom property map by Scribble Software. Number of spaces or slips: 237 wet slips	495.00	495.00T
1	MARINAGO Office - Onboarding Fee - Per Property Includes: - Custom Configuration Services for MARINAGO Office - Technician to create dock, slips and rates - 10 hours of Online Training for Onboarding, Property Management, Point of Sale, Customer Portal & Online Reservations.* *All training hours purchased must be utilized within 30 days of installation, to facilitate resource availability and scheduling.	1,545.00	1,545.00T
1	MARINAGO Office Vessel Import - Vessels only. No history or financial data is converted. Customer to convert current software customer and vessel list into an Excel Document. Scribble Software is not responsible for missing/inaccurate data or for reviewing the customer's converted/transferred data for accuracy. It is the sole responsibility of the customer to review converted and transferred data for discrepancies. Scribble Software highly recommends the customer review data prior to resuming/starting use of the software.	295.00	295.00T
	subtotal		2,335.00
	Hardware		
1	Black Thermal Receipt Printer with CloudPRNT technology - mC-Print3 Thermal, 3", Ethernet (LAN), USB, Lightning, CloudPRNT. Includes updating BIOS & programming for CLOUD printing by Scribble Software. Programming has to be done locally at Scribble. Cannot be done remotely.	499.00	499.00T
	subtotal		499.00
1	Shipping Charge to customer	30.00	30.00
	The customer is responsible for all shipping charges incurred on returned/exchanged merchandise. Any and all return shipping fees involved in the warranty are customer's responsibility and cannot be reimbursed. Your Additional Success Maintenance Plan Options are: Premier Success Maintenance Plan: $2040/Annually Enterprise Success Maintenance Plan: $5880/Annually		

Invoice total	**Payments/Credits**
	Balance Due for Invoice

8052 Elm Drive, Unit K
Mechanicsville, VA 23111
(804) 427-8100
e-mail: support@posscribble.com

Invoice

Date	Invoice #
5/20/2024	98715

PAID 05/20/2024

Bill To	Ship To
Humboldt Bay Harbor District Woodley Island Marina 601 Startare Dr Eureka, CA 95501 USA	Humboldt Bay Harbor District Woodley Island Marina 601 Startare Dr Eureka,, CA 95501 USA

Due Date	Terms	P.O. No.	Rep
5/20/2024	Due on receipt		KCM

Quantity	Description	Price Each	Amount
	Company Information: (*this is the Parent Company) Company Name: Humboldt Bay Harbor District Company Business Address: 601 Startare Dr Eureka, CA 95501 Company Phone Number: (707) 443-0801 Primary Admin for the Company: First and Last Name: Amber Shehan Title: Office Clerk Email Address: clerk@humboldtbay.org Phone Number: (707) 443-0801 List each Property below with the following information: Property 1: Company Name: Woodley Island Marina Company Business Address: 601 Startare Dr Eureka, CA 95501 Company Phone Number: (707) 443-0801 Out-of-state sale, exempt from sales tax	0.00%	0.00

Invoice total $8,404.00	**Payments/Credits** -$8,404.00
* ALL PAYMENTS will be applied to the OLDEST INVOICE FIRST. Non-refundable. No returns accepted for any reason. Please remit payments to: Scribble Software, Inc., 8052 Elm Drive, Unit K, Mechanicsville, VA 23111	**Balance Due for Invoice** $0.00

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

STAFF REPORT
HARBOR DISTRICT MEETING
June 13, 2024

TO: Honorable Board President and Harbor District Board Members

FROM: Chris Mikkelsen, Executive Director

DATE: June 3, 2024

TITLE: Second Amendment to the Employment Agreement with the Director of Administrative Services to Amend Management Leave

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STAFF RECOMMENDATION: Authorize an amendment to an Employment Agreement with the Director of Administrative Services to include additional leave days, specifically Management Leave.

SUMMARY: The district's Senior Management Staff receives additional leave time, known as management leave, to attend work-related meetings and events after regular business hours and travel. This amendment will increase the total number of Management Leave days from Five (5) to Ten (10) to match that of other Senior Management.

ATTACHMENTS

A. Amendment to Employment Agreement

SECOND AMENDMENT TO EMPLOYMENT AGREEMENT

THIS SECOND AMENDMENT TO EMPLOYMENT AGREEMENT ("Amendment") is made this 13th day of June 2024 ("Effective Date"), by and between the Humboldt Bay Harbor, Recreation, and Conservation District, a public entity ("District"), and MINDY HILEY ("Employee").

RECITALS

A. Employee has served as the Director of Administrative Services of the District since June 21, 2018, pursuant to the terms and conditions of that written Employment Agreement originally entered into on August 31, 2018, the Employment Agreement entered into on August 13, 2019, (the "Agreement"), and the First Amendment to the Employee Agreement, dated October 12, 2023.

B. For clerical purposes the First Amendment to Employment Agreement referenced the Employment Agreement date August 31, 2018 whereas it should have referenced the Employment Agreement dated August 13, 2019.

C. By way of this Amendment, Employee and the District desire to modify the Agreement as set forth below.

AGREEMENT

NOW, THEREFORE, for adequate consideration (the receipt and sufficiency of which are acknowledged, the parties agree as follows:

1. **Amendment to Section 5 of the Agreement.** Notwithstanding anything in the Agreement to the contrary, Employee and the District agree that the District shall provide Ten Days of Management Leave

2. **No Further Modification; Conflict.** Except as set forth in this Amendment, all of the terms and provisions of the Agreement shall remain unmodified and in full force and effect. n the event of any conflict between the terms, covenants and conditions of the Agreement, and the terms, covenants and conditions of this Amendment, the terms, covenants and conditions of this Amendment shall govern and control.

IN WITNESS WHEREOF, the parties have executed this Amendment as of the date first written above.

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT,
a California public entity

By: _____

Name: Greg Dale

Title: President of the Board of Commissioners

MINDY HILEY

By: _____

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

STAFF REPORT
HARBOR DISTRICT MEETING
June 13, 2024

TO: Honorable Board President and Harbor District Board Members

FROM: Rob Holmlund, Development Director

DATE: June 6, 2024

TITLE: Receive Status Update Regarding Humboldt Bay Offshore Wind Heavy Lift Marine Terminal Project

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STAFF RECOMMENDATION: Receive report and provide direction.

SUMMARY: The Board has requested a monthly update regarding the Humboldt Bay Offshore Wind Heavy Lift Marine Terminal Project. Updates may include project schedule, budget, funding opportunities, tasks completed, tasks underway, upcoming tasks, and the latest overall project strategy. This report will provide an update for the month of June 2024.

DISCUSSION: Topics to be covered in the June 2024 monthly update include: RFQ for consulting services; a report on a fact-gathering trip to Norway; status of ongoing meetings with Tribes, fishermen, aquaculture tenants, neighborhood groups; recently awarded PIDP23 and INFRA grants.

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

STAFF REPORT
HARBOR DISTRICT MEETING
June 13, 2024

TO: Honorable Board President and Harbor District Board Members

FROM: Rob Holmlund, Development Director

DATE: June 6, 2024

TITLE: Consultant Selection and Contracting for PIDP 2023 Grant Funding for the Redwood Marine Offshore Wind and Heavy Lift Multipurpose Marine Terminal Final Permitting and 30% Design Project

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STAFF RECOMMENDATION: 1) Determine that Moffatt & Nichol is the District's selected consultant for the PIDP 2023 Request for Qualifications for the Redwood Marine Offshore Wind and Heavy Lift Multipurpose Marine Terminal Final Permitting and 30% Design Project; 2) Authorize the Executive Director to sign a contract with Moffatt & Nichol up to $10,597,335.

SUMMARY: The District received a grant and subsequently released a Request for Qualifications seeking professional engineering/permitting consultants. Following an evaluation process outlined in the RFQ, District staff and an independent Technical Advisory Committee unanimously recommend contracting with the consulting firm Moffatt & Nichol.

DISCUSSION: In November of 2021, the District issued a Request for Qualifications (RFQ) for "Terminal Replacement Project – Preliminary Design and Permitting." Moffatt & Nichol was selected to complete that preliminary project through a competitive process. That project was funded through a State grant and concluded at the end of April of 2024.

In late 2023, the District received a 2023 PIDP grant from the Federal Maritime Administration (MARAD) to continue and conclude the permitting/design from the abovementioned project. The 2023 PIDP grant is for $8,672,986, with a $2,253,074 match provided by the California Energy Commission (from the $10.45M grant already issued to the District in 2022). Of the total $10,926,060 budget, $328,725 (or ~3% of the total) is reserved for District administration, leaving up to $10,597,335 for engineering and permitting. Note that it is also possible that the District could set aside $590,000 of that engineering/permitting portion of the budget to hire outside legal council and/or outside financial advisory services. For now, District staff recommends approving up to $10,597,335 for engineering and permitting; a lesser amount may be applied by the Executive Director during contracting.

A condition of this 2023 PIDP grant funding requires that the District issue a new RFQ and allow new consulting firms the opportunity to complete for these federal funds. Accordingly, in April of 2024, the District issued a Request for Qualifications (RFQ) for the MARAD-funded "Redwood Marine Offshore Wind and Heavy Lift Multipurpose Terminal: Final Permitting and 30% Design Project." District staff expended great efforts in distributing the RFQ, including sending a copy to dozens of qualified consulting firms, posting the RFQ on the District website, and distributing the RFQ through other online channels.

The District recruited an independent Technical Advisory Committee (TAC) of 12 individuals to evaluate proposals. While the District received four proposals for the 2021 RFQ, the District received only one proposal for the 2024 RFQ. Communications with MARAD indicated that receiving only one proposal is acceptable given the District's efforts to recruit firms to submit proposals. MARAD also indicated that it is not unusual to only receive one proposal for such large projects, especially given the surge in engineering/permitting projects that has been stimulated by the new Federal Infrastructure Bills.

Following extensive review and group discussion of the proposal, District staff and the TAC unanimously concluded that Moffatt & Nichol is qualified to complete the project and recommend that the District enter into a contract with the firm. A bonus of the Moffatt & Nichol team is the inclusion of multiple local firms, including GHD, SHN, Merkel & Associates, and many others.

Moffatt & Nichol has unique knowledge and experience to complete the overall project. The firm currently serves as a consultant to multiple international firms that specialize in port terminal operations and many US port authorities, as well as multiple offshore wind development companies. Moffat & Nichol is also completing the design for a similar project in New Jersey and a similar project in Long Beach, CA. Staff anticipates that these standing relationships will allow Moffatt Nichol to design facilities that will satisfy the needs of prospective offshore wind energy tenants. In addition, the firm's relationships should allow the District to more easily gain the attention and interest of offshore wind development companies. The team's environmental permitting specialists are also well-versed in the ecological and regulatory nuances of Humboldt Bay and other tidally influenced environments throughout California. Moffatt and Nichol's team also includes multiple sub-consultants with offices in Humboldt County that will provide local knowledge and expertise. The team has the ideal combination of global and local experience and a strong background in designing and permitting ports and terminals.

ATTACHMENTS:

A RFQ
B Moffat & Nichol Proposal

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

REQUEST FOR QUALIFICATIONS: REDWOOD MARINE OFFSHORE WIND AND HEAVY LIFT MULTIPURPOSE TERMINAL: FINAL PERMITTING AND 30% DESIGN PROJECT (funded by PIDP 2023)

The Humboldt Bay Harbor, Recreation & Conservation District (District) is requesting Statements of Qualifications from qualified firms for a grant funded project to complete permitting and 30% design as presented below.

1. CRITICAL DATES

ACTIVITY	DATE	CALENDAR DAYS UNTIL NEXT ACTIVITY	CALENDAR DAYS SINCE RELEASE OF RFQ
Announcement and release of Request for Qualifications (RFQ).	**4/2/2024**	**20**	**0**
OPTIONAL: Non-mandatory fully-virtual Q&A meeting with prospective proposers.	4/22/2024	0	20
OPTIONAL: Non-mandatory site-visit with prospective proposers.	4/22/2024	3	20
Questions due from prospective proposers. No questions will be accepted after this date.	4/25/2024	5	23
Addendum #1 issued, which will include answers to all questions posed by prospective proposers.	4/30/2024	17	28
Statements of Qualifications due by 5pm.	**5/17/2024**	**5**	**45**
TBD if this is necessary: Firms selected for interviews by District and/or Advisory Panel. Selected firms to be notified on this day.	5/22/2024	13	50
TBD if this is necessary: Consultant interviews.	6/4/2024	3	63
Staff report issued as part of regular agenda for monthly Board of Commissioners' Meeting. Staff Report will include recommended consultant.	6/7/2024	6	66
Board of Commissioners monthly meeting in which consultant will be selected by Board of Commissioners.	6/13/2024	18	72
Anticipated date in which consultant contract is to be signed.	7/1/2024	NA	90

APRIL

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2	= RFQ released.
22	= OPTIONAL: Non-mandatory site-visit and non-mandatory virtual Q&A meeting with prospective proposers.
25	= Questions due from prospective proposers. No questions will be accepted after this date.
30	= Addendum #1 issued, which will include answers to all questions posed by prospective proposers.
17	= Statements of Qualifications due by 5pm.
22	= Firms selected for interviews by District and/or Advisory Panel. Selected firms to be notified on this day.
4	= TBD if this is necessary: Consultant interviews.
7	= Staff report issued as part of regular agenda for monthly Board of Commissioners' Meeting.
13	= Board of Commissioners monthly meeting in which consultant will be selected by Board of Commissioners.
1	= Anticipated date in which consultant contract is to be signed.

2. INSTRUCTIONS FOR SUBMITTING PROPOSALS

Submittal Requirements: SOQs must be submitted electronically (.pdf) to Mindy Hiley, Director of Administrative Services; mhiley@humboldtbay.org. Submitted SOQs must include the RFQ title in the email subject line. The submitter is responsible to ensure that they receive email confirmation of their submission.

Late Submittals: SOQs received after the time and date stated in the table above will not be accepted or considered.

3. HOW TO OBTAIN PROPOSAL DOCUMENTS

Copies of the solicitation and attachments may be obtained at:

Humboldt Bay Harbor, Recreation, and Conservation District 601 Startare Drive, Eureka, CA 95521
or
www.humboldtbay.org/jobs

4. REGISTERED INTERESTED PARTIES LIST

Following release of the RFQ, entities considering submitting their qualifications for the project are advised to notify the Harbor District of their interest. The Harbor District will register each interested party to a "Registered Interested

Parties List." The District will provide email notifications of RFQ addendums to entities on this list. The District will provide the scheduled Addendum #1 to the Interested Parties List on the date presented in the table above.

5. QUESTIONS ABOUT THE SOLICITATION

Questions must be submitted in writing by email as follows:

Contact: Mindy Hiley; mhiley@humboldtbay.org

Questions Due Date: See table above.

Please submit questions as soon as possible. No questions regarding this solicitation (other than non-substantive routine matters concerning the process of submission) will be responded to if received after the date listed in the table above. The Harbor District will respond to all questions in a publicly-available Addendum #1 to the RFQ on the date listed in the table above. All pertinent questions will be responded to. The Addendum #1, including questions and responses, will be made available on the Harbor District's website (www.humboldtbay.org). Addendum #1 will also be emailed to the Registered Interested Parties List.

Once the solicitation is issued, and until a recommendation for selection is made to the Harbor District Board, each Proposer and its representatives, agents, and affiliates, shall not contact members of the evaluation committee, Harbor District staff, Harbor District consultants, or the Harbor District Board to discuss or ask questions about the contents of this solicitation or the selection process. All questions shall be submitted in writing as described above. Inappropriate contacts may result in the Proposer's disqualification.

6. FULL OPPORTUNITY

The Harbor District's policy prohibits discrimination or preferential treatment because of race, color, religion, sex, national origin, ancestry, age, physical or mental disability, cancer-related medical condition, a known genetic pre-disposition to a disease or disorder, veteran status, marital status, or sexual orientation. The successful Respondent shall comply with the Harbor District's non-discrimination policy and conflict of interest policy. The Harbor District reserves the right to reject any or all Statements of Qualifications, to waive any irregularities or informalities not affected by law, to evaluate the Statements of Qualifications submitted and to select the respondent according to the Statement of Qualifications which best serves the interests of the Harbor District.

7. DEFINITION OF TERMS AND PROJECT OVERVIEW

a. Definition of Terms:

District – The Humboldt Bay Harbor, Recreation and Conservation District (HBHRCD). Also known as the Humboldt Bay Port Authority.

Consultant – A qualified professional engineering, design, environmental science, planning, and/or permitting firm selected by the District (through this RFQ) to complete the "Final Permitting and 30% Design Project" as

defined below. While the Consultant may consist of a group of consultants proposing as a unified team, the District expects that such a team will be led by one firm that is acting as Prime Consultant and that will serve as the District's primary point of contact for the consulting team/group.

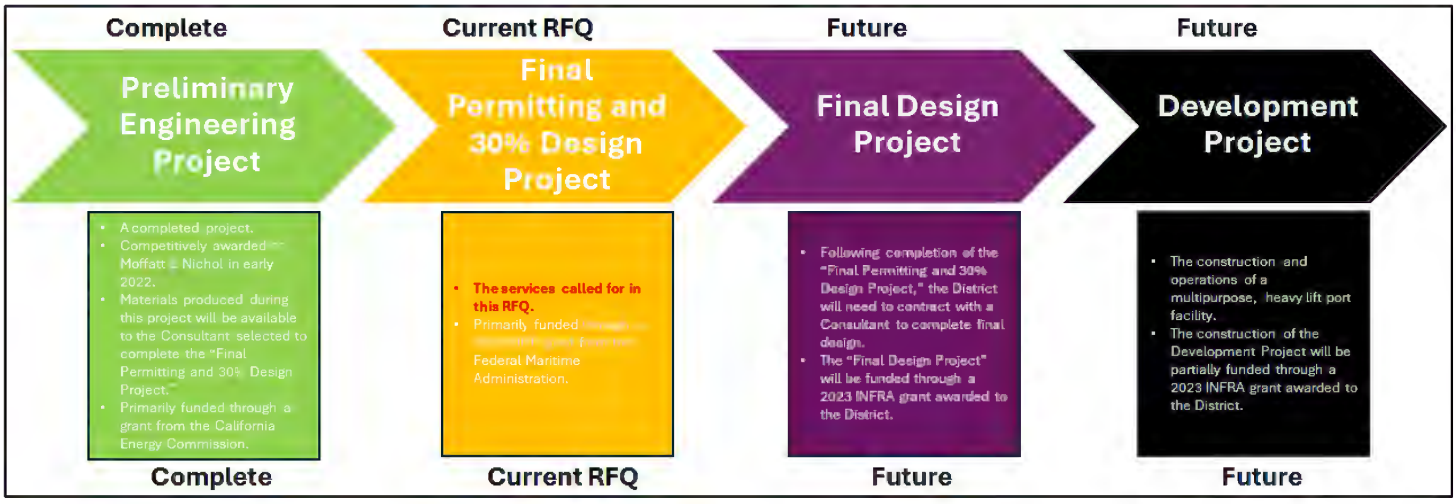
Preliminary Engineering Project – A completed project that was conducted from March of 2022 through April of 2024. This completed project produced a series of preliminary special studies, a project description, and preliminary engineering. This "Preliminary Engineering Project" was competitively awarded to Moffatt & Nichol in early 2022. The materials produced during this "Preliminary Engineering Project" will be available to the Consultant selected to complete the "Final Permitting and 30% Design Project." This "Preliminary Engineering Project" was primarily funded through a grant from the California Energy Commission.

Final Permitting and 30% Design Project – The services called for in this RFQ. This will consist of completion of 30% engineering, CEQA, NEPA, all required permits, all required special studies to support CEQA/NEPA/permits, and a Baywide Master Plan. This project will also include advanced design (90%) for access roads, roadway connections, and habitat mitigation. This "Final Permitting and 30% Design Project" will be primarily funded through a 2023 PIDP grant from the U.S. Department of Transportation Maritime Administration (MARAD), with some matching funds from the California Energy Commission.

Final Design Project – Following completion of the "Final Permitting and 30% Design Project," the District will need to contract with a Consultant to complete final design. The "Final Design Project" will be funded through a 2023 INFRA grant awarded to the District.

Development Project – The construction and subsequent operations of a multipurpose, heavy lift port facility that is designed to serve as an offshore wind staging and integration (vertical integration) port terminal. While focused primarily on servicing the offshore wind industry, the development project will be designed as a multi-purpose facility and may also accommodate a variety of vessels and traditional port-based commerce and allow for a variety of other potential tenants and/or sub-tenants. The construction of the Development Project will be partially funded through a 2023 INFRA grant awarded to the District.

Project Area – The approximately 180-acre industrial area known as Redwood Marine Terminal I (RMT I) that is located adjacent to the east and southeast of the Town of Samoa in Humboldt County, California. Includes Assessor's Parcel Numbers (APNs) 401-031-040, -041, -078, -083, -054, -061, -071, 401-112-013, -029, -024, -011, -012. Includes the tidal waters and submerged lands of Humboldt Bay adjacent to the above listed parcels. May also include areas adjacent to the Federal Navigation Channel and other areas within the Bay that may need to be dredged and/or altered to realize the overall Development Project (see below). May also include off-site mitigation areas. The Project Area is the focus of each of the above projects.



b. Possible Contract Extensions Beyond "Final Permitting and 30% Design Project"

Through this RFQ, the District proposes to hire a Consultant to complete the Final Permitting and 30% Design Project within the Project Area in order to stimulate the ultimate completion of the Development Project. To complete the Final Permitting and 30% Design Project, Consultant will build upon the materials already completed in the Preliminary Engineering Project. See sub-section above for definition of terms.

The purpose of this RFQ is to recruit and select a qualified Consultant to complete the Final Permitting and 30% Design Project. The selected Consultant will ideally be qualified to also complete final design and potentially construction management in the future. Following completion of the Final Permitting and 30% Design Project, the District could extend the Consultant's contract to subsequently conduct the Final Design Project.

c. Development Project Overview

With completion of the Development Project, the Project Area is envisioned to be used for offshore wind component manufacturing, fabrication, marshalling, laydown, dockside vertical integration, other associated and ancillary uses, as well as several in-water activities, including assembly, wet-storage, staging, ballasting, loading, unloading, towing, and transport. If necessary, the Project Area may also be utilized for forest product manufacturing, decking, and laydown, as well as for upland aquaculture and related/ancillary uses and structures, and broadband data facilities and data centers associated with the adjacent existing trans-pacific fiber optic line. Other Coastal Dependent Industrial and Coastal Related ancillary uses may be considered. Other non-Coastal Dependent/Related uses may also be evaluated.

d. Products Completed to Date

The following list of special surveys and technical documents are currently being prepared and the District anticipates they will be completed and available by the time the contract for this work is signed. These documents are not available during the RFQ period:

- 100 Year Flood Elevation Analysis Memo
- 15% Design Plans
- Botanical Survey Results
- CDP Consolidation memo

- CEQA Preliminary Draft: Project Description
- CEQA: Initial Study - Environmental Setting and Impact Analysis
- CEQA: Notice of Preparation
- Coastal Resiliency (SLR, Tsunami, Etc.)
- Constructability Methodology and Scenarios Memo
- Construction Impacts Memo
- DGA Sourcing Memo
- Drainage Analysis of Neighboring Site (THA)
- Dredge Disposal Tech Memo
- Electrical Infrastructure and Green Port Memo
- Environmental Conditions Assessment
- ESHA Report
- Geotech Design Report
- Hazardous Materials (Phase 1 and Phase 2 are not scheduled to be completed until 2025 and are funded under a separate grant/contract)
- Land Use Analyses and Letter to County Planning Department
- Marine Geotech Drilling Strategy Memo
- Off-Site Drainage
- On-Site Drainage
- Pile Removal and Driving Sound Assessment
- Prelim ESHA Results
- Prelim Impact Assessment for Marine Resources
- Prelim Osprey and Bat Survey Results
- Prelim Special-Status Terrestrial Wildlife and Habitat Survey
- Prelim Wetland Delineation Results
- Prelim. Archeological Investigation Report
- Prelim. Assessment of Environmental Conditions
- Prelim. Eelgrass Mitigation and Monitoring Plan
- Prelim. Eelgrass Survey
- Preliminary Analysis: Access Roads
- Preliminary Analysis: Anchor Restriction Memo
- Preliminary Analysis: Biological Mitigation (Terrestrial) Memo
- Preliminary Analysis: Bird Survey Memo
- Preliminary Analysis: Operations Memo
- Preliminary Basis of Design
- Preliminary Coastal Modeling (Hydrodynamics, Sedimentation)
- Preliminary Construction Cost Estimate
- Preliminary Title Constraints
- Sediment Sampling and Analysis Plan Strategy Memo
- Shorebird and Brant Survey
- Shoreline Protection Design
- Site Ownership Meeting Notes & Next Steps
- Soil Probing Memo
- Storm Water Quality
- Transportation Analysis
- Trip Generation and Operational Analysis
- Upland Geotech Boring Results
- Utilities Memo
- Visual Simulations & Report
- Wet Storage
- Wetlands Delineation
- Wharf Design Technical Memo
- Workforce Study Memo

8. SCOPE OF WORK

The Harbor District will be selecting the most qualified consultant to complete the following general scope of work. The final scope of work, schedule, and budget will be determined during the contract negotiation period. The District will have final approval authority over all work products produced by the Consultant.

TASK 1: OVERALL PROJECT MANAGEMENT

a. 1A: Project Management and Reoccurring PM Meetings

The selected Consultant will establish a Project Manager or Project Management team to serve as the primary point of contact in all communications with Harbor District staff, responsible agencies, cooperating agencies, regulatory agencies, and other stakeholders as designated by staff. The Consultant PM will consult, communicate, and meet with District staff as often as necessary to verify, refine, and complete the project requirements and review the progress of the project. Under the direction of and with the participation of District staff, Consultant will initiate consultation with responsible agencies and other local, state, and federal agencies. Consultant will develop and maintain a project schedule and provide status reports via conference calls or remote meetings on a regular reoccurring basis, no less than monthly.

b. 1B: Initial Work Plan

Consultant will prepare for a Kickoff Meeting by producing an Initial Detailed Work Plan, which should include project scope, timeline, and assumptions. This should include a thorough review of existing relevant literature and studies, as well as interviews with District staff and relevant stakeholders. This may also include site tours. The Initial Work Plan will be submitted to the District as a technical memo or report.

c. 1C: Project Kickoff Meeting and Workshop

At least one week after submittal of the Initial Work Plan, Consultant will attend a Kickoff Meeting to present the Initial Work Plan. This is likely to consist of a half-day or full-day workshop. The District will provide feedback, answer questions, and ask questions. The District and Consultant will establish communication protocols. The District envisions this workshop to be highly creative, collaborative, and productive.

d. 1D: Refinement of Detailed Work Plan

Following the Kickoff Meeting, Consultant will submit a Revised Detailed Work Plan, which will be reviewed, edited, and approved by District staff. As needed throughout the life of the project, the District may require Consultant to revise and refine the Work Plan, which may be reflected in the form of contract amendments.

9. TASK 2: HEAVY-LIFT OFFSHORE WIND TERMINAL PROJECT AT THE RMT SITE

a. 2A: Special Studies, Environmental Studies, and Site Investigations

Consultant will complete the special studies and site investigations needed to complete the permitting and design tasks outlined below. These special studies and site investigations will be developed through substantial coordination and engagement with port tenants, local utility providers, regional transportation stakeholders, neighborhood groups, the general public, Tribal governments, industry stakeholders, community-based organizations, environmental and energy justice groups, cargo stakeholders, and advanced technology developers and manufacturers. Some of this effort will build on products previously produced for the District. At a minimum, the studies will include:

- Review, refinement, and/or finalization of studies already completed to date
- Coastal Navigation/Hydrology/SLR/Tsunami Analyses
- Geotechnical Borings and Analysis (Land, Marine, Sediment Sampling, etc)
- Sediment Testing, Analysis, and Sampling Plan
- ROW, Title Reports, Boundary Surveying, Site Surveying (Land & Bathymetry)
- Dredged Material Management Planning, Coordination, Analysis
- Air Quality Analysis, Terminal Electrification Plan, and Green Construction Plan
- Terrestrial/Wetland/Habitat Assessments/Mitigation Plan & Reporting
- Living Shoreline/Bank/Dredge Slope Stabilization Assessment/Analysis
- Off-Terminal Habitat Assessments/Surveys (Microgrid)
- USACE Sect 408 Analysis - Hydrodynamics, Sed Transport, Local Wet Storage6
- USCG Analysis - ATON, Vessel Maneuvering
- Land Transportation Analysis

- Agency Outreach and Coordination
- Green Terminal Strategy and Roadmap
- Terminal Operations Recommendations
- Navigation and Tow-Out Simulations:
    - Desktop Simulation; and/or
    - Full Bridge Navigation Simulation and Accompanying Study/Recommendations
- Conceptual Design and Cost Analyses of Widening the Federal Navigation Channel to Accommodate Larger Floating Wind Turbine Devices
- Other related studies/investigations as required by CEQA/NEPA/permits
- Other related studies/investigations as recommended by selected consultant

Note that Eelgrass mitigation planning/permitting/design will occur through a separate project with separate funding and procurement process. Also note that environmental site contamination, hazardous materials, Phase 1, and Phase 2 work will occur through a separate project with separate funding and procurement process.

b. 2B: 30% Engineering

The Consultant will prepare preliminary engineering (advancing from ~10% to 30% or beyond) to support the permitting/CEQA/NEPA efforts. This 30% engineering will inform the subsequent tasks and will provide an engineering-based project description, illustrative graphics, site plans, a final Basis of Design report, cost estimates, and material quantities. Some of this effort will build on products previously produced for the District. This will include the following sub-tasks:

- 30% Civil Engineering and Site Design (Buildings, Power, Fire, Water, Sewer, Grading, Stormwater, Roads, Geotechnical, Electrical/Power)
- 30% Marine Engineering Design (Structural, Wharf, Wet Storage, Shoreline Stabilization, Geotechnical)
- 30% Design-based Documents, Illustrative Graphics, Master Plan, and Site Plans
    - Project Description/Narrative
    - Terminal Operations Planning & Descriptions
    - Eco-Shoreline Planning
    - PG&E Upgrades Assessment and Engagement
    - Water/Sewer Provider Upgrade Assessment and Engagement
    - Design/Permit Drawings
    - Basis of Design
    - Visual Simulations
- 30% Cost Estimates/Constructability/Quantities
- Other related designs/services as required by CEQA/NEPA/permits
- Other related designs/services as recommended by selected consultant

c. 2C: Complete NEPA, CEQA, and Permitting

Completion of the project will require a suite of permits, consultations, and approvals through a variety of State and Federal resource and regulatory agencies. The Consultant will develop, submit, and facilitate the receipt of permits to enable the larger RMT modernization effort to proceed to construction in an expedited fashion. Some of this effort will build on products

previously produced for the District. This will include the following sub-tasks:

- Project Description/Narrative (refinement and finalization of existing)
- Environmental Constraints/Env Doc Settings
- CEQA (EIR) (Harbor District as lead agency)
- NEPA (EIS) (USACE or MARAD as lead agency)
- Permit Applications, Submittal Documents, Receipt of All Required Permits, and Compliance Documentation for Mandatory Environmental Compliance
    - 1602 Streambed Alteration Agreement
    - ACOE Section 10/404 of the Clean Water Act (CWA)
    - ACOE Section 408
    - Bald/Golden Eagle Protection Act
    - California Air Resources Board Operating Permit
    - Coastal Development Permit
    - Coastal Zone Management Act (CZMA) Concurrence
    - Federal Aviation Administration (FAA) Obstruction Evaluation
    - HBHRCD Development Permit
    - Incidental Take Permit
    - Marine Mammal Protection Act
    - Migratory Bird Treaty Act
    - Private Aids to Navigation (PATON)
    - Section 106 of the National Historic Preservation Act
    - Section 401 Water Quality Certification
    - Stormwater Pollution Prevention Plan and Water Quality Management Plan
    - USFWS/NOAA/NMFS Biological Assessment(s)/Opinion(s)
    - Others to be determined by Consultant in collaboration with District
- Modifications to local land use regulations, such as rezoning or General Plan Amendments.
- Other tasks as required by regulatory agencies.
- Other tasks as needed to secure all required permit approvals.
- Other related services as recommended by selected consultant.

Note that Eelgrass mitigation planning/permitting/design will occur through a separate project with separate funding and procurement process. Also note that environmental site contamination, hazardous materials, Phase 1, and Phase 2 work will occur through a separate project with separate funding and procurement process.

d. 2D: Advanced Design for Access Roads, Roadway Connections, & Habitat Mitigation

The Consultant will also develop advanced engineering studies supporting the surface transportation portions of the Project, including a raised, improved, and realigned access road from the county roadway that will enable greater access to the site for future phase construction activities. This will include the following sub-tasks:

- 90% plans, specifications, and estimates
- Final plans, specifications, and estimates
- Bidding plans, specifications, and estimates

10. TASK 3: BAYWIDE MASTER PLAN FOR OFFSHORE WIND DEVELOPMENT

Consultant will conduct outreach, engagement, and assessments to develop a Baywide Master Plan that informs future holistic uses of the navigational channels of Humboldt Bay and its industrial tidelands. The Baywide Master Plan will seek to integrate the Humboldt Bay Offshore Wind Port (marshalling terminal) with the larger energy, logistics, operational, recreational, commercial, and navigational needs of the region, California, and the U.S. The Master Plan will review the linkages, logistics, technology, and potential manufacturing locations at the ports of San Diego, Long Beach, Los Angeles, Hueneme, San Francisco, and Humboldt to ensure compatibility of functions, equipment, workforce, and energy production and transmission goals. This Baywide Master Plan will leverage ongoing activities and best practices for equitable and accessible stakeholder engagement to inform the development of various subplans (or Master Plan chapters) such as a Terminal Electrification Plan; Workforce Development Gap Analysis; Diversity, Equity, Inclusion, and Accessibility (DEIA) Plan; Community Benefits Plan; and, Domestic Procurement Gap Analysis. These activities will support greater sustainability, equity, workforce readiness, technology and knowledge transfer, and community and industry benefit while ensuring that OSW projects comply with forthcoming regulations and mandates.

This will include the following sub-tasks:

A. Chapter 1: Diversity, Equity, Inclusion, and Accessibility (DEIA) Plan
    i) Stakeholder outreach
    ii) Humboldt: POWERED Project website
    iii) Development of Marketing Materials
    iv) Technology and Knowledge Transfer Plan
    v) DEIA Plan
B. Chapter 2: West Coast Floating Offshore Wind Needs Evaluation
    a. Data Compilation and Industry Outreach
    b. Domestic Procurement Gap Analysis & Agency/Stakeholder Coordination
    c. Workforce Development Gap Analysis & Agency/Stakeholder Coordination
    d. Supply Chain, Manufacturing Ports Strategic Planning
    e. Wet Storage Needs Assessment
    f. Project Case Studies Targeting Policy Makers, Fleets, and Technology Vendors
C. Chapter 3: Opportunity and Options Analysis for Sites Throughout Port of Humboldt
    a. Evaluation of offshore wind development options throughout the Port of Humboldt Bay beyond the RMT site
    b. Strategic planning for supply chain and transport linkages to other manufacturing ports
    c. Navigation and Environmental Conditions Assessment
    d. Wet Storage - Case Study, Literature Review & Criteria Development
D. Chapter 4: Impact Assessment and Evaluation of Mitigation Alternatives
    a. Recreational Facility Mitigation Assessment
    b. Mitigation Needs & Opportunities (Longfin Smelt, Estuary, Benthic, Intertidal Conversion)
    c. Scoping and recommendations of next steps (including NEPA requirements)

11. OPTIONAL SITE VISITS

The Harbor District will host one optional site visit which allow potential respondents an opportunity to review the project site in person and pose questions regarding the project. All questions received during the optional site visit will be noted, with questions and responses distributed via addendum to this RFQ following the site visit. The specific times and meeting locations for the site visit will be posted on the Harbor District website and distributed via email to all parties who have registered as "Interested Parties" related to this RFQ. The site visit is optional and submittals from respondents who did not attend the site visit will be accepted.

12. SUBMISSION REQUIREMENTS

Statements of Qualifications must follow the format outlined below. The Harbor District may reject as non-responsive at its sole discretion any submittal that does not provide complete and/or adequate responses or departs in any way from the required format. Failure to respond to these requirements may result in the proposal being considered nonresponsive and rejected from consideration.

Required Format

Statements of Qualification shall not be longer than 50 PDF pages. Firms are encouraged to keep proposals concise; SOQs under 40 pages are encouraged. The term "page" means one side of one 8½ x 11 piece of paper or one 8½ x 11 PDF page. Firm/team resumes will not be included in the final page count. Supplemental materials not requested in this RFQ, such as brochures and promotional materials, will not be reviewed.

Required Content

The proposer must include the following items. SOQs shall be organized in the order shown below:

1. Cover Letter (2 pages maximum)

   Provide an introduction letter summarizing the qualifications of your firm/team to meet the needs of this project. Include company name and business address as well as email address and telephone numbers for key contacts. The letter must be signed by an individual/member of the organization who has the authority to offer, negotiate, and execute contracts on behalf of the firm. Respondents should confirm the receipt of all addenda in the cover letter.

   Scoring: Pass/Fail. Firms that provide a cover letter will pass and will be evaluated according to the other criteria in this section. Firms that fail to provide a cover letter will fail and the overall SOQ will be rejected.

2. Qualifications and Experience
   a. Provide an overall organization chart for the proposed project team.
   b. Identify proposed firm/team, including a description of all key team members, including any key subconsultant team members.
      i. Identify project manager and anticipated key team members roles and responsibilities.
      ii. Include resumes of key team members as an Attachment to the SOQ. Resumes will not be included in the page maximum for this section.
   c. Provide information about your team's knowledge and experience as relevant to this project, including experience related to port-wide and terminal-specific master planning, special studies, permitting, engineering, and design for:

i. Heavy lift marine terminals and associated cranes, wharfs, and uplands;
ii. Ground compaction, sub-surface ground improvements, and related treatments to achieve high bearing capacities;
iii. Access roadways and utility networks for marine industrial site development;
iv. Development for offshore wind industries, especially floating offshore wind;
v. Large scale capital dredging ;
vi. On-going maintenance dredging;
vii. Dredge material management, sampling analysis plans, testing, disposal, beneficial reuse, and associated agency/community engagement/coordination;
viii. Compensatory biological/ecological mitigation (terrestrial and marine), particularly in Humboldt Bay;
ix. Caltrans Class I trails, particularly in Caltrans District 1;
x. Designing to avoid/minimize impacts at site on/near sensitive coastal resources, particularly in Humboldt Bay;
xi. Minimizing the impacts of construction and operations to neighboring residential sites, including sound attenuation, visual screens, sound walls, fencing, operational planning, low impact lighting, and/or other related features;
xii. Tribal engagement;
xiii. Broad stakeholder and community engagement;
xiv. Coordinating design and environmental analyses to incorporate mitigation features and move rapidly into construction after discretionary approvals are received;
xv. Any other required technical qualifications required to complete the project as outlined in the attached PIDP 2023 grant application.

d. Identify other potentially relevant qualifications and experience that Consultant could provide for this overall project. These could include fund raising, grant writing, marketing to and recruitment of offshore wind industry tenants, economic analyses, strategic planning, and a range of other possible tasks.
e. Provide a brief description of at least three reference projects that your firm has completed in the last five years and that demonstrate the firm's experience in completing projects of this magnitude and scope.
f. Provide a list of at least three references (names, current phone numbers, and email) for relevant recent work. References should be able to describe the qualifications and capabilities of team members looking to take leading roles and of the firm(s).

Scoring: Up to 40 points will be awarded for Qualifications and Experience. Firms must clearly demonstrate relevant experience of delivering projects of similar scale and scope.

3. Project Understanding and Approach
   a. Summarize the firm's general understanding of the overall project, including an understanding of the District's goals, priorities, and objectives.
   b. Describe in detail the firm's overall approach to completing the tasks described in the Scope of Work as outlined in the attached PIDP 2023 grant application. Utilize a detailed outline, flow diagram(s), Gantt chart(s), and/or other visual summary of your team's overall approach. The objective to demonstrate the consulting team's qualifications in analyzing, developing, and understanding a project scope.

c. The Harbor District expects the project design and environmental analyses stages of the project to be coordinated seamlessly. Describe the coordination process between the project environmental permitting and design components. Be sure to include the permitting and design of mitigation. Discuss how your team will function collaboratively and how you will engage with the Harbor District through the project.
d. Identify the most significant challenges you anticipate the project will face and your strategy for navigating and resolving these challenges.
e. If deemed necessary or prudent, suggest additional scope tasks that will be required for project development that are not clearly defined in this document or in the attached PIDP 2023 grant application.

Scoring: Up to 35 points will be awarded for Project Understanding and Approach.

4. Schedule
    a. Discuss your firm's experience and strategies with advancing complex schedules on projects similar to this. Provide examples, strategies, and other details.
    b. Consultant must submit a written commitment to the following schedule (which is drawn from the attached PIDP 2023 grant application):
        i. Task 1 must be complete by the end of Q3 2026.
        ii. Task 2a must be complete by the end of Q2 2025. The District's preferred deadline is end of Q1 2025 for this sub-task.
        iii. Task 2b must be complete by the end of Q3 2025. The District's preferred deadline is end of Q1 2025 for this sub-task.
        iv. Task 2c must be complete by the end of Q4 2025. The District's preferred deadline is end of Q1 2025 for this sub-task.
        v. Task 2d must be complete by the end of Q3 2026.
        vi. Task 3 must be completed by the end of Q4 2025.
    c. If deemed necessary or prudent, suggest alternative approaches and/or deadlines to the schedule.
    d. Provide a detailed breakdown of how the consulting team would approach the project schedule in detail by task and sub-task. This can be done in the form of an outline, diagram, Gantt chart, and/or other visual representation. The objective to demonstrate the consulting team's qualifications in analyzing, developing, and understanding a project schedule.

    Scoring: Up to 10 points will be awarded for Schedule.

5. Cost Control Methodology
    a. Summarize the firm's general understanding of the overall budget as presented in the attached PIDP 2023 grant application.
    b. Describe the firm's approach to managing the project budget over the total life of the project and achieving cost control. The Harbor District expects to fund this entire project with grant

funding and other external resources and will have no flexibility to absorb cost overruns. Identify strategies for managing the overall project budget and achieving cost efficiencies through sequencing of work, project management techniques, new technology, or proprietary methods.

Scoring: Up to 5 points will be awarded for Cost Control Methodology.

6. Local Teaming Partners
    a. The Harbor District seeks to support and advance local Humboldt County-based firms. Thus, the District will award points to teams that include local staff from firms with a permanent presence in Humboldt County.
    b. Either provide an overall organization chart that summarizes the various firms on the team or cite the organization chart from under the "Qualifications and Experience" section above. Ensure that the org chart identifies which firms include Humboldt-County-based staff/offices.

    Scoring: Up to 10 points will be awarded for local teaming partners.

7. Inclusion of Disadvantaged Business Enterprises on Project Team
    a. REQUIRED: Provide a statement indicating that the Prime firm utilized good faith efforts to include DBE sub-consultants on the project team. Prime consultant must take steps to assure that minority businesses, women's business enterprises, labor surplus area firms, and other qualifying DBEs were pursued to join the project team. Outline the steps and processes used by the Prime firm to secure DBE sub-consultants.
    b. IF APPLICABLE: If the prime firm or any of the sub-consultants is a DBE, provide documentation demonstrating status of each as a Disadvantaged Business Enterprise.
    c. IF APPLICABLE: Provide a general description of the Disadvantaged Business Enterprise(s) on the Project team and the work such enterprise(s) will perform.

    Scoring: Pass/Fail. Firms that provide a "statement indicating that the Prime firm utilized good faith efforts to include DBE sub-consultants on the project team" will pass and will be evaluated according to the other criteria in this section. Firms that fail to provide such a statement will fail and the overall SOQ will be rejected. Up to 5 points for inclusion of DBE firms on the project team.

13. CONSULTANT EVALUATION AND AWARD

An Evaluation Committee will be formed by the District to review all SOQs received. The Evaluation Committee will be comprised of Harbor District Staff and may also include personnel outside of the Harbor District. The Evaluation Committee will review all complete proposals submitted on time. Any proposals from consultants or consultant teams who cannot readily demonstrate adequate experience, qualifications, and capacity will be considered non-respondent and will not receive a full review. Following the threshold review, the committee will then evaluate the SOQs and evaluate based largely on the following criteria:

I. Cover Letter (Pass/Fail)
II. Qualifications and Experience (40%)
III. Project Understanding and Approach (35%)
IV. Commitment to Schedule (10%)
V. Effective Cost Containment Methodology (5%)
VI. Local Teaming Partners (10%)
VII. Disadvantaged Business Enterprise (DBE) (up to 5% bonus points)

Following the review and evaluation of SOQs received, the Evaluation Committee will present the evaluation results to the HBHRCD Board's Offshore Wind Subcommittee, which may join the Evaluation Committee to interview the top two to three respondents. The Evaluation Committee will then make a recommendation to the full Board of Commissioners. The Board of Commissioners will select and announce the winning firm in a public meeting. The Board of Commissioners reserves the right to select the firm or team that best serves the interests and goals of the District, regardless of the overall points awarded by and/or recommendations made by the Evaluation Committee.

Following award announcement by the Board of Commissioners, the Harbor District will attempt to negotiate a contract with the selected Proposer. The selected Proposer will be expected to utilize the District's standard contract. If the District is unable to come to resolution of a contract with the selected Proposer, negotiation with that Proposer will be terminated and the matter will be brought back before the Board of Commissioners for selection of a new winning firm. Negotiations will then proceed in the same manner with the other Proposers in order of Board preference.

The Harbor District reserves the right to modify or terminate this solicitation at any stage if the District determines such action to be in its best interest. The receipt of statements of qualification or other documents at any stage of the process will in no way obligate the District to enter any contract of any kind with any party.

The Harbor District and its advisors are not responsible for costs or damages incurred by proposers, shortlisted proposers, teams, team members, subcontractors or other interested persons in connection with this solicitation process, including all costs associated with preparing responses to this solicitation, and of undertaking due diligence and participating in any conferences, meetings, presentations, negotiations or other activities. The award of the Contract is contingent upon the Harbor District executing contracts with the Federal Maritime Administration (MARAD) for the funds appropriated to the District through the 2023 PIDP grant program.

14. PREVAILING WAGE REQUIREMENTS

Some components of the work to be completed, such as field work in support of data collection or the generation of special studies may be subject to State and Federal prevailing wage and labor standards. The selected firm will be responsible for complying with these and all other Harbor District and grant funder requirements.

15. REJECTION OF SUBMITTALS

Statements of Qualifications may be rejected if they show any alterations of form, additions not called for, erasures, or irregularities of any kind. The Humboldt Bay Harbor, Recreation and Conservation District reserves the right to reject any and/or all Statements of Qualifications.

16. WITHDRAWL OF SUBMITTALS

Any Statement of Qualifications may be withdrawn at any time prior to the submittal deadline provided that a request in writing, executed by the Proposer or his duly authorized representative, for the withdrawal of such Statement of Qualifications is filed with the Humboldt Bay Harbor, Recreation and Conservation District. The withdrawal of a Statement of Qualifications will not prejudice the right of the Proposer to file a new Statement of Qualifications.

17. DISQUALIFICATION OF SUBMITTALS

More than one Statement of Qualifications from an individual, firm, partnership, or corporation, or combination thereof under the same or different names will not be considered. Reasonable grounds for believing that any Proposer is interested in more than one Statement of Qualifications for the work contemplated will cause the rejection of all proposals in which such bidder is interested. If there is reason for believing that collusion exists among Proposers, none of the participants in such collusion will be considered in future solicitations.

18. ADDENDA

The Harbor District reserves the right to issue addenda to this RFQ as necessary in order to provide additional information, respond to questions, or modify any component of the RFQ, at the Harbor District's Discretion. All addenda will be posted online at the Harbor District website alongside this RFQ and provided via email to all registered interested parties.

Respondents should confirm receipt of all addenda to this RFQ in their Statement of Qualifications via a statement confirming the total number of addenda received in the cover letter.

19. ATTACHMENTS AND LINKS

The Harbor District strongly encourages interested parties to thoroughly review the following attachments and links:

I. **VIRTUAL ATTACHMENTS** (these can be found under the second link under "other useful links" below):
   A. CEQA Notice of Preparation (NOP) for the "Humboldt Bay Offshore Wind Heavy Lift Multipurpose Marine Terminal Project" found at: https://humboldtbay.org/sites/humboldtbay.org/files/WindTerminal_NOP_2023%200628_0.pdf
   B. PIDP 2023 Grant Application found at: https://humboldtbay.org/sites/humboldtbay.org/files/Humboldt%20POWERED%20FY2023%20PIDP%20Proposal%20%28excludes%20KMZ%20files%29_reducedfilesize.pdf

II. OTHER USEFUL LINKS:
   1. https://www.youtube.com/@humboldtbayharbordistrict
   2. https://humboldtbay.org/humboldt-bay-offshore-wind-heavy-lift-marine-terminal-project-3

STATEMENT OF QUALIFICATIONS
Produced for Humbolt Bay Harbor, Recreation and Conservation District
May 2024

moffatt & nichol

REDWOOD MARINE OFFSHORE WIND AND HEAVY LIFT MULTIPURPOSE TERMINAL:

FINAL PERMITTING AND 30% DESIGN PROJECT


Maine Searsport OSW Terminal


Port of Long Beach - Pier Wind OSW Terminal


New Jersey Wind Port - OSW Terminal


Port of Lake Charles OSW Terminal

COVER LETTER

moffatt & nichol
1300 Clay Street, Suite 350
Oakland, CA 94612
Tel: (510) 645.1238
moffattnichol.com

May 17, 2024

Mindy Hiley, Director of Administrative Services
Humboldt Bay Harbor, Recreation, and Conservation District
601 Startare Drive
Eureka, CA 95521
mhiley@humboldtbay.org

Subject: Statement of Qualifications (SoQ), Redwood Marine Offshore Wind and Heavy Lift Multipurpose Terminal - Final Permitting and 30% Design Project

Dear Selection Committee:

After successfully completing the first phase of the Redwood Marine Offshore Wind (OSW) and Heavy Lift Multipurpose Terminal Project (Project), the Moffatt & Nichol (M&N) team is excited to continue working with the Humboldt Bay Harbor, Recreation, and Conservation District (District). This project's success will require a design that is carefully crafted to meet industry needs. This represents a challenge because floating OSW energy is an emerging industry on the U.S. West Coast and there is uncertainty regarding specific technologies that will be used. An understanding of floating OSW energy technology and relationships with OSW energy developers and technologists will allow us to continue towards a design that will meet industry needs. Additionally, having the right team members with deep experience in environmental documentation and permitting will allow us to obtain permits that provide flexibility in the final design necessary to meet the range of OSW industry needs.

WHY THE M&N TEAM

1. **Offshore wind energy and regulatory strategy experience required to design a project that will meet industry needs.**
2. **Locally respected professionals with the necessary community, stakeholder, and Tribal outreach experience.**
3. **Technical skills, team capacity, and team structure required to successfully meet the project's schedule.**

Our team combines **local experience and relationships** with **unparalleled OSW port design knowledge and successes**. Locally, our team has completed design and permitting for numerous bay development projects and established strong working relationships with Tribes, stakeholders, and agencies that will be critical for the Project's success. There are no existing OSW energy ports on the west coast, but our team authored key Federal and State documents that provide the existing framework and understanding of west coast OSW port requirements. Additionally, on the east coast, our team successfully brought three OSW port projects (Connecticut State Pier, New Jersey Wind Port, and Dominion Portsmouth Marine Terminal) from early conceptual design all the way to construction and operational phases. These projects currently have an integral role in construction of OSW energy infrastructure and are providing the type of community benefits that can be anticipated from the District's Project.

We recognize that the project is important for the region's economic development but also represents a large-scale environmental and social change for the community. Due to the scale and local importance of the Project, the design process will require close collaboration with community members and agencies. Our team has key local staff who have earned respect and trust from local stakeholders, Tribes, and agencies. We will facilitate meaningful engagement with these entities to develop Project support that will be necessary to achieve the goals and meet the schedule set forth in the RFQ.

In addition to our local knowledge and relationships, our Team has the technical skills and capacity to deliver the Project on schedule and budget. Our multidisciplinary team includes experts in marine terminal design, environmental documentation, permitting, and all related specialties such as biology; Tribal, cultural, and historic resources; and aesthetics. The Team includes project managers, coordinators, and discipline leads that will ensure quality work and schedule adherence.

We acknowledge receipt of three Addenda dated: April 5, 2024; April 12, 2024; and April 25, 2024.

We understand the District's goals and aspirations for this project including the generational opportunity it brings to the local community. We are ready to start the work full steam ahead. Please contact me at sphillips@moffattnichol.com or 425.417.6016 if you have questions or require clarifications. Thank you for your consideration. Our team is excited to continue the partnership it has built with the District.

Sincerely,

MOFFATT & NICHOL

Shane Phillips, PE, D.PE, D.CE, CFM
Project Manager/Main Point of Contact
206.704.6525 (office)/425.417.6016 (cell)
sphillips@moffattnichol.com

Adam Wagschal, MS
Deputy Project Manager - Environmental
707.496.2088 (cell)
awagschal@moffattnichol.com

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Appendix: Resumes R-1

QUALIFICATIONS AND EXPERIENCE

Maine Searsport OSW Terminal

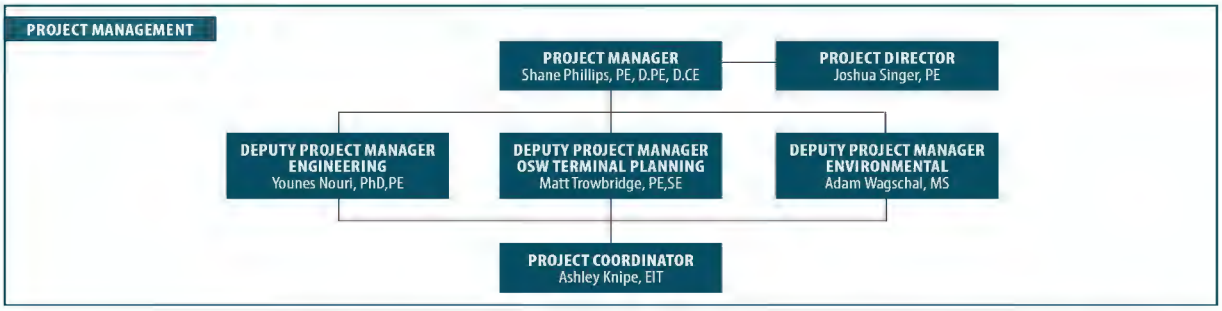
2. QUALIFICATIONS AND EXPERIENCE

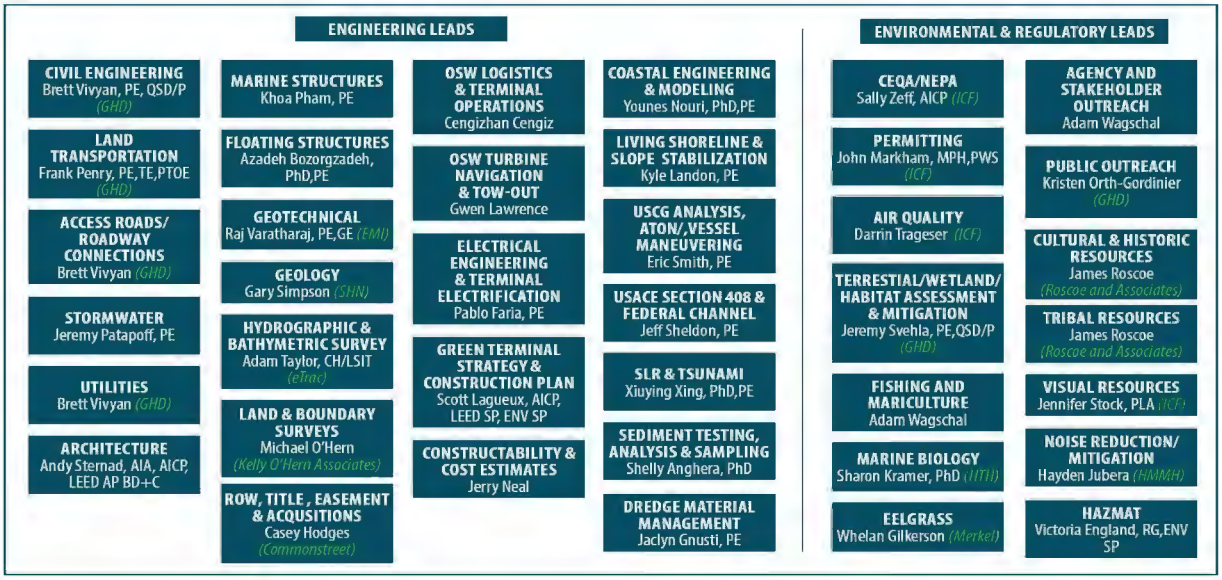
ORGANIZATION CHART

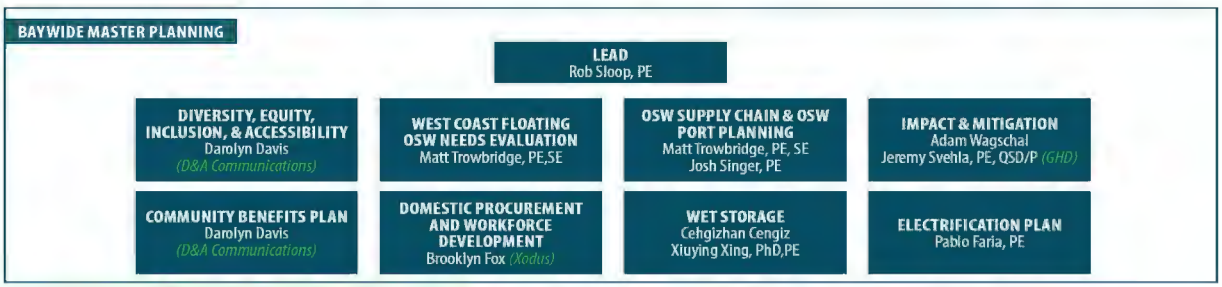
The Project team's organization is shown below. Shane Phillips will remain the overall project manager, overseeing coordination between the engineering and environmental team and ensuring the project stays on budget and schedule. Younes Nouri will lead engineering, Adam Wagschal will lead environmental documentation and permitting, Matt Trowbridge will lead the OSW terminal planning, and Rob Sloop will lead development of the master plan. Josh Singer will be the Project Director and a senior advisor, particularly related to floating OSW port infrastructure needs. Ashley Knipe will be the overall project coordinator in charge of scheduling meetings, organizing meeting notes, and helping with schedule and task management.

Each discipline will have an individual lead. Assignment of an individual lead ensures accountability for deliverable quality and adherence to budget and schedule. The leads were identified based on their leadership experience, expertise in the discipline, and availability to apply themselves to the Project in order to meet the Project schedule.

Bios for the key lead personnel are included later in this section and resumes for the team are included in the Appendix.







ALL STAFF ARE M&N EXCEPT WHERE NOTED IN GREEN

PROPOSED FIRM/TEAM

THE MOFFATT & NICHOL TEAM

M&N is a specialized maritime planning and engineering firm, currently ranked #1 by Engineering News Record (ENR) in Marine and Port Facilities. In 1945, John G. Moffatt and Frank E. Nichol formed partnerships in California and Oregon to provide engineering design services to the growing marine infrastructure of the west coast of the U.S. We provide practical solutions to clients in the marine terminal, energy, Federal, transportation, environmental, and urban development markets around the world. We are a multidiscipline professional services firm with specialized expertise in structural, coastal, and civil engineering; environmental sciences, review, and permitting; economics analysis and grant funding; inspection and rehabilitation; and program management solutions.

M&N has, for decades, been an industry leading consultant addressing specific offshore and nearshore needs of the energy industry – from liquid bulk and liquefied natural gas (LNG) terminals to deep offshore foundations, offshore floating facilities, and deep-water mooring systems. We have leveraged this experience, along with our transportation logistics and coastal processes expertise to service the OSW industry. Our specialty is retrofits of existing marine terminals and design of new marine terminals. These projects range from increasing the loading capacity of lay down areas at an existing terminal to full planning and design for a new terminal at a brown or greenfield site. With our extensive port planning and design experience, we have considerable knowledge of existing conditions and capabilities of ports and large marine terminals on the U.S. west coast. Our knowledge of the OSW industry combined with our experience in ports leads to efficient and cost-effective designs for the OSW industry.

Our extensive work with developers, original equipment manufacturers (OEMs), and port authorities in the OSW industry has given us a firm understanding of the geometrical, logistics, and loading requirements for OSW turbine integration, wind turbine generator (WTG) staging, manufacturing, and operations & maintenance (O&M) marine terminals.

M&N has developed the most comprehensive range of specialized port disciplines in the industry. We can integrate our unique capabilities and skills to meet specific project demands, from economics and financial analysis to planning, design, and construction document preparation to post-construction award services and program management. M&N has an unrivaled portfolio of more than 11,000 projects in over 50 countries, and a worldwide network of offices that are staffed by more than 1,000 professionals. Our wide range of capabilities, together with our extensive network of industry specialist contacts, combined with the collaborative workshare culture of our family and employee-owned firm, allows us to address project challenges quickly and efficiently. Our focus remains on ensuring that our client receives the highest level of support and technical expertise.

SUBCONSULTANT TEAM

M&N has assembled a comprehensive team of experts with great breadth and depth of applicable experiences that can advise on all aspects of the scope of services outlined in the RFQ.

Name: GHD
Role: Utilities/Stormwater/Land Transportation/Habitat Restoration/Master Planning/Waterfront Facilities

GHD's 50-plus staff are active members of their local community. For more than 65 years, their engineers, scientists, and planners have improved, protected, and enhanced the communities and ecosystems of coastal California. They achieve this by building lasting relationships with their partners and clients—be they growing municipalities, fellow consultants, large commercial enterprises, special districts, or public institutions. Located in Eureka and opened in 1951, they have collaborated closely with local, regional, State, and Federal agencies to deliver high profile projects with lasting community benefit.

GHD is wholly owned by their people: more than 11,000 diverse and skilled individuals collaborating across 200 offices on five continents—Asia, Australia, Europe, North and South America, and the Pacific region. This international capability, fronted by local, dedicated experts, means they have the capacity to work on any scale of project with confidence. Their team's qualifications cover utilities planning and design, stormwater treatment and design, land transportation planning, habitat restoration, community outreach, master planning, waterfront facilities/port structures, and grant funding. They have multiple long-term, on-call contracts and standalone projects with the cities of Eureka, Fortuna, Arcata, Rio Dell, Trinidad, as well as the Humboldt Bay Harbor District, Manila Community Services District, Peninsula Community Services District, Humboldt County, and Cal Poly Humboldt.

Name: ICF
Role: CEQA, NEPA, and Permitting

ICF is a global multidisciplinary firm with over 7,000 employees committed to helping clients solve complex problems. ICF provides a full range of services related to environmental planning, environmental compliance, and natural resource management, supported by more than 500 staff in California with expertise as land-use planners, biologists, biometricians, hydrologists, soil scientists, engineers, environmental specialists, environmental attorneys, and public engagement specialists. ICF includes a full team of skilled technical writers and editors who are instrumental in producing technical documents that are clear, consistent, and understandable to the public. For 52 years, ICF has supported clients that include Federal, State, and local governments; special districts; private organizations such as land developers, energy companies, and nonprofit organizations; and engineering and law firms. ICF has provided NEPA compliance and environmental studies on multiple U.S. OSW projects.

The team of multidisciplinary planners, scientists, and policy experts at ICF has been providing consulting services to ports for decades and has developed a keen understanding of port operations and how they affect the environment. This in-depth experience has equipped the team with the expert knowledge and insight of unique issues and regulations that are exclusive to port projects. These experiences have also provided the team with the expertise to address the most complex issues facing ports such as air quality and greenhouse gas (GHG) emissions modeling, health risk dispersion analysis of toxic air contaminants, complex analysis of trucks and vehicles affecting the transportation network, water quality and marine biology impacts, vessel safety analysis, land use decisions, and other issues such as climate change. ICF advises clients on the best environmental and regulatory approaches, and works with them to adapt sustainable solutions. As a trusted partner to port and maritime clients, ICF has a portfolio that includes hundreds of environmental projects reaching back decades for public port agencies, U.S. government agencies, and private maritime clients across the globe including Federal/national agencies in North America, Europe, and Asia.

Name: H.T. Harvey & Associates (H.T. Harvey)
Role: Marine & Fishery Biology & Mitigation Support

Since 1970, the staff at H. T. Harvey have delivered exceptional ecological consulting services to public agencies, private entities, and nonprofit organizations. H. T. Harvey offers expertise in aquatic and marine ecology, wildlife ecology, restoration ecology, plant ecology, and landscape architecture in pursuit of its mission to create ecologically sound solutions to clients' complex natural resource challenges. They have four offices in California and one in Hawai'i. Their marine and aquatic ecology work has been anchored in the firm's Humboldt County office since 2008.

H. T. Harvey ecologists have worked on the first proposed wave, tidal, and OSW energy projects in the Pacific Ocean off the coast of the U.S. and continue to do work supporting the development and permitting of marine renewable energy projects and onshore and offshore infrastructure to support them. Their ecologists are familiar with the flora and fauna found along the redwood coast and in Humboldt Bay, and are adept at identifying potential development impacts on species, providing mitigation recommendations to reduce impacts, monitoring for compliance, and developing technical reports regarding potential and realized impacts on marine resources. The firm's marine renewable energy team has experience with licensing, permitting, and leasing; consultations addressing the Endangered Species Act, Magnuson-Stevens Act, Marine Mammal Protection Act, Migratory Bird Treaty Act, and National Environmental Policy Act (NEPA); and environmental studies and assessments in marine, terrestrial, and estuarine environments. The H.T. Harvey team worked on the first phase of the Humboldt Redwood Marine OSW and Heavy Lift Multipurpose Terminal with M&N, providing biological and permitting expertise to the project team.

H. T. Harvey is listed as a Federal small business and a small business for public works projects in California. Its headquarters office is a Santa Clara County Green Business.

Name: Northern Hydrology & Engineering (NHE)
Role: Hydrology and SLR

NHE is a small consulting engineering and science firm located in McKinleyville, California. Established in 1995, NHE (formally Jeff Anderson and Associates) offers professional services in water resource, environmental and civil engineering, and geomorphology to consulting firms, non-profit organizations, private and commercial entities, and government agencies. NHE specializes in hydrology, hydraulics, hydrodynamics, geomorphology, water quality, water resources and restoration; and has experience in all aspects of water resource and restoration projects, including planning, conceptual design, data collection, design, and preparation of plans and specifications.

Name: The Schatz Energy Research Center (Schatz Center)
Role: Green Port Initiative

Schatz Center is located at Cal Poly Humboldt in Arcata, California (www.schatzlab.org). It is a Center affiliated with the Cal Poly Humboldt Sponsored Programs Foundation (SPF). The Schatz Center was founded in 1989, and its interdisciplinary staff of more than 40 researchers has extensive expertise in energy systems engineering, wind and solar power, program management, data science, laboratory measurements, energy policy, impact assessment, public health, and quality assurance for off-grid energy systems. The staff includes nine professionals with doctorates in disciplines that include energy and resources, environmental health, environmental studies, and chemistry; as well as three professional engineers with licensure in civil, mechanical, and electrical engineering.

The mission of the Schatz Center is to conduct research and implement projects that support the development and use of clean and renewable energy. The Schatz Center meets its mission by performing research on renewable energy systems; designing, building, operating, and demonstrating clean and renewable energy technologies; providing training for students in renewable energy technologies; providing expert advice related to renewable energy, energy policy, off-grid energy access, and related topics; designing policies and programs related to renewable energy and off-grid energy access; and educating the public about the advantages of clean and renewable energy technologies. Over the past five years, the Schatz Center has led numerous analyses related to the potential for OSW development on California's north coast, including studies related to port and coast infrastructure requirements. The team has published more than 30 reports and articles related to OSW.

Name: Commonstreet Consulting, LLC (Commonstreet)
Role: Right-of-Way, Easement Specialists

Commonstreet specializes in turn-key Right-of-Way (ROW) program management for Federal, State, county, and city infrastructure improvement projects, and in compliance with the Federal Uniform Act, and State and local agency policy and procedures. Since 2017, they have been recognized as the fastest growing and most diverse ROW firm in the West. With more than 45 agents and technical experts on staff, they place an emphasis on team and project collaboration, and strategizing and implementing ROW programs directly with client managers, attorneys, appraisers, and engineers, with genuine effort to provide property owners with high quality communication. Their primary goal is the successful integration of the ROW process into design and construction timelines, under all applicable State and Federal guidelines – and within budget.

Name: D&A Communications, Inc. (D&A)
Role: Diversity, Equity, Inclusion & Accessibility

D&A is an equity-first integrated communications firm focused on creating meaningful and lasting social change. Their mission is to build human connections and empower all people to make a transformative change that elevates communities, creating a more just and equitable society. D&A is a full-service, equity-first communications firm specializing in innovative and inclusive community outreach and engagement strategies and based in the San Francisco Bay Area for 28 years.

D&A has a proven track record of public advocacy that enables positive change for the communities their clients serve. They specialize in connecting people with information, and opportunities to participate more fully in society, and the decisions and issues that impact them. They are proud of creating the **first-in-the-nation Community Benefits policy for a public utility**, with 2.6 million customers, to serve communities that are disproportionately impacted by utility operations. D&A was also the recipient of the 2020 American Planning Award of Excellence for its work on the Bayview Community Based Transportation Plan for San Francisco Municipal Transit Authority (SFMTA), which utilized an Equity Index that analyzed concentrations of transportation-vulnerable in the historically underserved Bayview Hunters Point community in San Francisco.

Name: Earth Mechanics, Inc. (EMI)
Role: Geotechnical Recommendations and Geotechnical Seismic Analysis

Founded as a California Corporation in 1989, EMI is a certified DBE/SBE firm specializing in transportation and waterfront infrastructure. EMI's services encompass a wide range of expertise, including the review of geotechnical and seismic data, field exploration, soil laboratory testing, seismic evaluation (liquefaction, seismic settlements, slope deformation, axial and lateral pile evaluations), foundation design, report preparation, and construction support. Renowned as one of the leading consultants in seismic design, earthquake engineering, and soil-pile-wharf interaction evaluation, EMI has consistently delivered exceptional pier and wharf improvement projects.

In addition, EMI has successfully completed more than 100 projects in collaboration with M&N including the OAK Airport Perimeter Dike (APD) Phase II Seismic Improvements and the Berths 55 through 59 Wharf Upgrades for the Port of Oakland as well as the Engineering On-Call Contract for the Port of San Francisco. EMI is also leading all geotechnical investigation and geotechnical engineering for the Port of Long Beach Pier Wind project with M&N. This extensive collaboration with M&N has fostered a synergistic approach, resulting in efficient project delivery.

Name: EHDD
Role: Architectural and Buildings

EHDD is a firm that is driven by ideas. They pride themselves in forward-thinking design that lasts for generations. Centered in San Francisco and Seattle, they have a robust portfolio of transformative waterfront projects on sites up and down the West Coast, from San Francisco Bay to Puget Sound.

Current waterfront projects feature resiliency, sea-level rise (SLR), tsunami analysis, and a myriad of complex shoreline permitting requirements and working with State regulatory agencies.

In today's economic climate, managing the design process to optimize bidding and pricing is crucial. They have applied design-build methodologies for some systems on recent projects to gain early subcontractor input and manage price escalation and supply chain issues. They are well-versed in the public bidding process and recognize the importance of delivering a tight and defensible set of documents to ensure project success in terms of cost and quality. EHDD is known by contractors and clients alike for the excellent quality of documentation.

Their experience includes working with regulatory agencies such as commissions, planning, and building departments. Establishing strong relationships, effective communication, and partnerships with these agencies are vital to successfully navigating the project approval process while preserving a project's vision.

Name: eTrac (Woolpert)
Role: Hydrographic/Bathymetric Surveying

eTrac was established in 2003 as a hydrographic survey and vessel positioning and instrumentation firm. eTrac has grown to include 63 employees in multiple offices along the coastal U.S. including California, Washington, Alaska, Texas, and South Carolina. The firm has a strong reputation among many sectors of the hydrographic community including government agencies, such as the U.S Army Corps of Engineers (USACE), National Oceanic and Atmospheric Administration (NOAA), and the Environmental Protection Agency (EPA), as well as private industries like marine construction, engineering firms, and petroleum industry contractors. eTrac's equipment fleet has also grown to include 17 geophysical survey vessels as well as several ultraportable, shallow water survey craft. They are committed to continual reinvestment in industry-leading equipment and knowledgeable staff to complete multibeam, single beam, side scan sonar, mobile light detection and ranging (LiDAR), sub-bottom sonar, and water-level surveys. In January of 2022, eTrac became a part of Woolpert, Inc. which has further expanded their staffing and equipment resources, as well as the ability to offer additional services such as aerial LiDAR and photogrammetry in-house. Their work experience includes the most challenging coastal environments, including dynamic tidal inlets, high energy surf zones, ports and navigation channels, and rapidly changing shoal systems. Their staff includes committed hydrographers and water level scientists, each participating in data acquisition and processing while implementing rigorous quality assurance/quality control (QA/QC) protocols.

Name: Foss Offshore Wind (Foss)
Role: Vessel Operations Consultant

Foss Maritime Company was founded in 1889 and provides a wide range of marine services including marine support for complex construction projects in international waters as well as harbors throughout North America. With a diverse and flexible fleet of tugs, barges, and special purpose craft - an exceptional project management and marine engineering staff - Foss helps customers handle complicated logistics required for major construction projects. Foss has an in-house marine engineering division,the Harbor Marine Group, which is comprised of naval architects, project management, and global logistics specialists who focus on analyzing and finding solutions for large-scale transportation projects. Foss is the premier provider of harbor towing on the U.S. West Coast and offers a complete range of maritime transportation services worldwide. Foss has offices in all major U.S. west coast ports, including Alaska and Hawai'i, and supports oil, mining, and construction operations globally.

Name: GRI
Role: Upland/Yard Improvement Geotechnical Engineering Support

Established in 1984, GRI has provided full-service geotechnical engineering, pavement engineering, geologic, and hazmat solutions for challenging projects with a focus on waterfront development projects. GRI's history provides a depth of expertise to help at any stage of project development, ranging from planning to design and construction. GRI has a southern Oregon coast office and has completed over 30 projects in California. Their California portfolio includes projects for Humboldt State University, the Chevron Eureka Terminal Facility, Sacramento Riverfront Wharf, San Diego Wharf extension, landslide monitoring along Highway 299, bluff stabilization along Pebble Beach Drive, and pavement management services for the Jack McNamara Airport. GRI has provided geotechnical services on more than 100 projects for ports, coastal/Federal authorities, and private and industrial clients throughout California, Oregon, and Washington. As a result of this long-term, advanced experience with docks, piers, terminal expansions, causeways, upland and yard improvements, access roads, parking lots, and utilities, they are very familiar with the unique considerations for project development, coordination requirements, permitting, design, and construction of waterfront development.

Name: Harris Miller Miller & Hanson Inc. (HMMH)
Role: Noise Reduction/Mitigation

HMMH was founded in 1981 to provide the highest quality noise consulting services to infrastructure owners. A spin-off from Bolt Beranek and Newman (BBN), their founders worked on some of the earliest, ground-breaking transportation noise challenges, such as work for the Port Authority of New York and New Jersey and Amtrak's Northeast Corridor.

Today, in addition to their noise practice, HMMH addresses emerging and technologically challenging projects, including air quality analysis, airport and airspace planning, and climate and energy solutions. HMMH is nationally recognized for tackling complex problems affecting our environment, while remaining faithful to their founders' legacy of technical excellence and client satisfaction.

Name: Kelly-O'Hern Associates
Role: Land and Boundary Surveying

The firm began offering surveying services in 1952 as a continuation of the practice of Frank Kelly, County Surveyor of Humboldt County. The firm has been in continuous operation since that time and was incorporated as Kelly-O'Hern Associates in 1985. Primary areas of practice are Humboldt, Del Norte, Trinity, and Mendocino Counties.

Name: Merkel & Associates, Inc. (M&A)
Role: Marine and Eelgrass Biology and Mitigation

M&A, founded in 1994, is a California-based woman-owned small business (WoSB) environmental consulting firm specializing in biological resource and regulatory issues. With a staff of 35 and offices in San Diego, Tiburon, and Arcata, California; Nehalem, Oregon; and Shelton, Washington. M&A provides its clients with a full range of ecological services in terrestrial, freshwater, and marine environments along the west coast of the U.S. M&A is recognized as a leading expert in nearshore marine resource management issues along the U.S. Pacific coast and is nationally recognized for eelgrass survey, management, and restoration expertise. With 101 successful eelgrass restoration projects conducted across four states and generating over 640 acres of new eelgrass, M&A has completed more successful eelgrass restoration than any other entity in the country. Much of the eelgrass restoration work has also integrated novel technology developments including biodegradable eelgrass planting unit anchors; restoration methodologies to minimize stress in donor sites and plant materials; synergistic habitat restoration designs for marshes, seagrass beds, reef, and flats restoration; and development of restoration methods for large-scale planting by use of dredging and sediment placement methodologies.

M&A has been an integral partner with the District and M&N in the planning and development of marine habitat mitigation options to support the Redwood Marine OSW and Heavy Lift Multipurpose Terminal. M&A has been instrumental in data collection and monitoring to understand the dynamics of eelgrass within Humboldt Bay and elsewhere along the Pacific coast. M&A has also been working to identify eelgrass mitigation opportunities within Humboldt Bay for the District, Caltrans, and others to identify mitigation opportunities to achieve anticipated future eelgrass mitigation demand in Humboldt Bay.

Name: Roscoe and Associates (RA)
Role: Archaeological/Tribal Coordination and Analysis

RA is a cultural resources consulting firm providing professional cultural resources management services to Federal, State, and local agencies; Northwest California Tribes; and private individuals. RA personnel have extensive experience implementing and meeting the full range of State and Federal legislative laws and regulations regarding prehistoric and historic cultural resources.

RA has the personnel, facilities, and equipment necessary to complete a variety of tasks in an efficient and timely manner including: project inventory; site mapping; excavation; historical research, identification and management of cultural resources as dictated by Federal and State laws; determining eligibility of sites to the California Register of Historic Resources, the National Register of Historic Places, and as Traditional Cultural Properties; Ethnographic Consulting; and construction monitoring.

Name: SHN
Role: Environmental Technical Expertise and Support

SHN is a multidisciplinary firm meeting the needs of communities in Northern California and Southern Oregon. Founded in 1979, SHN is comprised of approximately 115 employees who represent various disciplines, including civil/environmental engineering, environmental services, geosciences, planning and permitting, surveying, biological sciences, and materials testing/special inspection. By applying time-tested and contemporary methods, SHN offers its clients efficient, practical, sustainable solutions to challenging problems. Through its services, SHN strives to contribute to a socially responsible, dynamic, and rewarding environment for its clients, employees, and community at large.

By virtue of living and conducting business in Humboldt County since 1979, SHN is very familiar with local development challenges, especially those that affect the Humboldt Bay Harbor District. Many of SHN's projects are located near Humboldt Bay and on the bay side of the Samoa Peninsula. SHN has worked on more than 130 projects located directly on the Samoa Peninsula (including past and ongoing work at the RMT-I and RMT-II facilities). These projects represent their range of services, including environmental services [National Pollutant Discharge Elimination System (NPDES) permitting, environmental cleanups], civil engineering (infiltration basin design, sewer force main design and construction via horizontal directional drilling, outfall reuse feasibility), geosciences (groundwater modeling and power plant decommissioning), planning and permitting [Environmental Impact Report (EIR) studies], biological sciences (eelgrass surveys and aquaculture impacts), and materials testing and construction inspection (numerous projects around the Bay).

Name: W-Trans
Role: Transportation (Land)

W-Trans provides traffic engineering and transportation planning services that emphasize mobility within available resources and help transform streets to serve all potential users. They are skilled in retrofitting streets and roads to make walking, bicycling, and transit use safer and more convenient while also appropriately managing vehicle traffic. Changes to the California Environmental Quality Act (CEQA) now place more emphasis on alternative modes versus driver convenience, long-term this focus has become even more important.

Projects range from analyses for traffic studies, including Initial Studies and EIRs, traffic collision reduction programs, and transportation facilities design including traffic signal and roundabout design as well as pedestrian and bicycle facilities to downtown revitalization, streetscape planning efforts, and complete street projects. They offer a holistic approach to traffic engineering, realizing that solutions cannot be developed in a vacuum or strictly follow the standards of the past. *Traffic analysis and design must be sensitive to the context of the surrounding land use and community goals to be successful.*

Name: Xodus Group
Role: OSW Supply Chain and Workforce

Xodus Group is a global leader in offshore energy consultancy, with a diverse team of specialist engineers, consultants, and scientists across multiple disciplines. They are trusted by the industry to deliver authoritative, in-depth advice and analysis. Xodus is dedicated to supporting developers, policy makers, and enabling bodies by providing insight and tailored solutions to the challenges and opportunities posed by the OSW industry. With extensive experience in conducting global supply chain assessments, workforce planning, and stakeholder engagement and mapping, they are well positioned to offer strategic advisory services to clients worldwide in the planning and development of OSW projects. Xodus has significant track record in conducting Port, transport and install (T&I), cables/interconnectors, and engineering, procurement, construction, and installation (EPCI) studies for fixed and floating OSW development. Their experience across procurement, fabrication, transportation, marine navigation, construction, and execution as well as knowledge base in supply chain is key to providing a well-rounded and holistic assessment for OSW project development.

PROJECT MANAGEMENT TEAM

Our project management team will provide resources and leadership to help the District deliver the work efficiently and cost effectively. Each member of the project management team is experienced at delivering large, complex, multidisciplinary projects in a collaborative process working as an integrated team with the client. The following is a summary of proposed roles and responsibilities for the project management team:

- ***Project Director: Josh Singer***
  - Overall oversight of project team
  - Ensure project team has adequate resources assigned
  - Advise on key project decisions and strategies

- ***Project Manager: Shane Phillips***
  - Main point of contact for all communications
  - Chair regular meetings with the District to coordinate on progress
  - Overall leadership on scope, schedule, and budget of team
  - Provide leadership on key project decisions and strategies
  - Regular communication with the District to ensure the team is performing to the District's expectations
- ***Deputy Project Manager (DPM), Environmental: Adam Wagschal***
  - Work closely with environmental leads to develop and manage scope, schedule, and budget for all environmental tasks
  - Main point of contact for all external outreach and communication (responsible agencies, cooperating agencies, regulatory agencies, and other stakeholders)
  - Participate in regular meetings with the District to coordinate on progress
  - Chair internal meetings with environmental team to coordinate on progress
  - Review and approve environmental deliverables prior to submission to the District
  - Manage environmental subconsultant contracts
  - Manage the quality process and assign qualified staff to perform quality reviews
- ***DPM, Engineering: Younes Nouri***
  - Work closely with engineering leads to develop and manage scope, schedule, and budget for all engineering tasks
  - Participate in regular meetings with the District to coordinate on progress
  - Chair internal meetings with engineering team to coordinate on progress
  - Review and approve engineering deliverables prior to submission to the District
  - Manage engineering subconsultant contracts
  - Manage the quality process and assign qualified staff to perform quality reviews
- ***DPM, Planning: Matt Trowbridge***
  - Main point of contact for outreach to the OSW industry
  - Lead all OSW port planning deliverables and studies
  - Participate in regular meetings with the District to coordinate on progress
  - Chair internal meetings to coordinate on progress of OSW port deliverables
  - Review and approve OSW port deliverables prior to submission to the District
- ***Project Coordinator: Ashley Knipe***
  - Develop detailed work plan including project management plan and quality plan with input from Project Management team and feedback from the District
  - In close coordination with the District and Project Management team: develop and manage - an action item list, risk register, and the project schedule
  - Provide monthly progress reports to track task completion against schedule and spend
  - Work closely with project management team to develop monthly invoices
  - Schedule and coordinate meetings and meeting documentation
- ***Technical Leads***
  - Provide technical experience and expertise necessary to complete a task including assembling technical resources to support delivery of the task
  - Perform analyses, assessments, design, and studies, etc., as required by the task
  - Develop technical deliverables to document the work consistent with the scope of work and approved project work plan
  - Participate in calls/meetings with client and other stakeholders as needed

KEY TEAM MEMBER BIOGRAPHIES

SHANE PHILLIPS, PE/DPE/DCE

Project Manager (M&N)

Years of Experience: 30
Education: BS, Civil Engineering, Washington State University
MIPM, Infrastructure, Planning & Management, University of Washington
Registration: PE, Civil, CA, #57552

Shane Phillips is a civil and coastal engineer with more than 30 years' experience related to coastal, ports, marine, and waterfront facility planning and engineering. He has provided expertise in planning studies, feasibility evaluations, regulatory permitting, mitigation strategies, preliminary and final design, and construction engineering of ports, coastal, and navigation project work. He has led complex, multidisciplinary teams composed of architects, planners, regulatory specialists, engineers, and scientists from scoping through project completion for projects requiring strategic planning, stakeholder and public involvement, regulatory permitting, and engineering design. Project experience includes marine terminals (berth and landside facilities), navigation channel modification, dredging and dredged material management, navigation safety, roads, shoreline stabilization, ecosystem restoration, and resiliency improvements. He has been responsible for the development and completion of more than 350 projects along the Pacific and Gulf Coasts of the U.S. He has also led multiple OSW port infrastructure planning studies for the west coast over the past ten years. Shane has prior working experience at Humboldt as the project manager for this team for the first phase of the Redwood Marine Terminal OSW project as well as leading early phase OSW port infrastructure assessments and studies with the Schatz Energy Research Center.

JOSHUA SINGER, PE

Project Director (M&N)

Years of Experience: 23
Education: BS, Civil Engineering, Northeastern University/BS, Marine Biology, Boston University
Registration: PE, Civil, MA, #52625

Joshua Singer has 23 years of experience dedicated to inspecting, rehabilitating, and designing marine structures. He specializes in planning, developing, and designing ports to support the OSW industry. He currently leads M&N's efforts in this area and acts as project director and manager for these projects. He has an industry-leading understanding of the required OSW port criteria and how to implement efficient and cost-effective retrofits or new design installations. Clients in this area include OSW developers, OSW component OEMs, port authorities, and private landowners. He is also experienced with concrete, timber, and steel design and all relevant codes. Joshua leads a dedicated team of OSW port planners and engineers that works exclusively on OSW ports.

ADAM WAGSCHAL, MS

DPM Environmental (M&N)

Years of Experience: 23
Education: MS, Geography, San Diego State University/BS, Marine Fisheries, Humboldt State University

Adam Wagschal is a senior coastal planner working for private and public entities in environmental compliance, aquatic biology, and spatial analysis. He has worked as a consultant and a project proponent to obtain regulatory approvals under NEPA, CEQA, Federal and California Endangered Species Acts, Clean Water Act, Coastal Act, and California Harbors and Navigation Code. Adam has been working on research, permitting and environmental documentation projects in Humboldt Bay since 2008.

YOUNES NOURI, PhD, PE

DPM Engineering (M&N)

Years of Experience: 20
Education: PhD, Coastal Engineering, John Hopkins University/MASc, Coastal Engineering, University of Ottawa and Canadian Hydraulics Center/BS, Civil Engineering, University of Tehran, Iran
Registration: PE, CA, Civil, #83037/PE, WA, Civil, #21032861

Dr. Younes Nouri is a recognized specialist in analyzing and modeling wave, tsunami, and floating debris loads on structures. Younes also brings his knowledge of resiliency planning, including experience working with communities adapting for rising sea levels throughout the Pacific Northwest. Younes offers expertise in numerical modeling and engineering analysis of coastal processes, including tidal currents, waves, tsunamis, estimating wave/current/floating debris loads on structures, propwash scour analysis, passing vessel and mooring analysis, and sediment transport.

MATTHEW TROWBRIDGE, PE/SE/P.ENG

DPM OSW Terminal Planning (M&N)

Years of Experience: 15
Education: MCE, Civil Engineering with Structural Engineering Emphasis, University of South Florida, Tampa/BS, Civil Engineering, Rose-Hulman Institute of Technology
Registration: PE, CA, Structural, #S6197/PE, CA, Civil, #C78789

Matt Trowbridge has extensive experience leading multidisciplinary teams in the design and construction of marine terminals and major port infrastructure projects, including OSW ports and support facilities. He regularly delivers projects at greenfield and brownfield sites including at or near active terminals. A seasoned project manager, he is a strong communicator and experienced at listening to and understanding client and stakeholder needs and managing the projects to address those goals. He has spent years as a structural inspector and underwater engineer diver and is experienced in evaluating the condition of marine structures. His experience in leading studies, preliminary engineering, and environmental document technical studies, and delivering detailed engineering of OSW ports on the U.S. west and east coasts for fixed and floating installations will provide value to this project.

ASHLEY KNIPE, EIT

Project Coordinator (M&N)

Years of Experience: 3
Education: MS, Structural Engineering, University of California San Diego/BS, Architectural Engineering, University of Oklahoma
Registration: EIT, CA,#5174803

Ashley Knipe has three years of experience in the structural design and evaluation of marine structures and port infrastructure facilities. For the past two years, she has focused on studies, planning, design, and modeling for OSW port projects on the U.S. west and east coasts. Ashley has co-authored reports on these subjects, documenting assessments and analyses of new and existing ports, as well as greenfield sites. These include the AB 525 Port Readiness Plan, Bureau of Ocean Energy Management (BOEM) California Regional Ports Assessment, BOEM California Regional Ports Feasibility Analysis, NREL West Coast Ports Strategy Study, and the Port of Long Beach Pier Wind Conceptual Design Report, among others. Ashley also works closely with multidisciplinary teams to develop feasibility studies, construction drawings, specifications, cost estimates, and structural calculation packages. Based on this work, she has a strong understanding of the criteria required for OSW port development and how to implement efficient and cost-effective designs for retrofits or new installations.

ROB SLOOP, PE

Baywide Master Planning (M&N)

Years of Experience: 26
Education: ME, Coastal and Oceanographic Engineering, University of Florida/BS, Mechanical Engineering, University of South Florida/Minor Degrees in Philosophy, Environmental Engineering, & Marine Biology
Registration: PE, CA, Civil, #C72878

Rob Sloop is the Director of Waterfront Destinations for M&N and leads the planning, permitting, design, and engineering teams that create ideas and deliver projects for the places along the shoreline that attract people. With 26 years of diverse engineering experience on a wide range of U.S. and international based projects, Rob brings expert-level knowledge in coastal, environmental, ecosystems, and waterfront design. His focus is on applying these skills to increase the resiliency of waterfront projects with creative and practical solutions using the best of today's science, while considering future variability and the time value of investment dollars. He has taught "Clean and Resilient Marinas" courses and participated in panels as a resiliency expert for the Urban Land Institute's National Studies at Camden, NJ and Annapolis, MD. Recently, Rob and Matt Trowbridge co-authored "Evolution of America's Ports: Rise of Real Estate as a Diversification Strategy" for a COPRI Ports Conference.

Rob has also recently completed Master Planning for the City of Long Beach Peninsula and Downtown Shoreline, California State University Maritime Academy, Seaport San Diego, Crescent City Harbor District, Port of Anacortes, Miami Dade County Back Bay, Liberty National Marina, NJ and Harbor Place in Baltimore, MD.

JEREMY SVEHLA, PE, QSD/P

Terrestial/Wetland/Habitat Assessment & Mitigation (GHD)

Years of Experience: 20
Education: BS, Environmental Resources Engineering, Humboldt State University
Registration: PE, CA, Civil, #72169/Qualified Stormwater Pollution Prevention Plan (SWPPP) Developer/Practitioner, #00159

Jeremy Svehla has more than 20 years of experience in water resources and coastal engineering, encompassing a broad range of engineering design, project management, and construction management for large-scale multi-benefit projects related to habitat restoration, flood reduction, public access, and coastal resiliency. This has involved managing the Eel River Restoration Program comprised of four projects including the Salt River Ecosystem Restoration Project, Centerville Slough Restoration Project, Ocean Ranch Restoration Project, and Cannibal Island Restoration Project. These have included restoration of 7.7-miles of Salt River, 2.5-miles of Centerville Slough, 1,500 acres of salt marsh, and 40 acres of coastal dunes in the Eel River Estuary. His skills include grant writing, geomorphic assessments, shoreline assessments, 2D hydrodynamic modeling, riverine and estuarine habitat restoration design, and SLR adaptation planning. He has served as project director, project manager, and engineer of record for the majority of GHD's high-profile resiliency projects. As a testament to the quality of his service, Jeremy was named the ASCE San Francisco Section North Coast Branch "Engineer of the Year" in 2015.

BRETT VIVYAN

Access Roads/Roadway Connections (GHD)

Years of Experience: 12
Education: BS, Environmental Resources Engineering, Humboldt State University
Registration: PE, CA, Civil, #85167/Qualified Stormwater Pollution Prevention Plan (SWPPP) Developer/Practitioner, #25527

Since joining GHD in 2010, Brett Vivyan has worked on environmental and civil engineering projects as project manager, technical lead, design engineer, hydraulic modeler, construction manager, and construction inspector. He currently serves as the On-Call District Engineer for the Peninsula Community Services District and Manila Community Services District. He assists clients with project development, securing funding, design, hydrodynamic modeling, analyses, and permitting. His projects focus on drainage hydraulics, flood control, coastal resiliency, habitat restoration, stormwater low impact development (LID), water storage and distribution, wastewater collection and treatment, and pedestrian safety.

JOHN MARKAM, MPH, PWS

Permitting (ICF)

Years of Experience: 21
Education: BA, Biological Sciences, Colorado College/MPH, UCLA, Environmental Health Science
Registration: Professional Wetland Scientist (PWS)/California Rapid Assessment Method Trainer, CRAM Version 6.1, Riverine and Estuarine Wetlands

John Markham is a stream and wetland ecologist with more than 20 years of experience in the regulatory field, including 13 years as a Federal regulator and environmental coordinator with USACE Los Angeles District Regulatory and Planning Divisions, USACE Institute for Water Resources, and the USEPA Headquarters Office of Water. He specializes in Federal and State regulatory compliance, programmatic permitting, conditional assessment methods, third-party programmatic compensatory mitigation programs, and watershed planning. John's roles have included accomplishments with agencies, such as Port of Long Beach, USACE, Ventura County and Santa Barbara County Flood Control District, and Vandenberg Air Force Base. John leads or advises in developing proposals, environmental baseline studies, and NEPA compliance documents (EISs/EAs) for a variety of business lines. He also leads permitting and mitigation efforts for large-scale infrastructure and ecosystem restoration projects and conducts technical QA/QC review on technical studies and compliance reports.

SALLY ZEFF

CEQA/NEPA (ICF)

Years of Experience: 30
Education: MUP (Urban Planning), University of Michigan/BA, Medieval Studies, Reed College
Registration: American Institute of Certified Planners (AICP), #1600

Sally Lyn Zeff has more than 30 years of experience in environmental consulting, management, permitting, mining consulting, and planning consulting; she also has extensive experience serving as a public agency planner. She has strong qualifications in general plans, land use, energy, traffic, housing, agriculture and farmland conservation, mining, and related environmental analyses. Sally is also experienced in preparing documentation for CEQA and NEPA compliance and permitting, related to mixed-use land development, ports, transportation, renewable, fossil, and nuclear energy, habitat conservation plans, agricultural processing and mining. Her urban, regional, and rural planning experience includes general plan work, site analysis, feasibility studies, and mine inspection programs.

Sally also provides strategic CEQA advice for a variety of clients, helping with CEQA and NEPA streamlining, risk management and getting the most value out of CEQA and NEPA documents, including programmatic and large project environmental documents.

SCOTT LAGUEUX, AICP/LEED SP/ENV SP

Green Terminal Strategy & Construction Plan (M&N)

Years of Experience: 25
Education: MA, Urban and Regional Planning, University of Florida/BS, Business Administration, University of Florida
Registration: American Institute of Certified Planners, #95533/LEED AP, #10042951/Envision Sustainability Professional

Scott Lagueux has more than 25 years experience as a planner, designer, and advisor. Scott has led a broad spectrum of project engagements, from feasibility and strategic planning initiatives to spearheading multidisciplinary design and engineering teams involved in large-scale destination development and coastal transformations.

Scott embraces his role as a translator of client need and inherent site value into clear, compelling visions of the future underpinned with actionable plans for achievement. His work spans across the U.S. and more than 80 countries, with clientele ranging from cities, ports, water dependent industries, and developers.

JEN STOCK

Visual Resources (ICF)

Years of Experience: 25
Education: BLA, Landscape Architecture, Pennsylvania State University
Registration: PLA, CA, #5155

Jennifer Stock brings 25 years of expertise in visual analysis with a background in habitat restoration/ mitigation planning and design. She has prepared visual resources and shade/shadow analyses for proponents' environmental assessments (PEAs), environmental assessments (EAs), initial studies (ISs), environmental impact Statements (EISs), and EIRs. Jennifer provides visual/aesthetic impact analysis on a wide range of projects across varied visual landscapes, and is well-versed in working with Federal Highway Administration (FHWA), USDA Forest Service (Forest Service), and U.S. Bureau of Land Management (BLM) visual assessment methodologies. Her visual resource assessment services include expert analysis for NEPA and CEQA environmental compliance and evaluation of photo-realistic simulations and geographic information systems (GIS) viewshed mapping. Thorough analysis is provided for simple to contentious projects at the programmatic and project levels. Jennifer's project experience includes roadway and railway projects; water delivery and water transport projects; wind and solar renewable energy projects; residential, educational, medical, and commercial development projects; transmission line, pipeline, and sewage outfall projects; recreational and multiuse projects; and mining and dredging projects. Her project experience includes work in California, the Pacific Northwest, Montana, Utah, and Alaska.

KRISTEN ORTH-GORDINIER

Public Outreach (GHD)

Years of Experience: 8
Education: MS, Environmental Science & Management, California Polytechnic University Humboldt/BS, Environmental Biology & Zoology, Humboldt State University

Kristen Orth-Gordinier has been a natural resource consultant for eight years. Her professional experience has focused on project development, community engagement, planning, design, and grant writing. Her portfolio of projects includes natural resource restoration and enhancement, trail planning, park improvements, and urban development. Her permitting and regulatory experience includes CEQA, California Coastal Act, and Clean Water Act Sections 404 and 401. She has developed community outreach plans, led in-person public meetings, facilitated online workshops, and conducted online surveys.

RESUMES

Resumes for the project management team and key staff on the organization chart are found in the Appendix.

TEAM'S KNOWLEDGE AND EXPERIENCE

Having worked on the first phase of the project with the District, the M&N team has unparalleled experience as well as local experience and relationships with nationally recognized experts in OSW energy and port design that will allow us to continue the work completed in phase one with minimal or no "ramp-up". The team has completed hundreds of local development design and permitting projects. We understand the local regulatory and political environment and issues that are important to the community. We also have an in-depth understanding of Humboldt Bay's physical, biological, and cultural environment.

The Project Team is also sensitive to the importance the Project has for the region's economic development while also representing a large-scale environmental and social change for the community. Due to the scale and local importance of the Project, the design process will require close collaboration with community members and agencies. Our team has key local staff who have earned respect and trust from local stakeholders, Tribes, and agencies. We will continue to facilitate meaningful engagement with these entities to develop Project support that will be necessary to achieve Project goals and meet the schedule.

RELEVANT QUALIFICATIONS AND EXPERIENCE: WHY SELECT THE MOFFATT & NICHOL TEAM?

Floating OSW Port Experience	M&N is the industry leader at developing floating OSW ports in the U.S. We understand the OSW industry including the logistics to construct and operate a floating OSW terminal. M&N designed three OSW terminals on the east coast that are now operational. We are also leading the development of the Port of Long Beach Pier Wind project. M&N has also worked with multiple floating OSW developers and operators in the U.S. This in-depth knowledge and experience of floating OSW design, construction, and operations will add value and efficiencies to the District on this project.
Local Experts	M&N has assembled a team that has significant local knowledge and historical experience working in Humboldt Bay and Humboldt County including GHD, ICF, SHN, H.T. Harvey & Associates, Kelly-O'Hern, Merkel & Associates, Northern Hydrology & Engineering, Roscoe and Associates, and Schatz Energy Research Center. Our team's local experience and expertise is unmatched.
Led Previous Project Phases	The M&N Team has a strong understanding of the District's goals, priorities, objectives, and concerns for the Project through our experience delivering the first phases. Successfully completing these phases of work demonstrates our ability to deliver a complex, multidisciplinary project managing multiple priorities and overseeing a large team of subconsultants. Notably, our team was under budget for this phase. You can trust our team to continue to deliver for the District.
Additional Depth and Capacity	M&N is excited to add GHD to the team who bring more than 70 years of experience working in and around Humboldt County. This includes leading the recent Nordic Aquafarms project on the Samoa peninsula. GHD will have a meaningful role adding local experience and depth to the team.
U.S. OSW Ports in Operation	M&N led the development of three of the four OSW ports in the U.S. that are currently in operation. For these projects, M&N was involved from the initial feasibility study phase through detailed engineering, permitting, construction, commissioning, and initiation of operations. This includes the New London State Pier terminal in New London, CT, the New Jersey Wind Port in Lower Alloys Creek, NJ, and the Dominion Portsmouth Marine Terminal in Portsmouth, VA. This experience of delivering completed OSW port projects will add value to the District for this project.
Floating OSW Port and Supply Chain	Our team has a unique understanding of how the District's project fits into the U.S. west coast OSW supply chain as M&N has led many of the port infrastructure and supply chain studies on the U.S. west coast. This includes delivering the California AB 525 Port Readiness Plan and AB 525 Workforce Development Readiness Plan, serving as the port consultant for the NREL West Coast Ports Strategy Study, and delivering several port supply chain studies for BOEM such as the Port of Coos Bay Infrastructure Assessment for Offshore Wind Development (BOEM 2022-073), California Floating Offshore Wind Regional Port Assessment (BOEM 2023-010), and California Floating Offshore Wind Regional Ports Feasibility Analysis (BOEM 2023-038). Through these assignments, the M&N Team has developed a deep understanding of the potential supply chain opportunities for ports in the floating OSW industry. Xodus will provide additional expertise with supply chain analysis.

Major Port Development Projects	M&N is an expert at delivering major port development projects for all cargo types. Since our founding in 1945, we work with port authorities and harbor districts to deliver complex and challenging marine infrastructure projects. Our team has a deep bench of experts that have delivered similar large, multidisciplinary projects such as the Port of Long Beach Middle Harbor Redevelopment project, the Port of Seattle Terminal 5 Redevelopment, Naval Weapons Station Seal Beach, Port of Vancouver Robert Banks Terminal 2, Port of Vancouver Centerm Container Terminal, U.S. Navy Hawaii Dry Dock 6, and U.S. Navy Bremerton Multi Mission Dry Dock projects.
Strong Project Management Team	Our proposed Project Management Team (Shane Phillips, Adam Wagschal, Younes Nouri, Matt Trowbridge) are experts in their respective fields and have delivered for the District on previous assignments. Our team is committed to delivering this project for the District and has significant experience leading and managing complex multidisciplinary teams from planning, permitting, engineering, and construction. This leadership team understands the importance of completing this work on schedule and on budget especially since it is grant funded.
Depth and Capacity	Our team has a deep bench of qualified engineers, planners, and regulatory specialists that will be dedicated to the District. This comprehensive team will be key to helping the District deliver this project on an aggressive schedule.

OTHER RELEVANT QUALIFICATIONS AND EXPERIENCE

As described throughout this statement of qualifications, our team has extensive experience coordinating with OSW developers, OSW technologists, terminal operators, construction companies, and ports. We also authored most of the foundational reports describing OSW port needs and designed three OSW port facilities currently in operation on the east coast. Our relationships and deep knowledge of OSW port infrastructure requirements are key assets for fund raising, grant writing, recruitment of OSW port tenants, and strategic planning. We have a strong grant writing team with extensive experience successfully obtaining Federal and State funding for port projects. We also have experience implementing Federally and State funded projects, including projects funded through the Port Infrastructure Development Program (PIDP).

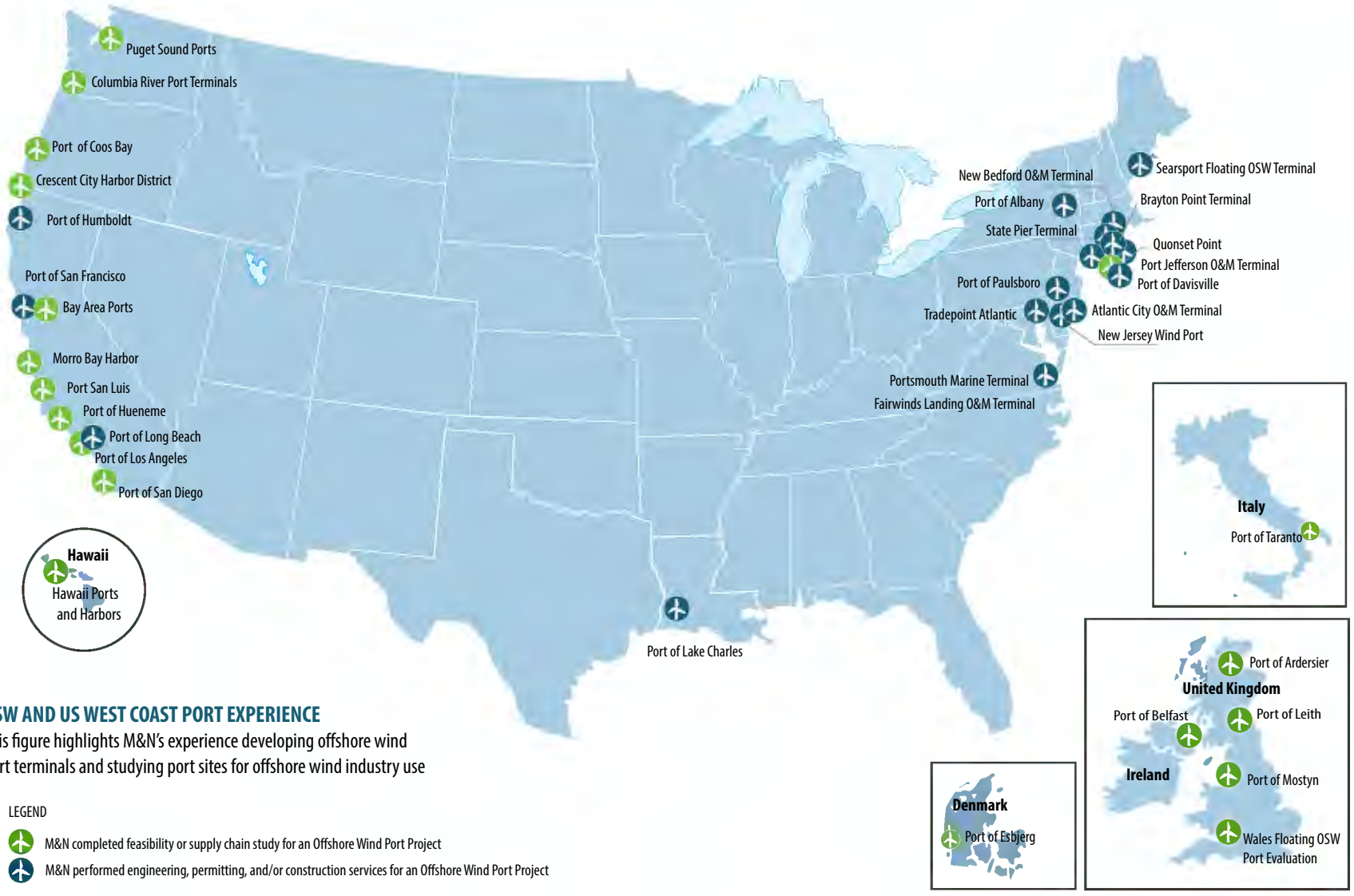
REFERENCE PROJECTS

The figures on the following pages show a summary of recent projects completed that demonstrate our team's knowledge and experience relevant to this project and M&N's experience developing OSW port terminals.

The list of nine projects following the figures demonstrate our team's experience in completing projects of this magnitude and scope.

Qualifications and Experience (RFQ Section 12.2.c)	State Pier Complex OSW Terminal New London, CT	Port of Long Beach Middle Harbor Master Planning and Design Long Beach, CA	New Jersey Wind Port Lower Alloys Creek, NJ	Nordic Aquafarms, Samoa, CA	Coos Bay Channel Modification Coos Bay, OR	Yusen Container Terminals Improvements Los Angeles, CA	Port of San Diego Tenth Ave Marine Terminal Redevelopment Plan San Diego, CA	Elk River Habitat Restoration Eureka, CA	RMMT OSW Terminal Samoa, CA	Port of Long Beach Pier Wind Long Beach, CA
Project Type	OSW Port Terminal	Container Terminal	OSW Port Terminal	Local Development	Navigation Channel	CEQA/NEPA	CEQA/NEPA	Habitat Restoration / Mitigation	OSW Port Terminal	OSW Port Terminal
Project Status	In Operations	In Operations	In Construction	Permitting Phase	EIR/EIS Development	EIR/EIS Completed	EIR/EIS Completed	Construction Complete	Preliminary Engineering	Preliminary Engineering
Heavy lift marine terminals and associated cranes, wharfs, and uplands	✈ 5,000 psf wharf	✈ 1,000 psf wharf	✈ 6,000 psf wharf		✈ 1,000 psf wharf				✈ 6,000 psf wharf	✈ 6,000 psf wharf
Ground compaction, sub-surface ground improvements, and related treatments to achieve high bearing capacities	✈	✈	✈						✈	✈
Access roadways and utility networks for marine industrial site development	✈	✈	✈	✈	✈				✈	✈
Development for offshore wind industries, especially floating offshore wind	✈		✈						✈	✈
Large scale capital dredging	✈	✈	✈		✈				✈	✈
On-going maintenance dredging	✈	✈	✈		✈				✈	✈
Dredge material management, sampling analysis plans, testing, disposal, beneficial reuse, and associated agency/ community engagement/coordination		✈			✈				✈	✈
Compensatory biological/ecological mitigation (terrestrial and marine), particularly in Humboldt Bay		✈		✈	✈			✈	✈	✈
Caltrans Class I trails, particularly in Caltrans District 1								✈	✈	
Designing to avoid/minimize impacts at site on/near sensitive coastal resources, particularly in Humboldt Bay	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈
Minimizing the impacts of construction and operations to neighboring residential sites, including sound attenuation, visual screens, sound walls, fencing, operational planning, low impact lighting, and/or other related features				✈					✈	
Tribal engagement				✈					✈	
Broad stakeholder and community engagement				✈	✈	✈	✈	✈	✈	✈
Coordinating design and environmental analyses to incorporate mitigation features and move rapidly into construction after discretionary approvals are received		✈			✈	✈	✈		✈	✈
Marine Terminal California Environmental Quality Act					✈	✈	✈			✈
Marine Terminal National Environmental Policy Act					✈	✈	✈			✈
Permitting				✈	✈	✈	✈			✈
Visual Analyses & Simulations				✈		✈	✈			✈
Noise Analysis and Reduction						✈	✈			✈
Cultural Resources				✈		✈	✈			✈
Design Coordination with OSW Developers	✈	✈	✈						✈	✈
Agency Coordination	✈	✈	✈	✈	✈	✈	✈		✈	✈
Port Master Planning		✈			✈					✈

SUMMARY OF RECENT RELEVANT COMPLETED PROJECTS

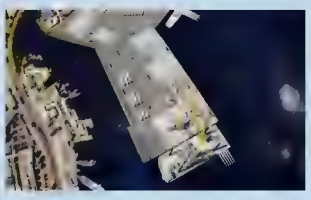


OSW AND US WEST COAST PORT EXPERIENCE

This figure highlights M&N's experience developing offshore wind port terminals and studying port sites for offshore wind industry use

LEGEND

- M&N completed feasibility or supply chain study for an Offshore Wind Port Project
- M&N performed engineering, permitting, and/or construction services for an Offshore Wind Port Project



Connecticut State Pier Complex Offshore Wind Terminal

Status: In operations **Project Type:** OSW Port Terminal

Location of Work: New London, Connecticut **Date:** 2019-ongoing

Client: Connecticut Port Authority

Key Staff Experience: Matt Trowbridge, Josh Singer, Xiuying Xing

Significance: Example of a heavy-lift (5,000 psf) OSW port terminal project delivered from conceptual phase through construction and is now in operation.

M&N completed detailed design for an OSW wind turbine generator (WTG) port. This terminal (30-acres of uplands and 8-acres of marine infrastructure) is designed to import, stage, pre-assemble, and load out turbine, tower, and blade components for large commercial scale OSW installations. The terminal previously imported bulk material and required retrofits and upgrades to the existing marine infrastructure. M&N completed a feasibility study and concept design working with the developer to gain a firm understanding of the WTG logistics and component handling requirements. The terminal was designed to accommodate multiple OSW logistics models so that maximum flexibility for various projects and operators can be maintained.

Upland design consisted of demolition of existing buildings, site grading and compaction, and design of a storm water system and electrical systems (including nacelle plug in ports). Marine infrastructure design consisted of ± 1,000-foot heavy lift bulkhead, pile-supported structures to accommodate loads up to 5,000 psf and 800 tons, and 7-acres of in-water fill placement between two existing piers. M&N worked closely with the regulatory agencies providing permitting drawings, resources calculations, and technical permitting assistance. **The terminal started operations in 2023 and has already supported the assembly and delivery of approximately 160 turbine systems for three OSW projects that will provide power to Connecticut, New York, and Rhode Island.**

Middle Harbor Redevelopment

Status: In operations **Project Type:** Container Terminal

Location of Work: Long Beach, California **Date:** 2009-2019

Client: Port of Long Beach

Key Staff Experience: Matt Trowbridge, Xiuying Xing, Eric Smith, Raj Varatharaj

Significance: Working with a port agency to plan, design, and construct a major port redevelopment project.

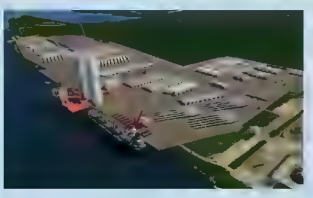
This redevelopment project is a 340-acre modernization project that combined and reconfigured existing Piers D, E, and F and included more than 4,000 linear feet of newly constructed container wharf. **M&N** provided overall program management services, planning, and design for a 340-acre, fully automated container terminal and intermodal yard capable of handling more than three million TEUs annually. M&N also provided operational **master planning** for the terminal and facilities, provided overall program management, designed dredging for five million cubic yards of fill to create 55 acres of new land, supported permitting, and provided terminal planning and engineering design for the terminal infrastructure.

The existing container shipping terminals were old, outdated, and required upgrades to improve efficiency and environmental performance. The redevelopment project uses new technologies and upgraded infrastructure to improve the environment and support the economy and jobs. The $1.6 billion project combines and upgrades two aging, irregularly shaped container cargo terminals to create one rectangular-shaped facility that operates in a more efficient and environmentally friendly manner.

Throughout the project, M&N worked closely with the Port of Long Beach and the port's terminal operator to fully integrate the terminal's infrastructure, operations, automated equipment, maintenance requirements, and environmental controls to assure that the completed terminal is cost-effective and meets all operational requirements.

After completing the master planning, M&N was responsible for designing the civil infrastructure, including the wharf, channel deepening, and land reclamation. Design work also included the automated container yard, semi-automated intermodal yard, heavy-duty pavement, and automated gates.

The redevelopment was completed in phases to allow the terminal operator and the Port to start to generate revenue. The project has received many accolades, including the ***2015 ASCE Region 9 Outstanding Construction Project Award*** for the first phase.



New Jersey Wind Port

Status: In construction **Project Type:**OSW Port Terminal

Location of Work: New Jersey **Date:** 2019-ongoing

Client: New Jersey Economic Development Authority

Key Staff Experience: Matt Trowbridge, Josh Singer, Jeremy Patapoff, Gwen Lawrence

Significance: Example of a heavy-lift (6,000 psf) OSW port terminal project delivered from conceptual phase through detailed engineering and is now in construction.

M&N led detailed design of a WTG port that will import, stage, pre-assemble, and loadout turbine, tower, and blade components for large commercial scale OSW installations. The new Port will provide a combination of purpose-built marshalling and manufacturing space, heavy-lift wharfs, and connectivity to an existing Federal navigation channel for access to the Atlantic Ocean. The greenfield site will be transformed to a fully functional multipurpose port facility with allowable live load capacities up to 6,000 psf. Work includes dredge design of a 4,500-foot-long by 500-foot-wide deep water access channel to an existing Federal navigation channel. Terminal improvements will include deep draft vessel berth for importing of wind turbine components and a deeper berth designed to accommodate use of a jack-up vessel to assist with component assembly.

M&N provided navigation safety and vessel accessibility analysis, stakeholder outreach (industry, governmental), dredging assessment, final engineering design, and construction cost estimating. Services provided include full civil design of the uplands, navigation safety and vessel accessibility analysis, stakeholder outreach (industry and governmental), dredging assessment, final engineering design, and construction cost estimating.

Nordic Aquafarms

Status: Permitting Phase **Project Type:** Local Development

Location of Work: Samoa, CA **Date:** 2019-present

Client: Nordic Aquafarms

Key Staff Experience: GHD: Jeremy Svehla, Brett Vivyan, Steve Allen, Frank Penry - H.T. Harvey: Sharon Kramer, - ICF Team

Significance: Engineering and environmental experience adjacent to the Project site.

The Nordic Aquafarms Project is adjacent to the proposed Project site and will construct approximately 30 acres of structures to produce approximately 27 metric tons annually of high quality fish. **GHD** has conducted environmental and engineering (structural and civil) tasks, produced all the required environmental and biological studies, and prepared the CEQA EIR. Permits are being acquired from the County of Humboldt (Coastal Development Permit for terrestrial development), Air Quality Managements District (use of generators), the CCC (Coastal Development Permit for the effluent discharge into the Pacific Ocean), and the Regional Water Quality Control Board (effluent discharge int the Pacific Ocean). The EIR also analyzes construction and operation impacts associated with the District's bay intakes and RMT2 dock and Red Tank dock, including necessary offsite biological mitigation associated with operation of the intakes.

Coos Bay Channel Modification Section 204/408 Studies

Status: EIR/EIS Development **Project Type:** Navigation Channel

Location of Work: Coos Bay, Oregon **Date:** 2022-ongoing

Client: Oregon International Port of Coos Bay

Key Staff Experience: Shane Phillips, Younes Nouri, Jeff Sheldon, Kyle Landon, Eric Smith, Gwen Lawrence, Pablo Faria

Significance: Example of a major Federal channel modification project.

The Oregon International Port of Coos Bay (OIPCB) in southwest Oregon is the largest deep-draft coastal harbor between San Francisco Bay and Puget Sound. To expand port services and accommodate larger deep draft vessels, the port engaged a team to conduct studies of potential navigation improvements under the authority granted by Section 203 of the Water Resources Development Act (WRDA). The study paved the way to authorize the port's navigation channel as eligible for maintenance dredging by the USACE after non-Federal construction is completed.

M&N, as a member of the study team, performed the engineering portions of the project assessments and feasibility studies associated with the Section 204 effort. Extensive numerical modeling was performed to address the potential environmental effects of the proposed channel alterations as well as future costs associated with maintenance dredging.

M&N compiled, developed, and provided design parameters for site environmental conditions, channel/turning basin, dredging, jetty repairs and improvements, aids to navigation, sediment transport, and maintenance dredging.

Container Terminal Improvements EIR/EIS

Status: EIR/EIS Completed **Project Type:** CEQA/NEPA

Location of Work: Los Angeles, CA **Date:** 2013-2014

Client: Yusen Terminals, Inc.

Key Staff Experience: John Markham (ICF)

Significance: CEQA and NEPA for a terminal development project. Analysis of transportation, biology, cultural, air quality/GHG/health risk, noise impacts, and development of photo-simulations.

ICF prepared a joint CEQA and NEPA environmental document (joint EIR/EIS) for improvements to a container terminal to improve efficiency and accommodate larger vessels, which included deepening and dredging, replacing/adding gantry cranes, adding rail track, and backland improvements. The team provided evaluation of transportation impacts within and outside of the Port, biological analysis, cultural resources studies, air quality/GHGs/health risk analyses, noise studies, and visual simulations of the additional gantry cranes. The project was analyzed for consistency with the California Coastal Act, State Tidelands Trust Act, Port Master Plan, San Pedro Bay Ports Clean Air Action Plan and Water Resources Action Plan, and relevant City of Los Angeles plans and policies.

Elk River Estuary Habitat Restoration

Status: Construction Complete **Project Type:** Habitat Restoration/Mitigation

Location of Work: Elk River Estuary and Tidal Enhancement, Humboldt Bay **Date:** 2021-2023

Client: City of Eureka

Key Staff Experience: Brett Vivyan, Jeremy Svehla, Kristen Orth-Gordinier

Significance: Habitat mapping, habitat restoration/engineering design, construction management, public access (trails and boat launch)

GHD assisted with habitat mapping, engineering design, plans, specifications, construction documents, and construction management for the Elk River Estuary and Tidal Enhancement Project. The goal was to enhance the tidal channel network, intertidal wetlands, and riparian habitat of the inter-tidal habitats on approximately 114 acres adjacent to the Elk River. Additionally, the project increases public access to the Elk River Spit, Elk River, and Humboldt Bay by creating over one mile of bike path and boat launching access. The existing Project area habitats include pasture, coastal scrub, degraded seasonal wetlands dominated by pasture grasses, and salt marsh dominated by invasive Spartina densiflora.

This project restores a functioning tidal marsh complex with native vegetation and a network of tidal channels to allow for full tidal exchange with the Elk River. The marsh enhancements converted degraded seasonal freshwater and brackish wetland, previously used for livestock grazing, to inter-tidal salt marsh wetlands and tidal channels. Tidal channels consist of open water, eelgrass, and mudflat habitats.

Humboldt Bay OSW Heavy Lift Marine Terminal

Status: 15% Design **Project Type:** OSW Port Terminal

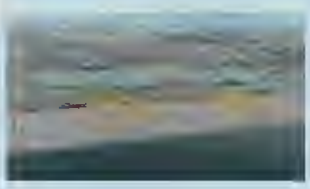
Location of Work: Humboldt Bay, CA **Date:** 2022-ongoing

Client: Humboldt Bay Harbor, Recreation and Conservation District

Key Staff Experience: Shane Phillips, Josh Singer, Adam Wagschal, Matt Trowbridge, Younes Nouri, Xiuying Xing, Jeremy Patapoff, Pablo Faria, Sharon Kramer (HTH), Whelan Gilkerson (M&A), Gary Simpson (SHN), Jeff Anderson (NHE), Arne Jacobson (Schatz)

Significance: Working with the District on the proposed Project.

M&N served as the prime consultant to assist the Humboldt Bay Harbor, Recreation, and Conservation District with the planning, engineering special studies, and early phases of environmental documentation and permitting for the redevelopment of the approximate 180-acre site to serve the OSW industry. Major work items completed included: civil and marine engineering to a 15% design; construction cost estimates; CEQA EIR Notice of Preparation and Draft Initial Study, setting sections and project description; applications for primary project permits; biological, wetland, visual, geotechnical, hydrodynamic, SLR, tsunami, bay/upland transportation, and cultural resource studies; habitat mitigation/restoration design; surveying; land use coordination with the County of Humboldt; workforce assessment; and tribe, stakeholder, and agency outreach.



Pier Wind Terminal

Status: Preliminary Engineering **Project Type:** OSW Port Terminal

Location of Work: Long Beach, CA, **Date:** 2022-present

Client: Port of Long Beach

Key Staff Experience: Josh Singer, Matt Trowbridge, Ashley Knipe, Jeremy Patapoff, Cengiz Cengizhan, Khoa Pham, Gwen Lawrence, Pablo Faria, Jerry Neal, Eric Smith, Xiuying Xing, Shelly Anghera, Raj Varatharaj (EMI)

Significance: Example of a similar west coast heavy-lift (6,000 psf) OSW port terminal for floating OSW.

M&N is serving as the Owner's engineer to help develop the Pier Wind project at the Port of Long Beach (POLB). The proposed Pier Wind project includes the master plan and construction of a new 400-acre terminal and 30-acre transportation corridor built within the Outer Harbor of the Port to support the manufacture and assembly of OSW turbines. The Port is proposing to dredge approximately 50 million cubic yards (MCY) of sediment from the navigation channels, berths, Western Anchorage Sediment Storage Site (WASSS), and additional adjacent areas. The creation of land will require the placement of an estimated 9.5 MCY of rock, 46 MCY of fill, and 4.7 MCY of surcharge to an estimated elevation of +38 mean low-low water (MLLW). The project includes installation of approximately 11,750 deep foundation piles for a 7,500 foot-long heavy lift wharf capable of supporting a 6,000 psf design live load for heavy lift OSW crane activities. The project includes a surcharge and wick draining program to consolidate the placed fill to create uplands capable of heavy-lift crane and self-propelled modular transport (SPMT) operations. The project includes significant wet storage areas consisting of floating docks and buoy anchorages to support temporary storage and commissioning of turbine systems prior to tow-out.

The project is being developed on an aggressive schedule to position the terminal to support the OSW industry and help California achieve OSW deployment targets. This includes the development of a project delivery strategy that evaluated procurement approaches and aligned the preferred delivery strategy with the project needs, timeline, and Port preferences and strengths. The business strategy plan also evaluated potential funding sources and established strategies for potential tenants and leasing approaches.

M&N is leading all technical studies and engineering input to support the development of the Environmental Document. M&N delivered a comprehensive field investigation program consisting of an overwater geotechnical investigation program, a wave data collection program, and sediment sampling and testing program. The project is currently in the 15% design phase.

When complete, the Pier Wind terminal will be the largest at any U.S. seaport specifically designed to accommodate the floating OSW industry. M&N was involved from project conception and is currently supporting the Port to deliver this project. M&N completed or is currently leading all of the following tasks:

- Project Management and Program Management Services
- Conceptual Engineering
- OSW Port Planning and Strategy
- Business, Finance, Project Delivery Planning
- Geotechnical Engineering and Investigation
- Dredge Material Sampling Investigation
- Dredge Material Placement Modeling
- Dredge and Sediment Management Planning
- Wave Data Collection Program
- Sand Borrow Site Assessment
- Heavy Lift Wharf Design
- Heavy Lift Crane Loading Assessment
- Uplands Design
- Transportation Planning (marine and land-based)
- Design of Roads and Utilities
- Electrical Engineering
- Civil Engineering
- Seismic Analysis and Design
- FAA Airspace Impact Assessment
- Environmental Document Support
- Vessel Traffic Analysis
- Vessel Navigation Assessment and Simulation
- Wave Study, Ship Response, Downtime Assessment
- Tsunami Risk Assessment
- SLR Assessment
- OSW Floating Foundation and Turbine Mooring and Anchorage Design
- Construction Logistics Planning
- Engineering Drawing Production
- Cost Estimate and Construction Scheduling
- Graphics and 3D Visualization

REFERENCES

The following list of three references with contact information are available to discuss our team's qualifications and experience.

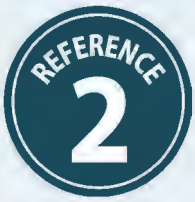
Suzanne Plezia
Senior Director/Chief Harbor Engineer
Port of Long Beach
(562) 283.7275
suzanne.plezia@polb.com

Project: Pier Wind Terminal

Period of Performance: 2022 - present

Key Personnel Involved: Josh Singer, Matt Trowbridge, Ashley Knipe, Jeremy Patapoff, Cengiz Cengizhan, Khoa Pham, Gwen Lawrence, Pablo Faria, Jerry Neal, Eric Smith, Xiuying Xing, Shelly Anghera, Raj Varatharaj (EMI)

Services: Serving as the Owner's engineer to help develop the Pier Wind project at the Port of Long Beach (POLB). The proposed Pier Wind project includes the construction of a new 400-acre terminal and 30-acre transportation corridor built within the Outer Habor of the Port to support the manufacture and assembly of OSW turbines.



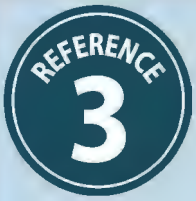
Mike Dunning
Chief Port Operations Officer
Port of Coos Bay
(541) 267.7678,
mdunning@portofcoosbay.com

Project: Coos Bay Channel Modification Section 204/408 Studies

Period of Performance: 2022 - present

Key Personnel Involved: Shane Phillips, Younes Nouri, Kyle Landon, Eric Smith, Gwen Lawrence, Pablo Faria

Services: As a member of the study team, M&N supported the Oregon International Port of Coos Bay (OIPCB) in southwest Oregon to conduct technical and engineering studies of a potential channel navigation improvement project.



Gregg McKenzie
Placer County Conservation Program Administrator
Placer County
(503) 745.3074,
gamckenz@placer.ca.gov

Project: Placer County Conservation Plan EIS/EIR

Period of Performance: 2004 - 2020

Key Personnel Involved: Sally Zeff (ICF)

Services: ICF worked closely with County staff, U.S. Fish & Wildlife Service (USFWS), California Department of Fish & Wildlife (CDFW), USACE, and National Marine Fisheries Service (NMFS) to develop the Western Placer County Habitat Conservation Plan/Natural Community Conservation Plan and the Placer County Conservation Program Final EIS/EIR.

PROJECT UNDERSTANDING AND APPROACH

Port of Lake Charles OSW Terminal

3. PROJECT UNDERSTANDING AND APPROACH

PART A - GENERAL UNDERSTANDING

PROJECT OVERVIEW

The Project involves advancement of the Redwood Marine Offshore Wind and Heavy Lift Multipurpose Terminal project and development of a baywide master plan (Master Plan). The Master Plan will consider and integrate the Project into baywide, statewide, and nationwide efforts for OSW energy development. However, development of the Master Plan and advancement of the Project can largely proceed independently.

The Project is currently at 15% design and there has been substantial progress on special studies and environmental documentation. Additionally, applications for the Project's primary permits are drafted. Building on this work, the next phase of the Project will complete 30% design, permitting, and environmental documentation for all Project components and 90% design for select transportation components and onsite habitat restoration that will partially mitigate for Project impacts to wetlands and environmentally sensitive habitat areas.

At the scale of the bay, the Master Plan can build on work previously conducted by M&N and funded by the County of Humboldt that assessed OSW energy related port development opportunities in Humboldt Bay. At the scale of the State and nation, the Master Plan can build on the numerous relevant reports developed by the Bureau of Ocean Energy Management (BOEM), California State Lands Commission (SLC), and the National Renewable Energy Laboratory (NREL), many of which were also authored by M&N.

PROJECT GOALS AND OBJECTIVES

The Project will lead to redevelopment of underutilized industrial lands surrounding Humboldt Bay and improvements to in-bay and upland infrastructure. The Project will provide numerous benefits to the local community, State, and nation including:

- Economic benefits include indirect and direct job creation, improved standard of living, and an increased tax base.
- Cleanup of contamination, debris, and derelict buildings at sites that were essentially abandoned with the slowdown of the wood product industry, including locations where there were pulp mills, sawmills, and wood product export facilities.
- Increased incentives for Federal, State, and local governments to maintain port facilities including Federal navigation channels that are used by the private industry and public, which will benefit public safety and recreational and commercial activities.
- Renewable energy development directly onsite through solar energy generation and indirectly offsite by supporting OSW energy generation.
- Improved commercial fishing equipment storage facilities, a trail on the Samoa peninsula, and other community infrastructure improvements that will occur through the local grants program that will be funded by the Project's INFRA grant which is not included in this current effort but is a component of the overall project.

DISTRICT'S PRIORITIES

The District's priorities for this Project include:

- **Timeliness in contributing to Federal/State goals.** To meet State and Federal OSW energy goals, a west coast OSW port (especially a vertical integration terminal) must be developed immediately. Rapid timeframes for engineering design and permits are critical.
- **Strategic approach to meeting wind industry needs.** Early phase engineering will meet OSW industry needs and inform environmental reviews.
- **Inclusive, equitable, and accessible approach to advancing community needs.** Early and consistent involvement with community-based organizations, workforce development groups, Tribal governments, industry organizations, and other local and regional stakeholders will ensure OSW developments drive maximal benefit to all stakeholders.
- **Strategic approach to planning and permitting.** Early and consistent involvement with regulatory agencies and other stakeholders will gather support, streamline the regulatory process, and maximize future flexibility.
- **Design flexibility.** Designs will incorporate specific elements that include a wide range of port operations, such as specialty timber, breakbulk, and aquaculture, with the primary focus being for the OSW industry. Even among various OSW developers, there may be significant differences in the size of individual OSW components as well as the equipment and technology to load those components.
- **Green port development.** Marine terminal redevelopment design elements will incorporate the Port's desire to be the first purpose-built and operated carbon neutral port in California.

- **Sea level rise resiliency and low impact development.** Preparing the site for anticipated future changes in sea levels as well as design standards to minimize environmental impacts.
- **Developing a Humboldt Bay for all users.** The Baywide Master Plan will be an inclusive vision for balanced development that maximizes uses, safety, and accessibility for recreation, tourism, and commercial activities throughout the navigable waters and industrial areas within the tidelands.

PART B - OVERALL APPROACH TO COMPLETING TASKS IN THE SCOPE OF WORK

The M&N Team has developed the following project approach based on our understanding of the District's Project goals,objectives and priorities combined with our knowledge of the work from the prior phase. This approach outlines strategies and important actions that will provide a combination of technical and advisory support to the District to quickly advance the Project into the next phase.

TASK 1 - OVERALL PROJECT MANAGEMENT

TASK 1A – PROJECT MANAGEMENT AND REOCCURRING PROJECT MANAGEMENT MEETINGS

The Project Management (PM) Team will chair regular meetings with the District to coordinate progress. The PM Team will coordinate with the District to schedule and chair as-needed meetings with the OSW industry, responsible agencies, cooperating agencies, regulatory agencies, and other stakeholders. All meetings will be documented with meeting minutes or meeting notes sent by email. The PM Team is available to consult, communicate, and meet with District staff as often as necessary to support the project. The PM Team will develop a project schedule and provide monthly progress reports.

TASK 1B – INITIAL WORK PLAN

The PM Team will develop an Initial Detailed Work Plan that includes project scope, timeline, and assumptions. The work plan will include a summary of existing relevant literature and studies and results of interviews with District staff and relevant stakeholders. A review of the PIDP grant for the range of activities needed to deliver a 30% design, NEPA, CEQA, permitting, and baywide master plan will be conducted as part of the initial work plan development. The purpose of this step will be to true up the current and projected need with the scope and budget outlined in the PIDP grant to put the right budget into use to get the needed outcomes for the project to have a successful completion and in conformance with the PIDP requirements. The Initial Work Plan will be submitted to the District.

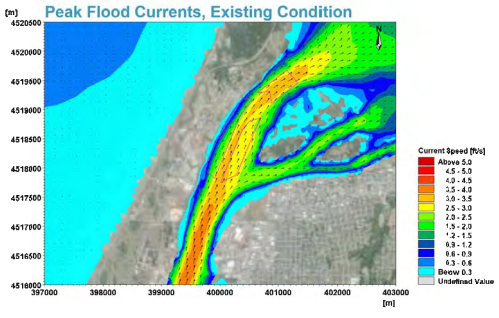
TASK 1C – PROJECT KICKOFF MEETING AND WORKSHOP

Approximately 1-2 weeks after submission of the Initial Work Plan, the PM Team will attend a full-day kickoff meeting workshop at the District offices to present the plan for District feedback. The kickoff meeting workshop will be a collaborative process with the District and PM Team working closely to review and update the workplan, establish communication protocols, and set the project up for success. Following the kickoff meeting, the PM Team will develop meeting minutes to document the outcomes.

TASK 1D – REFINEMENT OF DETAILED WORK PLAN

The work plan will be updated to incorporate all District feedback from the kickoff meeting workshop and resubmitted for District review. The work plan will be reviewed, edited, and approved by District staff. The work plan is a living document and will be updated as needed to support the project.

TASK 2 - HEAVY LIFT OFFSHORE WIND TERMINAL PROJECT AT THE RMT SITE



TASK 2A – SPECIAL STUDIES, ENVIRONMENTAL STUDIES, AND SITE INVESTIGATIONS

TASK 2A.1 – COASTAL STUDIES , HYDROLOGY, SEA LEVEL RISE (SLR), AND TSUNAMI ANALYSIS

Designing infrastructure in low-lying areas exposed to coastal hazards poses significant challenges. Planning, design, and construction of the proposed marine terminal on the Samoa Peninsula requires incorporation of resiliency measures against coastal hazards including SLR and tsunamis. SLR can lead to increased flooding and erosion, compromising the structural integrity of marine terminals and disrupting operations. Additionally, tsunamis present a catastrophic risk, with the potential to cause widespread destruction and disruption to operations.

To address the challenges associated with building infrastructure in low-lying areas exposed to coastal hazards, a comprehensive approach is essential. This approach involves conducting thorough risk assessments to understand the potential impacts of coastal hazards and integrating resilient design features into the infrastructure. M&N has developed state-of-the-art numerical models to characterize these risks with and without a project.

The marine terminal's resilience against coastal hazards will be improved by incorporating measures such as elevating critical components of the terminal above projected sea levels, and implementing robust structural reinforcements for tsunamis. Furthermore, incorporating adaptive management strategies that allow for flexible responses to changing environmental conditions is crucial for ensuring the long-term viability and sustainability of the terminal in the face of coastal hazards. M&N work conducted in the last phase was conducted in accordance with guidance from the CCC (Ocean Protection Council 2018) and will be updated to meet the current requirements. A coastal hazards analysis" will be submitted to CCC and a follow-up meeting with the CCC is suggested to align with expectations for supporting documentation as part of finalizing the SLR and tsunami analysis work.

TASK 2A.2 – GEOTECHNICAL FIELD INVESTIGATION

As part of the 15% design phase, initial landside geotechnical investigations were performed. The geotechnical investigation consisted of 3 borings and 10 cone penetration tests (CPTs) and was supplemented with an additional 4 borings and 12 CPTs, including 4 seismic CPTs.

As part of the 30% design, a detailed overwater geotechnical investigation and supplementary landside investigation will be performed. Overwater soil borings will be located strategically at proposed marine structures. The depth of the borings will be at least 20 feet below the anticipated pile tip elevations of the marine structures. The existing wharf and pile field structures are extensive in size and will require a strategic approach to efficiently conducting and acquiring the necessary data for the marine areas of the project. Development of a marine geotechnical program will be in coordination with the sediment sampling plan strategy to gain efficiencies for equipment mobilizations for the two end uses of the data collection. Preliminary discussions with the Dredged Material Management Northern California (DMMNC) in the past phase indicate this is a reasonable approach. The marine geotechnical work will require applying for permits at early stages of the next phase to acquire approvals for the in water and over water work. Based on conceptual analysis conducted in the prior phase of work, site preparation for the marine geotechnical work may include the need to locally remove piles outside the remaining wharf to gain access for drilling work. Additionally, an assessment of the existing timber wharf will need to be conducted by the M&N Inspection and Rehabilitation (I&R) engineering team to develop a plan for mobilizing drilling equipment out onto the wharf to conduct the marine borings work within the footprint of the wharf.

TASK 2A.3 – SEDIMENT TESTING, ANALYSIS, & SAMPLING PLAN

Current challenges for dredge programs include increases in the number of permit conditions, lengthy agency timelines (primarily due to agency staffing shortages), compensatory mitigation requirements for habitat and species impacts, increased biological monitoring, push for beneficial use of dredge material, and enforcement of permit compliance by dredging contractors. A key facet of M&N's approach is to carefully develop Sampling and Analysis Plans (SAP) and project descriptions for CEQA, NEPA, and permit applications, which provide for the most construction flexibility while avoiding regulatory issues to the greatest extent practical.

M&N will develop a SAP for the District and regulating agency approval that details the sampling and analysis strategy for meeting the sediment characterization requirements for the Project. The SAP will be prepared in accordance with the Evaluation for Dredged Material Proposed for Ocean Disposal – Testing Manual (OTM; USEPA/USACE 1991), Evaluation of Dredged Material Proposed for Discharge in Waters of the U.S. – Inland Testing Manual (ITM; USEPA/USACE 1998), State of California Code of Regulations (i.e., Title 22), Title 40 Code of Federal Regulation, and other regional requirements set forth by the Dredged Material Management Office (DMMO) North Coast Subcommittee. The SAP will include procedures for sediment sample collection, sample handling, physical and chemical analyses, biological testing (if required), QA/QC, and data analysis. Maps and tables will be developed that provide estimated quantities, sample frequency, and estimated depths. In addition, an optimized sampling and testing program schedule will be aligned with the estimated construction schedule.

The M&N Team resources include local scientists, biologists, and engineers with expertise in sediment sampling methods, sediment and water quality standards and testing, regulatory permitting, CEQA mitigation measures, water quality monitoring, as well as dredge projects design/engineering. Our tools include existing templates for Sampling and Analysis Plans and Results reports for efficient reporting.

Sampling Plan Development: Sediment testing will be conducted to support sediment management alternative selection/ prioritization and support the environmental document/permit process. Specialized and phased testing programs will be designed to minimize the cost associated with testing and analysis and maximize the potential for beneficial use alternatives and placement or disposal options under consideration.

Optimizing beneficial use options: The SAP will include a list of all potential beneficial uses and confirmation of testing requirements to provide the greatest flexibility. A decision tree will clearly identify the limits for each beneficial use option thereby providing the resource agencies the details needed to confirm the approach. While the goal is to beneficially use as much material

as possible, last-minute ideas and identified projects brought forward by the stakeholders has a potential to impact construction schedules. The SAP will layout all beneficial use options, conditions for suitability and schedule in which the opportunity must be identified. If a project cannot be identified by the specified date, then the default sediment management option will be implemented. This default option will likely be disposal at the Humboldt Open Ocean Disposal Site (HOODS).

Phased Field Evaluation: The recommend phased field evaluations would include an early delineation (horizontal and vertical) of the native layer and historic activities that may have resulted in elevated chemical concentrations in sediment. The delineation would include 10 to 20 cores to evaluate sediment chemistry and grain size. See side bar for discussion of benefits for the recommended phased testing program.

The objectives of this preliminary sampling effort will be to physically and chemically characterize the material to facilitate early discussions with permitting agencies; estimate sediment quality of material planned for placement in the upland fill area, on beaches or nearshore; and estimate the physical features of the sediment plumes that may be generated during construction. Sediment quality (geotechnical and chemical) and suitability for placement at various areas will inform the dredging methods and confirm options for beneficial use. The results will be used to optimally design the subsequent detailed characterization required for dredging permits.

Communication with Resource Agencies: While evaluating dredged material for beneficial use and aquatic or ocean disposal, results from each phase of the testing program will be shared with the regulatory agencies and negotiations may be required to determine analytical requirements in subsequent phases.

Our team will support the District in developing meeting materials and leading and organizing meetings with other stakeholders to gain acceptance of the recommended approach. Support for meetings includes preparing the draft presentation, review by the client prior to the meeting, presentation of materials at the meeting, and meeting minutes. M&N will coordinate teleconference meetings with District staff and project team members to provide status updates on project planning (SAP development and field mobilization), field sampling activities, laboratory analyses, and data interpretation.

BENEFITS OF PRELIMINARY TESTING PROGRAM

Delineating Native Sediments from Areas with Potential to Contain Contaminants of Concern: It will be more efficient to segregate the areas with potential for contamination from native sediments. Composite sampling of native sediments can be organized in large dredge units, often more than 1,000,000 cy. While more frequent samples are needed to delineate contaminated material, where significant construction cost savings can be realized. Larger native areas will need fewer chemical and biological tests to support a variety of beneficial use and disposal opportunities. Further, subsequent testing of the established native material for beneficial reuse should avoid the costly incremental sampling methodologies.

Gain Efficiencies in the Planning and Permitting Process: The early testing program would include chemistry data only and also inform the environmental and permitting process. Based on the most recent understanding of how resource agencies evaluate dredging construction programs; it is anticipated the following information would provide sufficient information for the confirmation of permit conditions:

- Physical and chemical features of the sediment plumes generated during construction. Water quality during dredging and placement activities [pH, dissolved oxygen, turbidity, temperature, salinity, Total Suspended Solids (TSS)].
- Limiting BMPs for the handling of any encountered chemically impacted materials (contaminated sediments) during dredging operations, to only areas with impacted sediments.

TASK 2A.4 – DETAILED SITE-SPECIFIC SEISMIC GROUND MOTION STUDY

Earthquake loads will be determined following procedures and methods contained in American Society of Civil Engineers (ASCE) Seismic Design of Piers and Wharves (ASCE, 2014) known as ASCE 61-14. Seismic design per ASCE 61 requires wharves and piers to be designed for three levels of earthquakes: Operational Level Earthquake (OLE) (72-year return period), Contingency Level Earthquake (CLE) (475-year return period), and Design Earthquake (DE) which is based on the California Building Code (CBC, 2023/ASCE 7-16).

Per the recent site-specific landside investigations, subsurface conditions at the site are highly variable and consist of deep soft clay deposits. Seismic design criteria will be developed by first defining the shaking at a firm ground or bedrock level, and then performing site response analysis. Results will be provided in the form of acceleration and displacement response spectra. The site-specific seismic ground motion study generally involves the following steps:

1. Subsurface Characterization
2. Probabilistic Seismic Hazard Analysis (PSHA)
3. Startup Time Histories
4. Spectrum Matching

5. Site Response Analysis
6. Design Ground Motion Recommendations for Free-Field
7. Design Ground Motion Recommendations Including Soil-Pile Interaction Effects

The above evaluations will be documented in a seismic ground motion study report.

TASK 2A.5 – ROW, TITLE REPORTS, BOUNDARY SURVEYING, AND SITE SURVEYING

There has been substantial progress made for onsite topographic and boundary surveying work in the prior phase. The Project team, led by Kelly-O'Hern & Associates, will assist in supplementing the existing data where gaps exist to provide the comprehensive base line information needed for 30% design, finalization of permitting, and for acquisition of easements and ROW.

The successful implementation of ROW is a critical Project aspect. We have added a specialty firm, Commonstreet Consulting, to help supplement District staff for ROW, easement, and title reporting modifications that will be required as part of the terminal redevelopment. Commonstreet's approach is to come alongside the District, stakeholders, and the design team with experienced staff who place an emphasis on the importance of early collaborative communication, documentation, and compliance with the Uniform Act and State and local policy and procedure. The team is available to facilitate preliminary ROW services; conduct ROW plan preparations in coordination with the design team for the purpose of mitigating impacts, and saving on budget; to facilitate appraisal and appraisal review with approved subcontractors; and meet with property owners and those impacted by the project early, and provide them genuine communication that builds rapport, trust, and understanding of the project's importance; and complete all appropriate title, relocation, or acquisition tasks on schedule, and within budget.

Additionally, through the trusted working relationship with M&N, Commonstreet will benefit the project team through pre-established communication channels, trust, and an understanding of the design team's standard operating procedures. The following outlines the strategies for this phase of the work that would help facilitate the project development.

- Early mitigation planning and review during pre-appraisal to identify and address issues related to modifications, landowner concerns, cost strategies, and project milestones.
- Early outreach to property owners to identify issues and for collaboration with the project team to resolve concerns where feasible.
- Provide appropriate, respectful messaging to property owners of the project benefits and the City's thoughtful approach.
- Expedited appraisal and appraisal review through refined coordination with approved appraisers and appraisal reviewers.
- Title research and review of any encumbrances or title issues associated with the proposed ROW.
- Review of land ownership in the area of the project and the proposed ROW.
- Successfully negotiate needed property and property rights for design, construction, and to maintain project schedule, and budget.
- Conduct crucial coordination, communication, and project documenting with project leaders to ensure procedures and State and Federal guidelines are met to safeguard project funding, and to secure ROW certification.

Additional hydrographic surveying may be needed in targeted areas to fill data gaps within the area of the wet storage and for offsite locations for estuary restoration. If required, those areas would be coordinated to occur under a single mobilization if schedule would allow.

TASK 2A.6 – DREDGED MATERIAL MANAGEMENT PLANNING, COORDINATION, AND ANALYSIS

A sediment management plan is needed to gain alignment with all stakeholders through evaluation and selection of the most appropriate management alternative(s) for contaminated and uncontaminated sediments generated during the project. The plan will allow for the incorporation of creative management options for the Project that incorporate engineering schedule needs and environmental considerations. Specific activities involved in dredging or disposal include dredging (hydraulic and mechanical), transferring material into barges, a hopper or through a pipeline, discharging material into a placement/disposal site, managing suspended solids and runoff water, and monitoring all operations to ensure compliance with environmental permits. The scope and complexity of these activities require that each major dredging and fill project implement a project-specific Sediment Management Plan (SMP) that will minimize the project's environmental impacts and its potential for violating regulatory permits while ensuring the project proceeds efficiently.

The SMP will establish a hierarchy of beneficial use options, such as beach nourishment, habitat enhancement, surcharge, construction materials, etc. The sediment management approach will include a project specific decision tree for selecting the appropriate management alternative. The selected alternatives will be included in the project description and permits. Any other potential projects will be required to have their own permit and construction schedules must align for the alternative to be considered.

Examples of prioritization will include:

- Use as fill within the Project site.
- Use as surcharge within the Project site, potentially followed by another beneficial use.
- Beach replenishment, particularly in light of high rates of recent erosion, by placing material directly on beaches or nearshore.
- Shoreline protection, for example at the County of Humboldt's living shoreline project along the US 101 safety corridor.
- Raise salt marsh elevations for diked former tideland restoration projects.
- Thin layer placement on salt marshes to raise elevations and control Spartina, a non-native invasive plant species.
- Disposal at HOODS.

TASK 2A.7– TERMINAL ELECTRIFICATION PLAN / GREEN CONSTRUCTION PLAN/GREEN TERMINAL STRATEGY AND ROADMAP

Building on the work completed last phase by Schatz Energy Center (Preliminary Design Technical Memorandum for Electrical Infrastructure and Green Port) and in compliance with the District's Resolution No. 2024-01 to develop a green terminal strategy and roadmap, M&N will develop a Terminal Electrification Plan and a Green Construction Plan/Green Terminal Strategy and Roadmap. This involves estimating electrical demand over the life of the terminal for OSW port operations including vessel power, crane power, equipment and vehicle charging, site lighting, and other miscellaneous electrical demands. The plan will identify how the terminal operations will have "net-zero carbon emissions" and will identify onsite power generation opportunities such as roof-mounted solar, ground-mounted solar, battery storage, and microgrids and opportunities for purchasing renewable energy for use at the terminal.

TASK 2A.8 – AIR QUALITY ANALYSIS

The project site is in the Humboldt County portion of the North Coast Air Basin (NCAB) and within the jurisdiction of the North Coast Unified Air Quality Management District (NCUAQMD). The analysis will therefore focus on the criteria pollutants, toxic air contaminants (TAC), and GHG of greatest concern in the NCAB. The air quality and GHG analysis may also quantify and disclose for informational purposes emissions generated by project activities out to the Regulated California Waters boundary (24 nautical miles from shore), consistent with the California Air Resources Board's (CARB) rulemaking, inventory, and reduction planning goals. The project's consistency with State and local air quality and climate change plans and regulations will be evaluated qualitatively.

Emission sources associated with these project components are assumed to include ocean going vessels (OGV), harbor craft (e.g., tugboats) to escort and assist in the berthing of OGVs, cargo handling and manufacturing equipment, onroad vehicles, construction equipment, dust from material movement and demolition, and temporary concrete batching facilities. New facilities constructed and operated by the project would also generate emissions from emergency generators, energy consumption, water use, and waste and wastewater generation. Emissions generated by each of these sources will be quantified using industry-standard models and guidance from the CARB, U.S. Environmental Protection Agency (USEPA), and local air districts and compared to applicable environmental significance thresholds. A quantitative health risk assessment (HRA) will be conducted to estimate the levels of health risk exposure at existing and future planned sensitive land uses within 1,000 feet of primary shipping routes and the terminal.

The HRA will use the most recent guidance from the California Office of Environmental Health Hazard Assessment, CARB, and NCUAQMD and focus on the level of cancer risk and health hazard resulting from emissions of diesel particulate matter (DPM) generated by the project.

ICF previously prepared the environmental and regulatory settings of the air quality and GHG sections of the Draft (DEIR) and has in-depth knowledge of the project description and the possible air quality and GHG issues that may arise during the process of analyzing air quality and GHG emissions associated with the project.

TASK 2A.9 – TERRESTRIAL, WETLAND, AND HABITAT ASSESSMENTS AND MITIGATION PLAN AND REPORTING

The previously completed project phase identified the anticipated terrestrial/wetland/habitat impacts associated with the marine terminal improvements. While a "mitigate by design" approach will be taken to minimize onsite impacts associated with the terminal improvements, additional offsite mitigation will be required. Based on preliminary discussions with local regulatory agencies during the previous phase, a desired offsite mitigation approach would include restoring tidal connectivity to diked former tidelands. While this approach could restore diverse and high-quality habitat, there are limited available opportunities around the Bay given various constraints such as ownership, existing uses, zoning, elevation, and existing infrastructure. Given the limitations of available sites, three scenarios should be considered in developing the offsite mitigation strategy.

Scenario 1 – With input from the Project Team, under this scenario the District identifies and purchases parcel(s) and then leads the restoration design, construction, and success monitoring. While the District can maintain full control of this process and schedule under this scenario, it will require District management time and long-term monitoring commitment extending beyond 10 years.

Scenario 2 – Under this scenario, the District would enter into an agreement with a Private Equity Mitigation Firm who would lead the land acquisition, restoration design, construction, and success monitoring to achieve the District mitigation needs for an agreed upon cost. An advantage to this scenario is the Private Equity Mitigation Firm could acquire the land, above fair-market value if needed, and deliver a fully restored site through an efficient design-build process. Relative to Scenario 1, this scenario would likely require less time to complete the mitigation and less District staff time.

Scenario 3 – Under this scenario the District would make a monetary contribution to a planned restoration project, such as the Elk River Restoration, Jacoby Creek Restoration, or Second Slough Restoration among others, around the Bay and in the Eel River Estuary. These projects are at various levels of planning/design and are currently relying on future grant funds to advance. The District staff time and management for this scenario would likely be similar to Scenario 2 however the District would be relying on the current project partners to advance these projects and may have limited control over schedule which could be problematic should implementation of the habitat restoration/mitigation be required prior to terminal construction.

The Project Team can support the District in determining the scenario(s) to pursue based on various factors including but not limited to mitigation needs, land availability/ownership, schedule, agency input, and other factors. The Project Team has demonstrated leadership in the site assessments, design, construction oversite, and post-construction monitoring of mitigation and restoration projects. GHD has delivered successful restoration and mitigation projects under the various scenarios described above locally and throughout California and will support the District in efficiently achieving their mitigation needs.

TASK 2A.10 – OFF-TERMINAL HABITAT ASSESSMENTS AND SURVEYS

As a follow-up to the off-terminal habitat assessments and surveys completed in the previous phase of work for a solar array at the Ash Landfill site and a commercial fishing storage yard at the Woodley Island Marina, additional off-terminal habitat assessments and surveys will be conducted as needed.

TASK 2A.11 – DREDGE SLOPE STABILIZATION ASSESSMENT

Slope stability for the dredged slopes will be analyzed using a phased approach starting with a desktop study of available geotechnical information (particle size distribution and shear strength parameters) and existing stable slopes in the project vicinity, followed by numerical modeling and analysis of slope stability using site-specific field data and laboratory tests once they are available.

Dredging the berthing areas for construction of a new marine terminal and increased vessel traffic can bring changes and potential impacts to the surrounding environment. Slope stability analyses will be completed both for the RMT site and Tuluwat island.

TASK 2A.12 – USACE SECTION 408 ANALYSIS - HYDRODYNAMICS, SEDIMENT TRANSPORT, AND LOCAL WET STORAGE

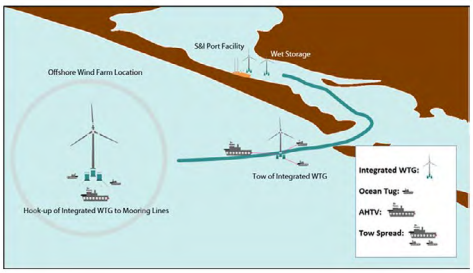
The existing Humboldt Bay Federal Navigation Channel (FNC) is managed by the USACE San Francisco District under a cooperation agreement with the local sponsor Humboldt Bay Harbor Recreation & Navigation District. USACE conducts condition surveys and maintains the FNC to the authorized water depths by conducting maintenance dredging of approximately 1 million cubic yards.

M&N developed a state-of-the-art hydrodynamic and sediment transport numerical model during the previous phase of the project. This model can be used to characterize changes to the surrounding environment and evaluate potential risks and impacts on shoreline stability, navigation, and sediment dynamics within the bay.

Using advanced numerical models, we can simulate the effects of dredging on flow velocities and sediment transport, aiding in the identification of potential areas of concern. Additionally, implementing sediment management strategies such as dredge material disposal plans can help mitigate adverse impacts by minimizing sedimentation in sensitive areas and promoting the preservation of natural habitats.

Any proposed modifications (e.g., dredging for deepening/widening and modifications for wet storage) adjacent to FNC that could have a potential (adverse) impact on FNC and USACE improvements proposed to occur adjacent to or nearby that could have the potential for impact to the FNC require additional review by the USACE as part of their Section 408 review. M&N has experience working with local sponsors and project applicants to assist working through the section 408 process. That work typically includes engagement with the USACE staff to identify areas of concern (such as change in sedimentation patterns), specialized hydrodynamic analysis (to review existing and proposed currents and sediment transport), and evaluation of proposed new vessel operations on the existing navigation channel facility. Preliminary consultation was conducted with the USACE regarding Section 408 assessment in the prior phase of the project. The hydrodynamic analysis and corresponding sediment transport changes were identified as an area of interest for the new terminal vessel berths and the proposed wet storage areas. Our approach would be to build from the prior phase hydrodynamic modeling and USACE discussions to further that analysis and follow up discussions with the USACE to ensure any concerns are addressed during the development of the 30% design work.

TASK 2A.13 – USCG ANALYSIS, AIDS TO NAVIGATION (ATON), AND VESSEL MANEUVERING



Construction and delivery of WTG for floating OSW farm development is dependent on marine transportation and reliable access to navigation channels. The RMT facility is positioned directly adjacent to the northern limit of the Humboldt Navigation Channel managed by the USACE San Francisco District and navigation safety managed by the U.S. Coast Guard (USCG). Analysis of vessel operation and WTG tow out maneuvering within the USACE Federal navigation channel will need to be conducted in the next phase of work using a combination of desktop computer vessel simulator and then subsequently the existing Humboldt Harbor simulator located at CalMartime. The tow out of the new very large WTGs represents a new class of navigable vessel and classified as a dead ship tow by the USCG that requires detailed evaluations to confirm new safe navigation operating rules and requirements for the harbor. The purpose of the analysis work will be to work closely with the USCG, USACE, Harbor Safety Commission and stakeholder groups to address navigation safety concerns and determine the need for any modification to ATON at the new terminal or locations along the length of the navigation channel. M&N has a specialized group of coastal/navigation planners and engineers who have experience with Navigation safety assessments and navigation aid requirements. Additionally, we have Foss Maritime marine operations group to help provide industry knowledge on the tow out characteristics and operational strategies for the vessel maneuvering analysis work. It is anticipated one to two ATONs will need to be relocated within the vicinity of the marine terminal project site and the vessel maneuvering work will help outline how and where to relocate those ATONs.

TASK 2A.14 – LAND TRANSPORTATION ANALYSIS

During the previous phase of the project, it was determined that there will be four access points into the Project site (two primary access points and two secondary access points). The two primary access points for vehicular traffic will be the North and West Access Roads. The North Access Road will accommodate a combination of worker vehicles and standard highway trucks for deliveries. Large overlength lowboy-type trucks are not anticipated to utilize the North Access Road. The West Access Road will accommodate a combination of worker vehicles, standard highway trucks, and heavy haul overlength lowboy type trucks for delivery of equipment. The two secondary access points will be for limited special and emergency type access. The secondary access points are located across from LP Drive on the west property boundary and along the southeast side of the RMT site.

A minimum roadway width of 40 feet is recommended for all roads providing truck access to the site in order to allow project related vehicles to make all required turns within their designated lanes. LP Drive between New Navy Base Road and Vance Avenue is

approximately 25 feet wide at the paving extents. It is recommended that LP Drive is widened to 40 feet minimum. Detailed surveys will need to be performed in this next phase of the project to confirm the current estimated roadway widths and begin designing modifications to existing county roadways.

The next phase of work will require close coordination with adjacent landowners in order to finalize the 30% design. This will include closely coordinating ROW, easements, and property acquisition requirements needed to provide the minimum roadway width and utility corridor that is required for the buildout of the terminal. A combination of private (DanCo, adjacent property owners), public (Humboldt County Public Works), and non-profit organizations [Greater Redwood Trail Authority (GRTA)] will need to be engaged and agreements secured for the conceptual design developed in the last phase of 15% design. We have included Commonstreet as a subconsultant to assist the District with strategies for ROW and easement acquisition. Additionally, an early action for the next phase of work will be making application for the GRTA for use of their ROW as a utility corridor and for the plans for developing the trail along the western perimeter of the project site.

Our team will also analyze the Project's traffic impacts during construction and operations. This analysis will be incorporated into the Project's CEQA and NEPA documents and permit applications as appropriate.

TASK 2A.15 – AGENCY OUTREACH AND COORDINATION

A central purpose of the Project is to allow the State and Federal government to meet renewable energy goals and it is important that the Project's agency outreach and coordination program is framed within this context. Agency staff should be encouraged to participate as partners in the Project, working together to quickly find solutions rather than only identifying problems and challenges.

Agency committees have already been formed and can continue to work together to address key project challenges related to compensatory biological mitigation, in-water work windows, and dredge material management. Bay navigation is another key topic that may advance quicker through work of a multi-agency committee. The success of these committees will hinge on having clear and effective meeting agendas and follow through with meeting notes that the attendees can review and provide clarifications on. Additionally, the development and iterative review of white papers can be an effective strategy for some topics. These papers can outline committee objectives, background information, and strategies for Project progress.

Our Team is organized to facilitate effective agency outreach and coordination. We will have designated coordinators to handle committee logistics (e.g., scheduling, agendas, and notes) working with local experts who have long-term relationships with agency staff and have gained the necessary trust to advance this complex project. Additionally, our team will provide experts who have worked on similar issues for wind energy projects on the U.S. east coast and can provide details regarding successful strategies for developing a project that meets its goals and can be permitted.

TASK 2A.16 – TERMINAL OPERATIONS RECOMMENDATIONS

Building upon the preliminary terminal operations assessment performed in the previous phase, the operational approach for the following items will be assessed and finalized:

- Layout of terminal operations plan
- Delivery of WTG components
- Transportation of components within the uplands
- Integration of components
- Load-out of floating foundations from the quayside to the water
- Mooring of foundations to the quayside
- Wet storage locations, water depth, and mooring/anchorage types for assembled foundations and integrated WTGs
- Need for and location of semi-submersible sinking basin
- Final tow-out of the integrated WTG

Needs for dredging adjacent to the Federal Navigation Channel will also continue to be evaluated.

TASK2A.17 – NAVIGATION AND TOW OUT SIMULATIONS

Navigation and tow-out operations for WTGs will occur in various phases, targeting different assembly components for distinct purposes. These operations include moving the completed floating foundation assemblies to wet storage or berths for upper turbine integration and towing complete turbine assemblies to the pre-commissioning wharf or wet storage areas pending favorable tow-out conditions. Therefore, understanding and ensuring the feasibility, predictability, and limitations of these operations is essential when designing infrastructure, determining capacity, and developing procedures.

Floating WTGs, unlike conventional vessels or barges, feature unique foundation geometry, dimensions, and stability specifications. Notably, these turbines can extend up to 1,000 feet above sea level when not fully ballasted, facing significant wind speeds and thrust forces during navigation. It is vital to account for varying environmental conditions, turbine geometry, and the assembly's dynamic behavior under tow. Additionally, selecting a suitable draft is crucial to ensure sufficient stability while complying with available berth and channel drafts.

M&N has established OSW turbine and floating foundation design parameters through OSW industry outreach and by analyzing these geometries and specifications comprehensively. The examined loads and stability features will inform an in-house navigation tool tailored to simulate the behavior of these structures during navigation and tow-out operations. This tool will be used in collaboration with local experienced pilots to conduct desktop simulations on M&N's real-time vessel simulator to confirm feasibility of maneuvering to the proposed marine terminal, access channel dimensions, and ensure optimization of the channel and turning basin design prior to full mission bridge simulations.

Furthermore, evaluating the feasibility of maneuvering Humboldt Bay vessels, including delivery vessels, barges, and roll-on/roll-off (Ro/Ro) vessels, along with floating foundations will be crucial. M&N is experienced in examining vessel navigation operations for various terminal configurations such as required water depth and dimensions for the approach channel, turning basin, berthing area, foundation sinking basin, and wet storage areas.

These initiatives will inform and strategically support the design of marine infrastructure, ensure safe and efficient deployment of large-scale floating OSW farms, and facilitate smooth navigation and tow-out operations. This approach will bolster confidence in infrastructure capabilities and operational readiness for handling large wind turbine components.

TASK 2A.18 – CONCEPTUAL DESIGN AND COST ANALYSIS FOR WIDENING OF CHANNEL TO ACCOMMODATE LARGE FLOATING OFFSHORE WIND TURBINES

The FNC is a critical transportation link for the proposed marine terminal development to meet a range of industry needs over the next 30 years as the OSW industry develops and builds out to meet the State and Federal renewable energy goals. Our understanding is the marine terminal development project is being proposed to utilize the navigation channel without major modifications but a parallel process with the USACE for potential future channel modifications will be necessary. The reason for this differentiation is the lead for the terminal development regulatory process is the District and the lead for the FNC modifications will be the USACE under a separate process. As such, investigation of the future needs for a modified channel (width and/or depth) needs to be conducted in this phase of the work to help inform the scope of potential improvements that would initiate the USACE planning, design, and regulatory approval process that is typically led by the USACE. M&N has experience supporting local sponsor government agencies throughout the U.S. in an advisory, design, and regulatory strategy perspective.

In this phase of the project, we would propose to evaluate what if scenarios of larger WTG devices that could come on line in the future. Those larger WTG sizes would be defined through industry outreach and BOEM/State funded planning studies. This approach would provide the most efficient and effective way to evaluate those potential future needs that would then determine the locations for channel modification and corresponding costs at a conceptual level. Those results would help guide the scope of work for more detailed assessment work that will be required as part of the USACE FNC modification planning and design process.

M&N is currently supporting the Port of Coos Bay Oregon with their proposed channel widening and deepening project through the Section 408/204(f) process. The Port is using an authority provided by U.S. Congress under Section 204 of the Water Resources Development Act of 1986 to conduct the special studies, navigation and coastal analysis, and engineering design that will lead to the NEPA review and Section 404 permitting. The M&N Team would help outline options for pursuit of the channel modification project that would meet the timeframe, costs, and mitigation requirements.

Additionally, we understand the entrance and bar channel has had shoaling events that have limited the depth and width of the channel in between maintenance dredging events conducted by the USACE. The USACE proposed a Section 905(b) analysis in 2005 to develop a Humboldt Long-Term Sediment Management Strategy for the entrance channel that would be authorized under Section 216. The purpose of the analysis would be to determine if there is Federal interest in participating in cost-shared navigation

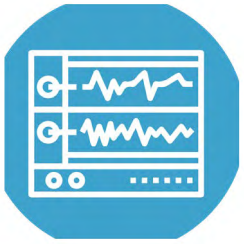
improvements to the Humboldt Harbor & Bay at the Bary and Harbor Entrance channels. We would proposed to help support the District in developing the information and participating in meetings to help facilitate the Section 905 analysis which could lead to improved reliability for the entrance channel conditions that would meet the increased frequency of use and for the new larger WTG that will need to be towed through to the ocean.

TASK 2A.19 – CONSTRUCTION AND OPERATIONS NOISE AND VIBRATIONS

HMMH will conduct a preliminary noise assessment to identify exceedances of thresholds the local noise ordinance such as Section 103.1 of the Humboldt County Code regarding Industrial Performance Standards, CEQA and NEPA regulations, and any other relevant noise policies. The study will include a site visit to conduct baseline noise and vibration monitoring and calculations of construction and operational noise and vibration levels associated with the marine port project. The noise monitoring results will be used to characterize the existing conditions so that a determination can be made about whether the project will exceed applicable thresholds, such as the ambient degradation thresholds promulgated by the County Code and CEQA. Predictions of construction noise and vibration will be completed following generally agreed upon methodologies such as implementation of source levels for construction noise from the latest version of the Federal Highway Administration (FHWA) Roadway Construction Noise Model as implemented in the three-dimensional sound propagation software program SoundPLAN. This modeling program will also be used to calculate operational noise associated with cranes and other sources identified through discussions with the project team. Construction vibration will be assessed using the methods provided in the Caltrans Transportation and Construction Vibration Guidance Manual. Exceedances of applicable thresholds will be identified, and the impact conditions documented. From these findings, various mitigation strategies such as inclusion of noise barriers and sound attenuation measures on cranes and other equipment will be evaluated. The mitigation strategies will be vetted by implementation in the sound propagation model and the effectiveness documented. Similar with construction and operational noise, mitigation strategies will be devised for any vibration impacts identified through the predictions. The results of the analysis effort will be documented in a noise and vibration technical report that may be used as an appendix to the CEQA and NEPA documents prepared for the project. HMMH will work with the project team to respond to public and agency comments on the CEQA and NEPA documents and provide public meeting support.

TASK 2B – 30% ENGINEERING

TASK 2B.1 – 30% CIVIL ENGINEERING

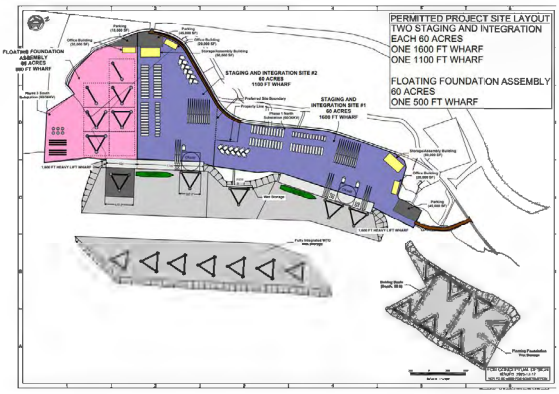


The proposed project site is located within a patchwork of existing ownerships, easements, and utility alignments. The site will require extensive demolition of existing facilities and site preparation including grading, foundation development, buildings, vehicle and pedestrian access, and new or upgraded utilities to support multiple phases of terminal development.

1. **Boundaries and Permitted Uses** – Using previously obtained parcel deeds and easement descriptions, boundaries and permitted uses will be reviewed to evaluate the use, addition, or termination of easements. Proposed project activities, multiple potential future uses, and utility layouts will be taken into consideration.
2. **Site Grading** – The site will need to be graded to accommodate staging/integration laydown and manufacturing activities, equipment, and facilities while providing adequate flood protection from SLR and low frequency water levels. Land cover and cut/fill material volumes will need to be quantified and suitability of material reuse determined to estimate the amount and source of import or export needed for phased site development.
3. **Stormwater** – Site layout will need to accommodate stormwater run-on from adjacent properties in addition to infiltration and treatment requirements from the site. Preliminary stormwater features developed in the previous phase will be built upon to support environmental permits. Stormwater Best Management Practices (BMPs) such as rain gardens and detention basins may be located along the perimeter of the site or subsurface water quality treatment units may be used depending on available space and site constraints, such as depth to ground water, existing contamination, and runoff quantity.
4. **Roads** – Vehicle access to the site is currently provided from New Navy Base Road via Cookhouse Road and Vance Avenue to the north and LP Drive and Vance Avenue to the south. Roadway and intersection widening will be needed to the north. Review of existing parcel boundaries and easements revealed that a new alignment of southern Vance Avenue will be needed in order to follow the public ROW. Coordination with the County of Humboldt, Samoa Pacific Group, and Peninsula Community Services District will be needed to identify roadway development responsibilities and establish future utility alignments within the public ROW and easements.
5. **Pedestrian Access** – Proposed along the perimeter of the site, along the GRTA ROW. The project team have designed and implemented several pedestrian and bike trails in the Humboldt Bay Area, including the Manila Trail on the northern end of the peninsula along Hwy 255 and Humboldt Bay Trail South, along Hwy 101 on the east side of Humboldt Bay. Both of these projects required coordination with Caltrans and the County of Humboldt in addition to GRTA. GHD is currently a part of the team conducting the GRTA Master Plan.

6. **Water and Fire** – The site is currently served by Humboldt Bay Municipal Water District (HBMWD) with domestic and industrial water supply sources. GHD serves as the HBMWD District Engineer and can evaluate and coordinate site needs and layouts to provide flexibility during all terminal phases for water use and fire flows. The Peninsula CSD (PCSD) and Samoa Pacific Group (SPG) are currently in the process of designing and implementing wastewater collection and treatment service, for which the Terminal Site will be required to connect. GHD and SHN are currently working with the PCSD on the collection system and modifications to the treatment plant and discharge line to accommodate the communities of Fairhaven and Finntown, in addition to the commercial properties and future Marine Terminal on the peninsula. GHD currently serves as the PCSD's District Engineer and will work closely with the project team and PCSD to accommodate future use.
7. **Sewer** – The PCSD and SPG are currently in the process of designing and implementing wastewater collection and treatment service, for which the Terminal Site will be required to connect. GHD and SHN are currently working with the PCSD on the collection system and modifications to the treatment plant and discharge line to accommodate the communities of Fairhaven and Finntown, in addition to the commercial properties and Terminal Site on the peninsula. The Project Team will work with the Harbor District to identify future site development scenarios and estimate wastewater flows that provide flexibility. Including these wastewater flow estimates and identifying service connection locations will inform system design of the PCSD system so that a connection stub-out may be installed as a part of the PCSD's project and downstream facilities sized to accommodate.
8. **Electrical/Power** – Within the site bounds, space will be reserved for the utility corridor for electrical supply. Outside the site bounds, all electrical will be routed underground. Thirty-percent (30%) engineering will be completed for site electrical infrastructure.
9. **Buildings** – Schematic layouts of potential tenant buildings will be developed based on OSW industry feedback to support the environmental document.

TASK 2B.2 – 30% MARINE ENGINEERING



M&N will perform the 30% structural design for the project. A concrete superstructure supported by steel pipe piles will be used for the wharves. Mooring and berthing dolphins will be incorporated to maximize utilization of the wharf for Ro/Ro operations and staging for WTG assembly. Mooring bollards and fendering systems will be developed to meet specific needs of potential operators. Wet storage mooring structures will be developed for near shore and offshore locations. These designs consist of the following:

1. **Design of Pile-Supported Wharves** – Finalize crane loading assessment and perform 30% design of heavy-lift wharf structures and other pile supported marine structures.
2. **Design of Wet Storage Mooring Structures** – Progress wet storage mooring analysis, discuss with BOEM lease-holder operators to confirm viability of design including access requirements, mooring fixture types, layout relative to other storage structures, etc.
3. **Design of Near Shore Wet Storage Structure** – Incorporate wet storage mooring analysis work from (task 2 above) and apply to near shore structure. Confirm vehicle access requirements from BOEM lease-holder operators and design access trestles to tie up structure.
4. **Design of Mooring Bollards** – M&N will select appropriate capacity bollards so design vessels and WTG can be moored at the new wharf and wet storage structures.
5. **Design of Fendering System** – M&N will design the vessel energy absorbing fendering system for the design vessels and WTG foundation that can be moored at the new wharf and wet storage structures. It is expected that multiple fendering systems will be needed to accommodate that wide range of vessels and the WTG foundations.
6. **Geotechnical** – Using site-specific geotechnical data and ground motion study results, EMI will perform detailed geotechnical analyses such as liquefaction potential, seismic settlement estimates, and long-term consolidation settlement estimates, and develop recommendations for:
    - Ground improvement options to minimize consolidation settlement
    - Axial and lateral capacities of different pile types that can be used to support the wharf
    - Landside ring crane foundation

- Various ground improvement options that will be evaluated for the uplands and shoreline stabilization include wick drains and surcharge.
- Geotechnical recommendations will be documented in a Geotechnical Design Report.

7. **Shoreline Stabilization** – Building on the 15% design of shoreline stabilization developed in the previous phase, M&N will further advance the design into 30% level of design. Advancement of design will rely on characterization of destabilizing forces (including waves, tidal currents, vessel wakes), shoreline characteristics (shoreline geometry including slope of shoreline and existing material), habitat considerations, as well as any upland or waterside constraints.

TASK 2B.3 – 30% DESIGN BASED DOCUMENTS

Project Description

The engineering based project description will describe the various 30% design components and the assumptions and basis for their design. It will also describe the next steps and considerations for completing final design. The document will tie together the 30% design graphics, site plans, basis of design report, cost estimates, and material quantities into one concise summary.

Terminal Operations Planning and Descriptions

During the previous phase of the project, M&N developed a preliminary site layout plan documenting the potential terminal operations, which included conceptual locations of the various buildings, laydown areas, transport paths, site access, and logistical flow of operations. Prior to moving into the detailed design phase, the terminal operations and site layout will be finalized based on our experience with OSW ports and other marine terminal facilities.

We will present this site plan for District initial review, and revise based on District comments. We will then participate in an in-person site layout design review meeting to be arranged by the District and facilitated by M&N. The proposed meeting location is Humboldt Bay Port Authority's offices in Eureka, California. We anticipate that this meeting would include representatives from M&N, the District, and potential terminal users as identified by the District.

The purpose of the meeting would be to elicit input from the prospective tenants and the District to develop a site layout that meets the needs of the potential OSW lease holder(s), as well as the long-term needs of the District.

We will prepare a memo documenting the meeting and present an updated site layout plan. We anticipate that the layout plan will be distributed to the stakeholders. We will incorporate additional comments on the layout into the 30% design drawings.

Eco-Shoreline Planning

The purpose and design of a port terminal shoreline stabilization is straightforward and simple: protect the shoreline from erosion and the upland from flooding. However, the shoreline at the RMT has more constraints and opportunities than most. The shoreline design must not only consider marine and erosional processes, but also loading and vehicle traffic, operator use requirements, stormwater design, utility design, wharf design, SLR, public perception and aesthetics, and marine habitat. A successful shoreline design will be tailored to the needs of other engineering disciplines and port needs while incorporating opportunities to enhance the shoreline when feasible.

Applying "engineering with nature" or "living shoreline" principles are a way to enhance the shoreline as part of the stabilization scheme. Potential elements of these design principles include selection of habitat friendly materials, native plantings, habitat benches or tiers, eco-concrete solutions, gradual shoreline transitions, and shoreline set-backs. Incorporating resilient design and design elements which enhance the natural environment will help advance the goals of the development initiatives of the Harbor District and the operator.

PG&E Upgrades Assessment and Engagement

The team will continue to refine the site electrical loads and renewable energy infrastructure to support the District throughout the electrical service and generator interconnection application process with PG&E. Information and results obtained from PG&E, either through direct communications with PG&E application engineers or from interconnection studies, will be used to assess the site utility infrastructure and grid modifications that may be required to provide electrical service for the phased build-out and the long-term functionality of the site. The electrical utilities design documentation will be revised to reflect these required modifications.

Water/Sewer Provider Upgrade Assessment and Engagement

The site is currently served by HBMWD with domestic and industrial water supply sources. The PCSD and SPG are currently in the process of designing and implementing wastewater collection and treatment service, for which the Terminal Site will be required to connect. GHD and SHN are currently working with the PCSD on the collection system and modifications to the treatment plant and discharge line to accommodate the communities of Fairhaven and Finntown, in addition to the commercial properties and future Marine Terminal on the peninsula.

Basis of Design (BOD)

M&N will revise the preliminary BOD prepared during the previous phase of the project to be consistent with this phase of the project including additions and adjustments to the design criteria as needed. The BOD is a living document and will be updated as the 30% design progresses.

Visual Simulations

Draft visual simulations have been developed for the Project's 15% design and will likely require updates based on the 30% design. The District has varying levels of control over Project components that are included in the visual simulations. For example, the District can control wharf design but also must provide some flexibility for the final design. However, the WTGs that will be assembled at the site (for example) will be designed by OSW energy developers. Therefore, the Project team needs to continue working with these developers and other experts to reasonably approximate what the WTGs will look like (e.g., their size, geometry, and colors).

Another critical aspect of visual simulations is a well-planned public release. The visual simulations will have a large effect on the public's perception of the Project as well as OSW energy in general. Hence, it is important that the visual simulations are as accurate as possible and that the methods description for developing the visualizations is complete and can be understood by the general public. There is risk of an outside party creating a false narrative around the simulations that must be mitigated.

Design/Permit Drawings

M&N will create 30% design/permit drawings for the project. At the 30% level, these drawings will include the following:

- Cover Sheet, Index of Drawings, Abbreviations, and Legend
- General Notes
- Project Location
- Existing Survey Plans
- Topographic, Bathymetric, and Geophysical Survey Plan
- Geotechnical Investigation Plan
- Site Phasing Plan
- Work Areas and Construction Access
- Demolition Site Plan and Photos
- Grading Site Plan, Cut/Fill Plan, and Typical Cross-Sections
- Site Loading Plan
- North and West Access Road Plan and Profiles, and Road Sections
- Dredge/Fill Plan and Sections
- Rock Revetment Plan and Sections
- Ground Improvement Plan and Sections
- Utility Site Plan and Sections
- Berth Operations Plan
- Wharf Structural Plans and Sections
- Mooring and Dolphin Plan and Sections
- Wet Storage Mooring Plan and Sections
- Nearshore Wet Storage Pier Plan and Sections
- Electrical Plans
- Environmental Mitigation Plans
- Channel Improvement Plans and Sections

TASK 2B.4 – 30% COST ESTIMATES AND CONSTRUCTABILITY

M&N will produce a Class 3 estimate, as defined by the American Association of Cost Estimating (AACE). This estimate has a level of accuracy of plus 10% to 30% and minus 10% to minus 20%. The work will be broken down into tasks and a quantity and unit price will be developed for each task. Quantities will be calculated from the updated design documents and incorporated into the cost estimate as well as available for permitting documents. Our construction estimating team are former marine contractor professionals who understand the nuances of developing bottom up detailed estimates that reflect the risks, work requirements, and production rates associated with conducting the specialty waterfront work. We understand costs are a critical factor in the development of this project and will conduct frequent check in on costs to assist the District in their decision making process so they have the big picture cost versus benefit information at top of mind. Another element of the work will include constructability review, work sequencing, and phasing that is critical to the regulatory review process and for development of cost efficient projects. The constructability assessment work will relate to work season and day restrictions, minimization of environmental impacts (noise and vibration), duration of construction (cost and total time to implement), innovation (dredged material beneficial reuse) and value engineering (cost refinement of design) throughout the design development process. Our construction estimating team is experienced in developing constructability strategies on large, complex waterfront redevelopment projects.

The constructability memo will be updated from the previous phase to incorporate all changes made during the 30% design phase.

TASK 2C – COMPLETE NEPA, CEQA, AND PERMITTING

The CEQA documentation process is already well underway. A notice of preparation has been completed, a draft project description and setting sections are written, and assessment of the Project's environmental effects has started in the form of an internal draft CEQA Initial Study. Additionally, applications for the Project's key permits have been drafted.

It is critical for the Project timeline that a NEPA lead agency is quickly identified and engaged with to begin NEPA documentation. Immediately on project initiation, ICF and M&N will assist the District in confirming a Federal NEPA lead agency and strategizing with them on streamlined approaches to completion of the CEQA and the NEPA documents. Recent and ongoing changes in NEPA law and regulations mean the completion of a joint EIS/EIR may be an appropriate strategy even though a CEQA Notice of Preparation has already been completed. Our team will assist the District in developing and proposing the most efficient pathway for CEQA and NEPA compliance. Both the NEPA and CEQA document(s) will be based on the extensive set of special studies already prepared and to be prepared under this contract, ensuring consistency between the documents regardless of whether a joint document is prepared.

We recommend continuation of the ongoing agency meetings regarding dredge material management and compensatory biological mitigation. Based on the results of these meetings, agency input can be incorporated into the CEQA/NEPA document(s) at early stages rather than beginning agency discussions during and after public review of the document(s). In our experience, it is beneficial to the Project schedule to work through as many topics as possible with the agencies prior to formally releasing the CEQA/NEPA document(s) for public review.

The following sub-tasks will be completed:

- Project Description/Narrative (refinement and finalization of existing)
- CEQA (EIR) (Harbor District as lead agency)
- NEPA (EIS) (USACE or MARAD as lead agency)
- Permit Applications, Submittal Documents, Receipt of All Required Permits, and Compliance Documentation for Mandatory Environmental Compliance
  - ACOE Section 10/404 of the Clean Water Act (CWA) (permit application was developed during the previous Project phase)
  - ACOE Section 408
  - Bald/Golden Eagle Protection Act
  - California Air Resources Board Operating Permit
  - Coastal Development Permit (permit application was developed during the previous Project phase)
  - Federal Aviation Administration (FAA) Obstruction Evaluation
  - HBHRCD Development Permit (permit application was developed during the previous Project phase)
  - Incidental Take Permit (permit application was developed during the previous Project phase)
  - Marine Mammal Protection Act
  - Migratory Bird Treaty Act
  - Private Aids to Navigation (PATON)
  - Section 106 of the National Historic Preservation Act (permit application was developed during the previous Project phase)
  - Section 401 Water Quality Certification (permit application was developed during the previous Project phase)
  - Stormwater Pollution Prevention Plan and Water Quality Management Plan
  - USFWS/NOAA/NMFS Biological Assessment(s)/Opinion(s)
- Modifications to local land use regulations, such as rezoning or General Plan Amendments.

TASK 2D – ADVANCED DESIGN FOR ACCESS ROADS, ROADWAY CONNECTIONS, AND HABITAT MITIGATION

Based on the tasks completed above, the Project Team will advance the access road and habitat mitigation designs to bid-ready plans, specifications, and cost estimate. This will include, but not be limited to, development of ROW exhibits and determination of temporary and permanent easements. Deliverable milestones proposed include 60% design, 90% design, final design, and bid documents for PS&E.

TASK 3 – BAYWIDE MASTER PLAN FOR OFFSHORE WIND DEVELOPMENT

In December 2022, the BOEM completed an OSW lease sale for three wind energy areas (WEA) offshore of Morro Bay, CA and two WEAs offshore of Humboldt Bay, CA. BOEM is also preparing to auction WEA leases in Oregon. Humboldt Bay has attributes that

make it an ideal port location to support OSW development. Specifically, Humboldt Bay (1) is near existing and planned WEA leases; (2) has deep navigation channels; (3) does not have air draft restrictions that would restrict WTG movement; and (4) has existing infrastructure that can be improved to support OSW development. Based on these attributes, the Port of Humboldt Bay will have a critical role for OSW development in central and northern California, and Oregon.

In terms of infrastructure, suitable locations for OSW related port development in Humboldt Bay is largely controlled by Federal navigation channel depth and width; distance between the Federal navigation channel and land/berths; available landside yard area; and available waterfront area. Most potential sites in Humboldt Bay are appropriately zoned as Coastal Dependent Industrial which should allow for OSW related port development.

The Master Plan will identify the highest and best OSW port development opportunities for individual sites throughout the bay, in connection with other existing and potential recreational, commercial, and industrial uses. It will be developed with strong consideration for disadvantaged communities in the area and environmental justice. Additionally, the Master Plan will assess the impacts of port development on biological, cultural, Tribal, historic and other resources and provide mitigation alternatives and solutions to address these impacts. The Master Plan will include the following four chapters.

Chapter 1 – Diversity, Equity, Inclusion and Accessibility (DEIA) Plan

Stakeholder Outreach. When it comes to stakeholder outreach, M&N Team's DEIA specialty subconsultant, D&A Communications, leverages a dynamic approach by combining two effective strategies to meet people where they are: human-centered design and a commitment to equitable community engagement, guided by the framework developed by the International Association for Public Participation (IAP2). Human-centered design, a process built around empathy and iteration, forms the foundation for understanding diverse populations. This approach provides a structured methodology to uncover the needs and experiences of underrepresented communities and people most impacted by the housing and climate crises, fostering the creation of innovative solutions tailored to their unique circumstances. Aligned with this, the team's engagement strategy is shaped by the principles outlined in the IAP2 framework. This enables the team to delineate decision spaces, set expectations, and adhere to core values that establish the practical and ethical foundation for meaningful and transparent outreach.

The IAP2 approach, akin to Human-Centered Design, champions the right of those affected by decisions to be actively involved in the decision-making process. The IAP2 Spectrum of Public Participation identifies engagement on a spectrum of Inform, Consult, Involve, Collaborate, and Empower. Awareness of the engagement's rational and experiential objectives guides the team's intentional approach, which prioritizes transparency. The team is committed to ensuring that the public is heard, and understands how their contributions will impact decisions. D&A fosters sustainable outcomes by recognizing and communicating the diverse needs and interests of all stakeholders, including decision-makers. The team harmoniously blends elements from human-centered design and IAP2 frameworks, crafting the most effective methodology for engaging large and diverse communities. This approach ensures process equity, allowing the team to tailor strategies to the unique contexts of communities. Notably, the entire M&N community engagement team has undergone comprehensive IAP2 training in Planning and Effective Public Engagement Methodologies. However, the team's commitment to equity, inclusion, accessibility, and social justice extends beyond training—it is ingrained in the fabric of its work.

Humboldt: POWERED Project Website. The M&N Team's DEIA specialty subconsultant, D&A Communications, includes integrated media professionals, creatives, and website architects—all ready and willing to assist the District to develop a project website and/or project landing page on its existing website. The D&A Communications website developer, Jack Wong, will partner with the District team to audit the current website, analyze site analytics, assess content opportunities, and develop a plan for ensuring timely updates. D&A Communications will also optimize user experience, create visual and video assets to maintain website content, and ensure all information is in-language and up-to-date. All content will be SEO-optimized for greater reach.

D&A Communications implements website localization best practices to drive traffic and reach target audiences. D&A Communications will work with Project staff to maintain a multilingual website through the use of professional translators and interpreters. This localization will also apply to website visuals. D&A Communications will ensure all graphics and videos are translated and interpreted in-language and will also be responsible for designing and maintaining the Project website to comply with Web Content Accessibility Guidelines (WCAG 2, Level AA) to guarantee the website is aligned with the Guidelines' four main principles—Perceivable, Operable, Understandable, and Robust.

Development of Marketing Materials. D&A Communications has extensive experience developing and producing responsive, multi-modal digital and print assets. Informed by research and conversations with the technical team, we will create memorable customer education materials, including but not limited to infographics, maps, graphics, PDFs, and videos that provide project updates for key stakeholders and the general public. D&A Communications has a full-service media creative team of graphic designers, producers, script and storyboard developers, photographers, and videographers to effectively and creatively convey Project messages to external audiences.

Technology and Knowledge Transfer Plan. D&A Communications is highly regarded for its ability to translate technical information for decision-makers and community members and bring feedback to the technical team in actionable formats. The core principal for our Technology knowledge and Transfer plan will be to communicate in understandable terms for everyone involved. Understanding

Project needs and how community and stakeholder feedback impacts technical analysis will be a key role for the M&N Team. This is a role they have played on many projects: from integrating community-based organization (CBO) feedback and engagement findings across multiple work streams to working one-on-one with CBOs and residents while converting feedback into a project that public agencies can deliver. To facilitate seamless integration among all the groups working on a project, we employ feedback loops between the technical teams and the public, which allow us to optimize the project throughout the process. After all, influence is currency; the more we demonstrate that feedback is being heard, the more willing communities are to continue participating. We also plan to discuss barriers to engagement and revisit timelines when needed to ensure the teams respond to diverse communities' needs, hold teams accountable to equity-first communications, and strategize on community benefits.

Diversity, Equity, Inclusion, and Accessibility Plan. The M&N Team's DEIA specialty subconsultant, D&A Communications, supported by a diverse and passionate group of public engagement professionals, has a deep and storied record of integrating community benefits into every aspect of our work. We start each project by developing an understanding of how the project is intended to benefit the community and then work to ensure that the project fits within the community's values, desires, and aspirations. We aspire to find and deliver community benefits with the services we provide, including helping community members find their collective voice to work collaboratively with their local government, empowering younger generations on the importance of civic engagement in creating sustainable and meaningful change, to, when feasible, offering paid employment for assisting in public participation. From whom we choose to work with to what we produce and even how we spend our personal time, our devotion to making a difference in the community is inextricable from who we are as strategists, community engagement professionals, and human beings.

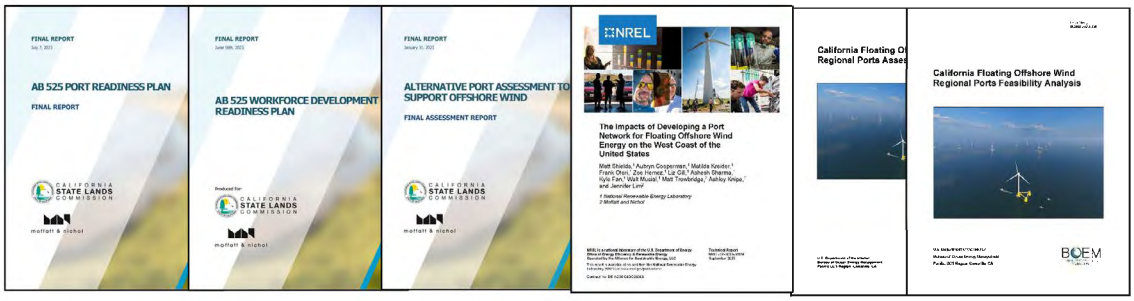
A dedication to the community is the bedrock on which our entire team is built, and it permeates every project, strategy, and deliverable we produce. D&A Communications understands that authentically engaging and involving historically underserved communities is vitally important for creating economic and social benefits. Through deep understanding of culture and communications, we identify the equitable solution for each challenge. We believe in building human connections and empowering all people to make a transformative change that elevates our communities, creating a more just and equitable society. D&A Communications has a well-earned reputation for advising mission-driven organizations on inclusive communications strategies that build relationships across diverse communities and strengthen shared connections that unite us. We create culturally relevant engagement strategies informed by research, data analysis, and stakeholder feedback, that inform, inspire, and spark impactful conversations between our clients and their stakeholders. Our approaches to equity include:

- Meaningful Inclusion: identify and remove barriers, not just by inviting people to the table, but by meeting them where they are.
- Consultation with Diverse Leaders: We leverage longstanding relationships with CBOs to communicate at the "Speed of Trust."

Chapter 2 – West Coast Floating Offshore Wind Needs Evaluation

This chapter will build on the following OSW needs evaluations completed for the State of California, BOEM, and NREL. These foundational reports were all authored by Team partners M&N and/or Xodus.

- BOEM. 2023a. California Floating Offshore Wind Regional Ports Assessment. US Department of the Interior, Bureau of Ocean Energy Management, Camarillo, CA. Prepared by Moffatt & Nichol, Oakland, California.
- BOEM. 2023b. California Floating Offshore Wind Regional Ports Feasibility Analysis. US Department of the Interior, Bureau of Ocean Energy Management, Camarillo, CA. Prepared by Moffatt & Nichol, Oakland, California.
- CSLC. 2023a. Alternative Port Assessment to Support Offshore Wind. California State Lands Commission. Prepared by Moffatt & Nichol, Oakland, CA.
- CSLC. 2023b. AB 525 Port Readiness Plan. California State Lands Commission. Prepared by Moffatt & Nichol, Oakland, CA.
- CSLC. 2023c. AB525 Workforce Development Readiness Plan. California State Lands Commission. Prepared by Moffatt & Nichol, Oakland, CA; Xodus Group, Boston, MA; and BW Research, Carlsbad, CA.
- NREL. 2023. The Impacts of Developing a Port Network for Floating Offshore Wind Energy on the West Coast of the United States. U.S. Department of Energy National Renewable Energy Laboratory and Moffatt & Nichol. Technical Report NREL/TP-5000-86864.



a. Data Compilation and Industry Outreach - Outreach will be conducted with BOEM, NREL, California Energy Commission (CEC), SLC, and the OSW industry including the five successful developers from the recent California BOEM leases and up to three additional leading OSW developers. Outreach will also include engagement with approximately three floating foundation manufacturers, two tug and towing companies, and three OEMs. The purpose of industry and stakeholder outreach is to establish industry needs so that potential gaps and development opportunities are identified for Humboldt Bay. All outreach meeting notes and recommendations for follow-up will be summarized in an Outreach and Stakeholder Memorandum that will be attached to this chapter of the Master Plan.

b. Domestic Procurement Gap Analysis and Agency/Stakeholder Coordination - Our team will build upon existing in-house experience, understanding, and data to undertake a holistic assessment of the projected availability of floating OSW procurement opportunities in the U.S. Existing, planned, and potential major component manufacturing in California and the wider U.S. will be examined to compare production capacity with OSW project demand to determine where gaps exist. Particular attention will be paid to components that result in tax incentives, as well as the extent to which East Coast/Gulf of Mexico products and services are available to West Coast projects. Existing U.S. OSW projects will have their supply chains mapped systematically according to industry taxonomy out to a Tier 2 level to determine the extent to which they were able to procure products and services domestically. This will then be assessed to determine if any trends exist in identifying which goods/services can and/or will likely be procured domestically, and what gaps in domestic supply exist. Scenarios will be developed that compare reasonable baseline and best-case domestic content cases to support explanation of findings.

As part of this effort conversations will be held with key agencies, developers, OEMs, Tier 1 suppliers, and industry trade associations to obtain information on production timelines and capacities, existing commitments to supply, and the strength of the local opportunity. Standard questions will be developed to ensure consistency in responses, and interviews will be thoroughly documented so that useful insights can be drawn. Outcomes of the procurement gap analysis and engagement activities will be considered in Chapter 2 ‘c’ and ‘d’, as gaps in domestic procurement present opportunities for Humboldt Bay to supply.

c. Workforce Development Gap Analysis and Agency/Stakeholder Coordination - Our team will build off previously delivered work scopes assessing the potential for workforce development in support of a floating OSW industry in Humboldt Bay. Previous assessments undertaken by Xodus have explored the workforce development needs and mapped the existing workforce landscape in the region to determine what gaps exist with respect to specific job roles, and identifying what training is already available. Here, the assessment will be taken a step further as assumptions around activities that will take place in Humboldt Bay and project development timelines are refined. Consideration will be given to whether and how gaps could be filled through actions such as establishment of additional training programs in the region, back-casting from when workers will be needed that includes assessment of the duration of the training programs required, and the time period necessary to develop and enact the programs.

Engagement with relevant training and labor organizations, as well as economic development agencies and other stakeholders, will be carried out to fully understand the workforce context and the opportunity for workforce development in the region. Standard questions will be developed to ensure consistency in responses, and interviews will be thoroughly documented so that useful insights can be drawn. Interviews will focus on verifying assumptions, assessing regional capabilities to develop training programs, willingness of OEMs and Tier 1s to locate in-house training in the region in support of local manufacturing, and any barriers—perceived or real—to enacting training in the region. Funding and support opportunities will be researched and opportunities will be communicated with existing training organizations and relevant stakeholders.

d. Supply Chain, Manufacturing Ports Strategic Planning - The purpose of this section will be to identify the possibility for supply chain and manufacturing at port locations and the influencing factors for investment decisions, capturing both industry preferences and State and Federal preferences to form the rationale for strategic planning options and how these might be achieved. We will leverage knowledge of local manufacturing capabilities within Humboldt Bay to determine the extent to which local production could meet previously identified procurement gaps. Where local capability to meet identified gaps is not present assessment will determine the opportunity for existing local suppliers to grow their capability or for attracting new business to the region. A full accounting of the outcomes of previous work in this space will be carried out to establish existing assumptions on manufacturing and procurement scenarios and the likelihood of each being realized.

Prioritization of potential supply chain and manufacturing opportunities for Humboldt Bay will be based on the prior assessment. A timeline will be developed in line with Chapter 2 ‘c’, working backwards from planned project installation projections, to ascertain when manufacturing activities will need to be up and running, and at what capacity, in order to meet industry needs on the West Coast. Export markets will also be considered in establishing the demand case in high, medium, and low scenarios. This chapter will describe actions to be taken to enable achievable local content scenarios. Cost estimates on manufacturing and port development activities will be refined from previous estimates based on revised timelines and demand projections, and the availability of funding and the impacts of tax incentives on establishing port activities will be considered.

e. Wet Storage Needs Assessment - For this section, the M&N Team will provide a summary of industry needs for wet storage and the results from the wet storage engineering work completed as part of Task 2B 30% Engineering. Sufficient wet storage at port is one of the key global industry challenges for floating OSW. A number of logistical scenarios from manufacturing through to port construction and operation activities will be assessed considering the current West Coast project pipeline and AB525 Planning

Goals. This logistical assessment combined with outreach to industry stakeholders and the current five developers for their projects will provide quantification of wet storage needs at the port. Wet storage layouts, mooring, and anchoring (e.g. dolphins options) will then be reviewed to determine how many floating foundations can be located within the potential wet storage areas. The process and requirements for in port commissioning of the turbine and foundation at the on terminal wet storage locations will also be provided. This logistical exercise will also feed into the wider Humboldt port/bay design, strategic planning, and identification of key constraints.

f. Project Case Studies Targeting Policy Makers, Fleets, and Technology Vendors - The M&N Team will develop three case studies for OSW industry ports and three case studies for traditional port developments from similar master planning exercises. The case studies can be used for engagement with policy makers, fleets, and technology vendors.

Chapter 3 – Opportunity and Options Analysis for Sites throughout Port of Humboldt

This task will build on the recent port-wide assessment completed for Humboldt County by M&N that assessed OSW related port development opportunities in Humboldt Bay (Humboldt Bay Harbor Offshore Wind Energy Port Infrastructure Assessment, Moffatt & Nichol, 2024). Appropriate commercial and recreational uses will be assessed along with OSW port uses. Based on the needs and opportunities identified in Chapter 2, we will work closely with the District to identify opportunities for development beyond the RMT site. This may include component manufacturing sites, construction support sites, tug home ports, anchor chain and mooring line manufacturing or laydown, electrical cable manufacturing or laydown, operations and maintenance home ports, workforce training centers, and other site types identified as part of the evaluation. This task will include evaluating linkages to other manufacturing ports on the U.S. west coast and completing initial navigation and environmental condition assessments. A summary of wet storage needs and constraints developed as part of Chapter 2 and Task 2B 30% Engineering will be provided. In addition, wet storage case studies from other M&N projects including the Port of Long Beach Pier Wind and the Maine Floating Offshore Wind projects will be provided. Wet storage criteria from industry and M&N projects will also be summarized for comparison.

Chapter 4 – Impact Assessment and Evaluation of Mitigation Alternatives

Implementation of the Master Plan will involve construction and operation of new port facilities that may impact recreational biological, cultural, Tribal, historic, and other resources. Our team will consult with Tribes, stakeholders, and agencies to develop an assessment of potential impacts and mitigation alternatives. The CEQA and NEPA documents developed for the Terminal Project will provide critical information that will inform the impact and mitigation assessment for the master plan.

Recreational Impacts. Development of new port facilities may impact recreational uses and facilities. For example, increased vessel traffic and wet storage facilities may impact bay navigation, and port infrastructure could displace facilities such as boat ramps. At a more nuanced level, new structures (e.g., buildings, cranes, and WTGs) can block wind and affect sailing opportunities. The District is already engaging with recreational users for the Terminal Project and these conversations can be expanded to a baywide assessment to develop an improved understanding of recreational uses/facilities, potential impacts of new port facilities, and related impact mitigation options.

Biological Impacts. Humboldt Bay biological resources of key consideration include fish species listed under the State Endangered Species Act (ESA) and Federal ESA; marine mammals protected under the Marine Mammal Protection Act; and sensitive habitats including eelgrass habitat. Impacts from implementation of the Master Plan may include habitat removal (e.g., through installation of new docks and bulkheads) and direct impacts to species from construction noise and turbidity. Increased shipping is another important factor as it has potential to introduce non-native species and diseases that may affect native species as well as cultured shellfish. There are many other biological impact considerations not listed in this SOQ but will be evaluated. The Master Plan will describe these potential impacts and alternative strategies for mitigation and permitting including potential programmatic and pre-permitting approaches that may be implemented by the District and/or County of Humboldt in order to reduce costs and timelines associated with permitting of individual development projects. For example, large-scale habitat restoration projects could be developed that mitigate the impacts of multiple individual development projects through a formal or informal mitigation banking type of program.

Cultural and Tribal Resources. Interested Tribes will be consulted in order to understand their concerns and strategies to avoid, minimize, and mitigate potential impacts of Master Plan implementation. Typical approaches will include the presence of cultural monitors during construction to identify and avoid resources; application of inadvertent resource discovery protocols and pre-project surveys to identify and avoid resources.

Historic Resources. Local historians and the Humboldt County Historical Society will be consulted to develop a summary of known and potential historic resources that may be impacted through Master Plan implementation. A bay specific protocol for assessing historic resources and identifying impact mitigation options will be included in the Master Plan.

Scoping and Recommendation of Next Steps. The Master Plan will include recommendations for next steps. These may include development of program level CEQA or NEPA documents, pre-permitting of areas for port development, or other strategies to facilitate implementation of actions identified in the Master Plan.

PART C - COORDINATION OF ENVIRONMENTAL AND DESIGN

Our process for coordinating permitting and design involves direct involvement of permitting experts, constructability experts, and subject matter experts (SMEs) with the design team early in the design process and at critical decision points during the process. Preparation for this process by the permitting experts involves developing an outline of:

- Information needs for permitting and environmental documentation; and
- Potential impacts to species, habitats, cultural and other resources and related avoidance, minimization, and mitigation measures to consider.

Most of this information is available from the first phase of the Project and the stage is set for an efficient design and permitting process. The outline developed by the permitting experts provides a framework for the design team to continue developing a project description that meets project goals, is permittable, and minimizes compensatory mitigation demand. We understand that District staff appreciates a "hands on approach" for Project definition and their input will be obtained throughout this process. Key tools that will be used include workshops with our team and District staff; consultations with regulatory agency staff, Tribes and stakeholders; and development of memoranda describing key design elements for review and revision.

Compensatory biological mitigation for Project impacts will be designed and permitted using a similar process as for the Project. A key difference is the SMEs that will be involved in the collaborative process. For the mitigation design, our team's experts in local marine and terrestrial biology and mitigation opportunities will provide a key role in identifying the appropriate type and scale of the mitigation project(s) and ensuring that it efficiently satisfies the mitigation demand.

Our designated Project Coordinator, Ashley Knipe, will provide a key role in coordinating the permitting and design process among the multiple entities that will be involved including our team, agencies, and the District. This will include scheduling, development of effective meeting agendas, clear meeting notes, and follow-up on action items.

Engagement with the District. All of our team members will be available to District staff, but Deputy Project Manager Adam Wagschal will serve as the local liaison. Adam is knowledgeable about the Project's existing design, environmental and special study progress, and permit applications. He also has a strong understanding of each team members' expertise. As such, he can effectively bring the best people "to the table" to engage with the District on specific topics. Additionally, Ashley Knipe will provide support for scheduling meetings between District staff, our team, agencies, stakeholders, and other entities. We recognize the high amount of communication and engagement that will be required, and that this coordination role will be critical for efficient Project advancement.

We anticipate a minimum of weekly meetings between District staff and key staff from our team. Typically, Shane Phillips, Adam Wagschal, Younes Nouri, Matt Trowbridge, and Ashley Knipe will attend these meetings, but other experts will attend as needed depending on current topics requiring discussion.

M&N will re-visit the conceptual design developed at the previous phase in coordination with the Harbor District and in light of any input received from stakeholders and regulatory agencies to identify next steps and any needed refinements. For a seamless coordination between environmental permitting and design process, M&N will take the following steps:

- M&N environmental permitting leads will define data needs for development of project description and completion of CEQA/NEPA and define potential habitat impact avoidance/minimization to be considered in the design process.
- M&N will hold a design workshop for environmental permitting leads, design leads, constructability leads, as well as the District to review project elements and develop input needed for completion of CEQA/NEPA.
- M&N environmental leads will hold informal consultations with regulatory agency representatives to inform them about the project design and proposed mitigations except during the project design and environmental analyses stages of the project.
- M&N design/permitting leads will have recurring meetings and as-needed workshops with the District during this phase to collaborate on advancing the design.

PART D - SIGNIFICANT CHALLENGES AND OPPORTUNITIES

The Project poses technical, social, and environmental challenges. The technical challenges arise largely from the fact the Terminal needs to be designed to accommodate OSW technology that is at the cutting edge of technology and rapidly evolving. From a societal and environmental perspective, the Project has potential community and environmental benefits (please see Project Goals above), but it also presents a large-scale social and environmental change for the community and the Project's ultimate success hinges on addressing these changes head on through meaningful dialogue with Tribes, stakeholders, the general public, decision makers, and agencies. It is critical that the Project's design reflects input from these groups. The technical, social, and environmental challenges of the Project and our approaches for solving them are described below.

CHALLENGE	SOLUTION
Port facilities design to accommodate rapidly changing and uncertain OSW technologies	Continued outreach with OSW developers, terminal operators, and technologists to ensure a design that will meet industry needs and future proofing of the design to accommodate future industry needs such as larger WTG devices.
Identification of required compensatory mitigation for biological impacts	Some compensatory mitigation requirements will be satisfied through onsite habitat restoration and the District's eelgrass mitigation program. Further offsite mitigation will be identified utilizing existing relationships with landowners, stakeholders, and agencies as well as professional expertise regarding local opportunities.
Stakeholders and agency staff have a strong interest in beneficial use of dredge materials, but beneficial use of the large amount of material that will be dredged is not practical and there are logistical and cost considerations	The only viable beneficial use option for the large amount of material that will be dredged is beach or nearshore placement. This should be considered a priority. Aside from these options, disposal at the HOODS is the most likely option and other beneficial use opportunities should be considered for their own merit, but not as a means to use the large amount of dredge material.
Tribes, stakeholders, and the local community generally agree with Project goals (e.g., to support renewable energy development) but have concerns regarding cultural, biological, visual, and other impacts. General acceptance by the community will be important for moving through the permitting and environmental documentation process.	Early and sincere engagement with Tribes, stakeholders, and the community will be important for Project success. These entities should be part of the design and mitigation development process and not outside of the process, only commenting on it.

SCHEDULE

New Jersey Wind Port - OSW Terminal

4. SCHEDULE

SIMILAR EXPERIENCE

M&N's approach to managing complex schedules on large multidisciplinary projects includes working collaboratively with the client and involving experts who have a firm grasp of the scope as well as scheduling experts who are strong at developing schedules, identifying dependencies, and proactively managing the project using the schedule. For example, on the Port of Long Beach Pier Wind project, M&N's project management team (Matt Trowbridge and Jennifer Lim) and lead scheduler (Adel Salahi) were engaged directly with the Port and M&N engineering team to develop an overall project schedule from conceptual engineering phase through completion of construction. The schedule was developed and maintained in Primavera and Microsoft Project so that the scheduling team and the project team can use it as a tool. The scheduler meets with the PM team and the Port's leadership team to actively manage the project. The schedule allowed the project to evaluate multiple construction phasing approaches and identified the critical path for the environmental document phase.

SCHEDULE COMMITMENT

The M&N Team understands the importance of delivering projects in compliance with grant funding requirements. We commit to working closely with the District to deliver this project in compliance with the PIDP schedule.

ALTERNATIVE APPROACHES/DEADLINES

No alternative approaches or deadlines are proposed. We will work with the District to complete the work on an aggressive schedule.

SCHEDULE CRITICAL ITEMS

The M&N Team considers the following items as schedule critical elements that will be progressed with priority and in close coordination with the District:

- Special Studies
  - Marine Geotechnical Investigation. Finalize permit application for submission, receive permit, and conduct field investigation to help inform design refinements for wharf, dredged material management, and overall costs.
  - Dredged Material Characterization. Finalize a SAP with DMMNC and executed dredged material sampling and testing to assess what materials can be beneficially reused versus open water disposal.
  - Green Port Development Master Plan. Advance a green port plan with public engagement to formalize for inclusion into the regulatory review process and design refinement.
  - Navigation and Vessel Bridge Simulation. Conduct desktop analysis and coordinate with USCG, USACE, and stakeholders regarding use of the channel and any new navigation requirements for WTD dead ship tow out planning.
  - Off Terminal Habitat Restoration/Mitigation Site Selection and Concept Design. Continuation identification and development of offsite mitigation to meet the needs for projected impacts on site. Long lead time element that requires immediate attention at the start of the next phase of the project.
  - Visual Simulations. Finalization of visual simulations.
- 30% Design
  - Redwood Trail Authority (RTA). Engagement with RTA including a project application to review the proposed use of the trail for utility corridor and for proposed trail improvements. If adjustments are required by RTA review, a revised utility and access corridor design will be required in addition to greater easement/ROW from adjacent south side property owners.
  - Easement/Right of Way. Initiate discussion with adjacent property owner to acquire access easement into the marine terminal for the west access road. Develop documentation required to initiate acquisition of easement and ROW.
  - PGE. Application for service to initiate a review of high voltage infrastructure upgrades and timing thereof. An application fee of approximately $35k to $50k is required to initiate the review process.

TEAM APPROACH TO SCHEDULE

Our team can meet the proposed schedule because we have the required capacity and technical skills as well as the local knowledge and relationships to achieve the community acceptance and agency approvals that will be required. Following is a description by task category of our understanding and approach for the schedule. Please refer to the detailed project schedule graphic shown on the next pages.

Task 1. Overall Project Management

Project management and meetings will occur throughout the Project's duration. The Initial Work Plan will be developed, and the kick-off meeting will be held during the first month of the Project. The refined work plan will be finalized during the second month.

Task 2A. Special Studies, Environmental Studies, and Site Investigations

Most of these tasks will begin immediately after the Project is kicked off (i.e., by August 2024) and completed by June 2025, with the following exceptions.

- Coastal navigation/hydrology/SLR/tsunami analysis will be completed by January 2025 because the information from this analysis will be important to inform Project design.
- The field program for the sediment testing, analysis and sampling plan (SAP), and geotechnical investigation will be a coordinated effort. Development of the SAP and geotechnical investigation methods will begin in August 2024 and is expected that the regulatory approvals to implement the field program will be obtained by December 2024 or January 2025 with the actual sampling beginning in February 2025 or earlier. However, if portions of the field program must be conducted during the typical in-water work window (July 1 – October 15) then the sampling may extend into July 2025. Our team recognizes the importance of conducting the sampling as soon as possible and will work with the District and agencies to achieve this. As discussed in the approach section, we also recommend initial/preliminary sediment testing prior to implementation of the SAP and the results of the initial sampling will inform other Project components such as identification of dredge material disposal and beneficial use options.
- The start of the following tasks will be staggered to coincide with availability of information from the 30% design that will be required.
  - Conceptual design and cost analysis of widening the Federal navigation channel will begin in October 2024.
  - USACE Section 408 analysis, USCG analysis, and navigation and tow out simulations will begin in December 2024.
  - Living shoreline/bank/dredge slope stabilization assessment and terminal operation recommendations will begin in January 2025.

Task 2B. 30% Engineering

The 30% design can be completed with existing information and is not dependent on results from special studies such as the geotechnical investigation. Our team will begin aggressively working on the 30% design in August 2024 and complete it by March 2025.

Task 2C. Complete CEQA, NEPA, and Permitting

Completion of CEQA, NEPA, and permitting within eighteen months of contract execution will require the following key strategies:

1. Aggressive completion of studies that are required to inform the Project Description, which will be the basis of the regulatory approvals and environmental documentation. There is information from the previous phase to inform most topics, with only some information gaps to be filled. However, the most critical and time sensitive study to complete is dredge material characterization. This characterization will inform dredging methods and dredge material disposal/beneficial-use options and provide critical information for the Project's environmental analysis. It is a top priority to obtain the permits that will be required to conduct the SAPs field program and dredge material characterization. However, our approach does include an initial/preliminary sediment sampling effort that will help keep the CEQA/NEPA and permitting processes on schedule.
2. Aggressive identification of compensatory mitigation solutions for biological impacts so that this does not become an anchor on regulatory approval obtainment.
3. Quick commitment and engagement with the NEPA Lead Agency. This agency will likely be the U.S. Department of Transportation or USACE.
4. Close coordination with the NEPA Lead Agency either in preparation of a joint CEQA/NEPA document or to ensure consistency between separate documents.
5. Close coordination between the environmental team, design team, and the District to finalize the Project Description so that it meets Project objectives and is permittable.

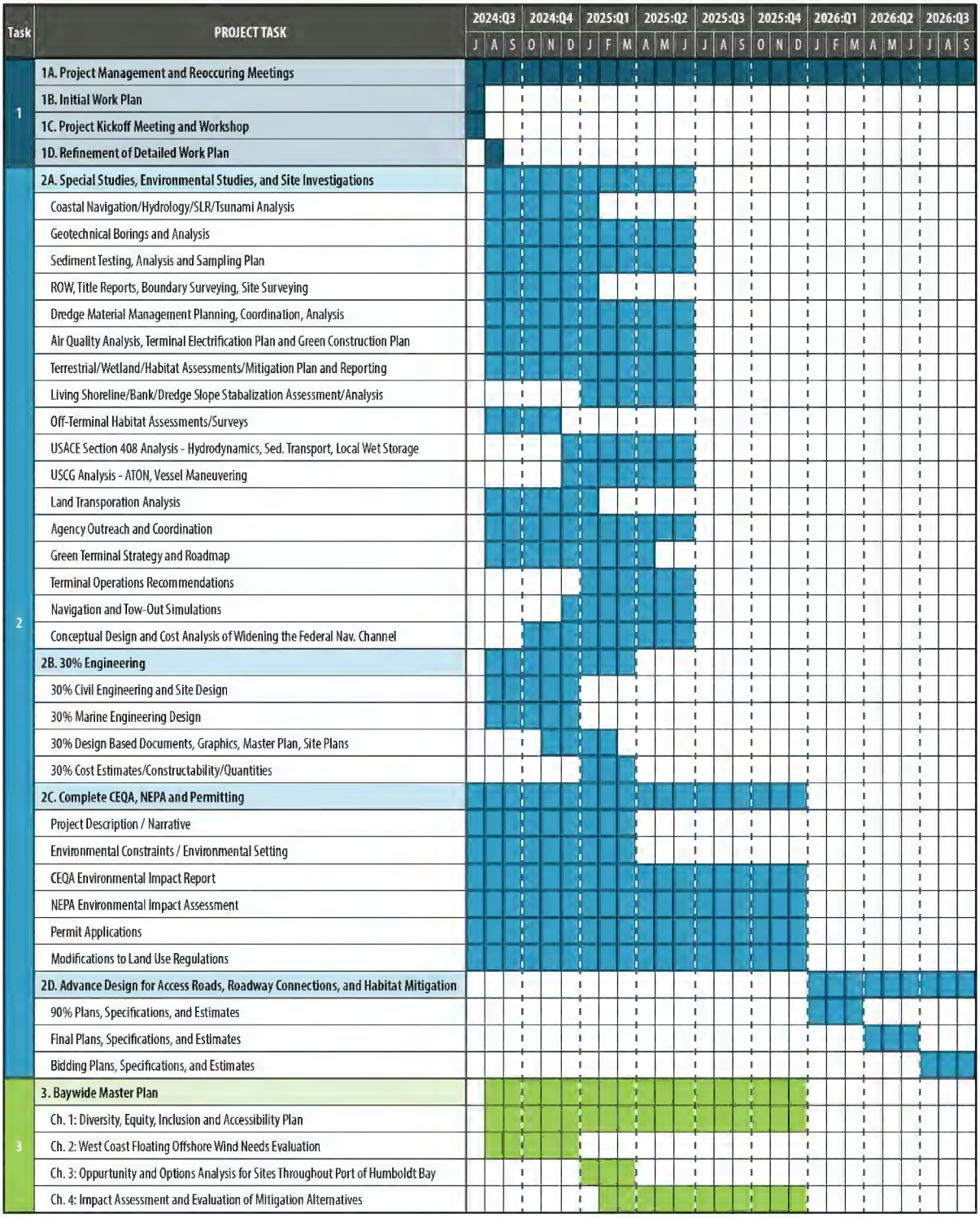
6. Early coordination with regulatory agencies, Tribes, and stakeholders to identify Project concerns and ensure they are addressed early in the regulatory approval and environmental documentation processes.
7. Because the CEQA and NEPA requirements differ, ensure coordination between the NEPA lead agency, cooperating agencies, and the District in outreach to Tribes to ensure consistency of messaging and approaches to addressing Tribal concerns while meeting different procedural requirements and standards.

Task 2D. Advanced Design for Access Roads, Roadway Connections, and Habitat Mitigation

The advanced design will be informed by permit conditions and environmental mitigation measures that will be identified during Task 2C. Therefore, Task 2D will begin in January 2026 immediately after completion of Task 2C and will be complete by September 2026.

Task 3. Master Plan

Master Plan development can occur independently of terminal design and the schedule is not dependent on terminal related tasks. However, the Master Plan opportunities analysis is dependent on the needs evaluation and the impact assessment is dependent on the opportunities analysis and the schedule is structured to account for this.


Task
PROJECT TASK
2024:Q3
2024:Q4
2025:Q1
2025:Q2
2025:Q3
2025:Q4
2026:Q1
2026:Q2
2026:Q3
J A S O N D J F M A M J J A S O N D J F M A M J J A S
1
1A. Project Management and Reoccuring Meetings
1B. Initial Work Plan
1C. Project Kickoff Meeting and Workshop
1D. Refinement of Detailed Work Plan
2
2A. Special Studies, Environmental Studies, and Site Investigations
Coastal Navigation/Hydrology/SLR/Tsunami Analysis
Geotechnical Borings and Analysis
Sediment Testing, Analysis and Sampling Plan
ROW, Title Reports, Boundary Surveying, Site Surveying
Dredge Material Management Planning, Coordination, Analysis
Air Quality Analysis, Terminal Electrification Plan and Green Construction Plan
Terrestrial/Wetland/Habitat Assessments/Mitigation Plan and Reporting
Living Shoreline/Bank/Dredge Slope Stabalization Assessment/Analysis
Off-Terminal Habitat Assessments/Surveys
USACE Section 408 Analysis - Hydrodynamics, Sed. Transport, Local Wet Storage
USCG Analysis - ATON, Vessel Maneuvering
Land Transporation Analysis
Agency Outreach and Coordination
Green Terminal Strategy and Roadmap
Terminal Operations Recommendations
Navigation and Tow-Out Simulations
Conceptual Design and Cost Analysis of Widening the Federal Nav. Channel
2B. 30% Engineering
30% Civil Engineering and Site Design
30% Marine Engineering Design
30% Design Based Documents, Graphics, Master Plan, Site Plans
30% Cost Estimates/Constructability/Quantities
2C. Complete CEQA, NEPA and Permitting
Project Description / Narrative
Environmental Constraints / Environmental Setting
CEQA Environmental Impact Report
NEPA Environmental Impact Assessment
Permit Applications
Modifications to Land Use Regulations
2D. Advance Design for Access Roads, Roadway Connections, and Habitat Mitigation
90% Plans, Specifications, and Estimates
Final Plans, Specifications, and Estimates
Bidding Plans, Specifications, and Estimates
3
3. Baywide Master Plan
Ch. 1: Diversity, Equity, Inclusion and Accessibility Plan
Ch. 2: West Coast Floating Offshore Wind Needs Evaluation
Ch. 3: Oppurtunity and Options Analysis for Sites Throughout Port of Humboldt Bay
Ch. 4: Impact Assessment and Evaluation of Mitigation Alternatives

COST CONTROL METHODOLOGY

5. COST CONTROL METHODOLOGY

UNDERSTANDING OF BUDGET

The District was awarded a PIDP Small Port/Small Project Planning Grant of $8,672,986 as announced in November 2023. The total future cost of the Humboldt POWERED project is estimated at $10,926,060. Matching funds will be allocated from the existing California Energy Commission grant in the amount of $2,253,074, representing a 20.62% local match share. This non-Federal match in State funding for the Port of Humboldt Bay was allocated to support the emerging OSW industry. The project costs and funding sources, per the PIDP grant application, for the $10,926,060 budget are shown in the table below.

TASK	TASK NAME	BUDGET	FUNDING SOURCE	%
1	Project Management	$328,725	2023 PIDP	3.0%
2A	Studies	$4,001,215	2023 PIDP	36.6%
2B	Engineering	$1,185,788	2023 PIDP	10.9%
2C	Permitting	$2,253,074	CEC Matching	20.6%
2D	Roads PS&E	$1,802,500	2023 PIDP	16.5%
3	Master Plan	$1,354,759	2023 PIDP	12.4%
	TOTAL PIDP	$8,672,986		79.4%
	TOTAL CEC MATCHING	$2,253,074		20.6%
	TOTAL	$10,926,060		100.0%

APPROACH TO MANAGING THE BUDGET AND COST CONTROL

We understand the challenge of managing a major port infrastructure project with funding from grants and external sources where the project has no flexibility to absorb cost overruns. Strong project cost control requires proper planning, communication, execution, and oversight. The following detailed approach is proposed to manage the project spend:

- **Detailed Work Plan.** In close coordination with the District, the M&N Team will prepare a detailed work plan for the upcoming phase of work including proposed scope, schedule, and fee. The work planning effort includes an evaluation of existing data and opportunities to streamline the work and cut down on unnecessary efforts. The work plan will be adjusted based on feedback from the District and to comply with available funding. The work plan will include contingency planning, communication strategy, and project cost tracking on a regular basis. All work plans will include a conservative contingency budget item for unforeseen work that may result in a cost overrun. The value of the contingency will be coordinated with the District and may vary depending on the type of work and the risk for cost overruns. In the event a contingency budget is not used it can be rolled forward to the next phase.
- **Work Progress Reporting.** Once authorized, the M&N Team will track progress and spend through monthly progress reports with detailed breakdown of spend by all team members. In the event the actual spend is exceeding the planned spend, the team can pause to evaluate the cause and address the issue. For large projects we often assign a part-time project controls specialist to assist in the tracking of M&N and subconsultant spend.
- **Progress Meetings.** Regular progress meetings with the District and the M&N project management team will be used to track progress of the work. Internal team meetings will be used by the M&N project management team to track progress of the team including subconsultants. Regular communication and check-ins help to catch issues early.
- **Grant and Funding Strategies.** The M&N Team will work closely with the District to understand and comply with the conditions of the funding.
- **Experienced Project Management Team.** We are proposing a proactive project management team that has successfully delivered complex infrastructure projects requiring the management of large multidisciplinary subconsultant teams. Our seasoned project management team will develop and maintain an action item tracking list, including origination date, milestone due date, final resolution, and other relevant details to aid in scheduling, monitoring key issues, and tracking action items.
- **Cost Estimating.** Our team includes construction estimating and scheduling experts that spent many years in the field working for marine contractors building projects. Many of them served as lead estimators and project managers. The knowledge and experience they bring to the project will be valuable to help properly estimate the work and set accurate construction budgets. Periodic updates to the cost estimate to reflect the current and best available information, assumptions, and marketplace conditions is recommended to understand the implications on construction costs as design decisions are made.
- **Risk Register.** A risk register can be developed with the District to identify items that may impact project budget or schedule. As part of this exercise, a plan to mitigate the risks is developed and actively managed. Over the course of the project, the risk register is updated. By completing this process, the project team will identify items that require budget allocated and in the event the risk occurs, there will be budget allocated or set aside to deal with it.

LOCAL TEAMING PARTNERS

Elk River Estuary Habitat Restoration Project

6. LOCAL TEAMING PARTNERS

M&N has assembled a team of highly qualified professionals who have a combination of specialty discipline expertise, local knowledge, and local ties to the community. The integration of local firms with specialized expertise required for this project is the centerpiece of our teaming strategy and will provide the greatest value and benefit to the District and community in executing the work. Our focus is to integrate the local specialists that know the existing pool of knowledge, information, and local context in order to economize our efforts and improve the effectiveness of our teams' approach to delivering the project to meet the District and community needs.

Our team of local firms, many of which were involved in the previous phase of this project, are ready to apply their collective knowledge and experience to inform early project design efforts. Our local teaming partners who will be assisting M&N with executing the engineering and regulatory permitting work are shown in the following table. This work will be overseen by our lead engineering, CEQA/NEPA, and regulatory managers.

LOCATION	FIRM	ROLE
Eureka	GHD	Utilities/Stormwater/Land Transportation/Habitat Restoration/ Master Planning/Waterfront Facilities/Grant Funding
Eureka & Arcata	ICF	CEQA and Permitting
Eureka & Arcata	SHN	Environmental Technical Expertise and Support
Arcata	H.T. Harvey & Associates	Marine & Fishery Biology & Mitigation Support
Eureka	Kelly-O'Hern	Surveying
Arcata	Merkel & Associates, Inc.	Marine and Eelgrass Biologists/ Mitigation
McKinleyville	Northern Hydrology & Engineering	Hydrology and SLR
Bayside	Roscoe and Associates	Archaeological/Tribal Coordination
Arcata	Schatz Energy Research Center	Renewable Energy, Medium Voltage (substation, grid connection), Stakeholder Engagement & Public Involvement Local Liaison

INCLUSION OF DISADVANTAGED BUSINESS ENTERPRISES ON PROJECT TEAM

Portsmouth Marine Terminal

7. INCLUSION OF DISADVANTAGED BUSINESS ENTERPRISES

M&N understands the importance of diversity and inclusion in teaming assignments and contributions to the broader goals of diversity, equity, and inclusion within our organization and the communities we serve. M&N has a supplier diversity program that provides opportunities to small and minority/woman-owned business enterprise (MWBE) firms and encourages all employees to actively seek out disadvantaged business enterprise (DBE) firms for participation on contracts. This program extends these commitments to every part of the company and all procurement activities, including a database of certified DBE/MWBE firms, outreach initiatives, and training for staff on the importance of supplier diversity.

M&N updates and maintains teaming partners in an internal supplier database, Deltek VantagePoint, that currently has over 150 firms, including 41 DBE and over 50 MWBE firms. Because many of these companies are either existing connections or referral based, they have been vetted by internal staff. The existing or former teaming partners are also associated with our projects database so we can easily identify the work history for each firm. Additionally, our project managers complete subconsultant performance evaluations at the closeout of every project to assess key performance indicators of our teaming partners, including schedule, quality of deliverables, and responsiveness. To identify potential new DBE/MWBE teaming partners, M&N continually conducts market research and regularly participates in match making events, industry days, small and/or diverse business-focused conferences, and other community outreach workshops and seminars.

Teaming selection is determined by a number of factors. The proposed project manager does their due diligence to build a team that will maximize DBE/MWBE participation. First, a needs assessment is completed to determine which roles and services are required for a project. Then, the project manager identifies disciplines outside of the firm's expertise that requires support from teaming partners or areas that require additional coverage. Once qualified DBE/MWBE firms have been identified or shortlisted from our internal supplier database, we further assess to see which firms are the best fit for the project. This involves investigating past performance evaluations, reviewing and verifying technical capabilities, and work history and relevant project experience.

For this particular project, teaming selection and participation of DBE/MWBE teaming partners was determined based on a variety of factors, including technical capabilities; work history with the District; and our successful work history on previous contracts including the recently completed 15% engineering phase. These firms have provided exceptional support on the first phase of the Redwood Marine Offshore Wind and Heavy Lift Multipurpose Terminal project, and therefore, we would like to continue with the existing teaming arrangements to support the final permitting and 30 percent design of the project. In addition, we have also added the following certified firms:

Firm Name	Certification	Type of Work Performed
D&A Communications (certfication available upon request)	DBE/SBE/MBE/WoSB	DEIA Plan Lead
Earth Mechanics, Inc.	DBE/SBE	Geotechnical, Seismic
Harris Miller Miller & Hanson Inc. (HMMH)	DBE/MBE/EDWoSB/SBE	Noise Studies
Merkel	WoSB/SBE	Eelgrass Studies and Mitigation
W-Trans	DBE/WoSB/SBE	Transportation and Traffic

DBE - disadvantaged business enterprise
MBE - minority business enterprise
SBE - small business enterprise
WOSB - women owned small business
EDWOSB - economically disadvantaged women owned small business

Certified Profile

CLOSE WINDOW

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Business & Contact Information

BUSINESS NAME	**Earth Mechanics, Inc.**
OWNER	**Ms. Denise Casad**
ADDRESS	**17800 NEWHOPE STREET, SUITE B SUITE B FOUNTAIN VALLEY, CA 92708 [map]**
PHONE	**714-751-3826 Ext. 101**
FAX	**714-751-3928**
EMAIL	**d.casad@earthmech.com**
WEBSITE	**http://www.earthmech.com**
ETHNICITY	**Subcontinent Asian American**
GENDER	**Male**
COUNTY	**Orange (CA)**

Certification Information

CERTIFYING AGENCY	**California Department of Transportation**
CERTIFICATION TYPE	**DBE - Disadvantaged Business Enterprise**
CERTIFIED BUSINESS DESCRIPTION	**FEASIBILITY STUDIES; CONSULTANT, ENGINEERING; ARCHITECTURAL ENGINEER; CIVIL ENGINEERING; SAFETY STUDIES; RESEARCH & TESTING SERVICES; LABORATORY TESTING AND ANALYSIS; Engineering services; Testing Laboratories and Services; Environmental consulting services**

Commodity Codes

Code	Description
CA WCC C8707	FEASIBILITY STUDIES
CA WCC C8715	CONSULTANT, ENGINEERING
CA WCC C8716	ARCHITECTURAL ENGINEER
CA WCC C8720	CIVIL ENGINEERING
CA WCC C8730	SAFETY STUDIES

CA WCC I8730	RESEARCH & TESTING SERVICES
CA WCC I8734	LABORATORY TESTING AND ANALYSIS
NAICS 541330	Engineering services
NAICS 541380	Testing Laboratories and Services
NAICS 541620	Environmental consulting services

Additional Information

WORK DISTRICTS/REGIONS	**All work districts/regions**
CUCP PUBLIC DIRECTORY CERTIFICATION NUMBER	**6956**

October 12, 2023
File #: 42976

Diana Wasiuk
Harris Miller Miller & Hanson Inc. DBA HMMH
700 District Ave Suite 800
Burlington, MA 01803

Subject: Disadvantaged Business Enterprise (DBE) Certification Approval

Dear Ms. Wasiuk:

We are pleased to advise you that after careful review of your application and supporting documentation, the California Department of Transportation (Caltrans) has determined that your firm meets eligibility standards to be certified as a Disadvantaged Business Enterprise (DBE) as required under the U.S. Department of Transportation (U.S. DOT) Regulations 49 CFR Part 26. This certification is also recognized by all USDOT agencies of California.

Your firm will be listed in the California Unified Certification Program (CUCP) database of certified DBEs under the following specific area(s) of expertise that you have identified on the NAICS Codes form the Application Package:
CA WCC C8700: CONSULTANT, NON-ENGINEERING
CA WCC C8790: ENVIRONMENTAL - ACOUSTIC/NOISE STUDIES
CA WCC C8830: ENERGY STUDIES
NAICS 541611: ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES
NAICS 541614: PROCESS, PHYSICAL DISTRIBUTION, AND LOGISTICS CONSULTING SERVICES
NAICS 541620: ENVIRONMENTAL CONSULTING SERVICES
NAICS 541690: OTHER SCIENTIFIC AND TECHNICAL CONSULTING SERVICES
NAICS 541990: ALL OTHER PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES

Your DBE certification applies only for the above code(s). You may review your firm's information in the California Unified Certification Program's (CUCP) DBE database which can be accessed at the CUCP website at https://californiaucp.dbesystem.com/. Any additions and revisions must be submitted to Caltrans for review and approval.

In order to assure continuing DBE status, you must submit an Annual Update Declaration form, along with supporting documentation. Based on your annual submission that no change in ownership and control has occurred, or if changes have occurred, they do not affect your firm's DBE standing, the DBE certification of your firm will continue until or unless it is removed by our agency.

Also, should any changes occur that could affect your certification status prior to receipt of the Annual Update Declaration, such as changes in your firm's name, business/mailing address, ownership, management or control, or failure to meet the applicable business size standards or personal net worth standard, please notify us immediately. Failure to submit forms and/or change of information will be deemed a failure to cooperate under Section 26.109 of the Regulations.

Caltrans reserves the right to withdraw this certification if at any time it is determined that it was knowingly obtained by false, misleading, or incorrect information. DBE certification is subject to review at any time. The firm thereby consents to the examination of its books, records, and documents by Caltrans.

For information on California Department of Transportation (Caltrans) contracting opportunities, please visit our website Office of Civil Rights at https://dot.ca.gov/programs/procurement-and-contracts/contract-with-caltrans.

Congratulations, and thank you for your interest in the DBE Program. I wish you every business success and look forward to hearing from you if I may be of any assistance to you in this regard.

Sincerely,

Anna M. Silva

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

December 21, 2023

Metro File #8018

Ms Diana Wasiuk
Harris Miller Miller & Hanson Inc.
700 District Ave Suite 800
Burlington, MA 01803-5052

Subject: Small Business Enterprise Certification

Dear Ms Diana Wasiuk:

We are pleased to advise you that after careful review of your application and supporting documentation, the Los Angeles County Metropolitan Transportation Authority (Metro) has determined that your firm meets the eligibility standards to be certified as a Small Business Enterprise (SBE) as required under Metro's SBE Program. Your firm will be listed in Metro's SBE database of certified SBEs under the following specific areas of expertise:

NAICS 541620: ENVIRONMENTAL CONSULTING SERVICES
NAICS 541611: ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES
NAICS 541690: OTHER SCIENTIFIC AND TECHNICAL CONSULTING SERVICES
NAICS 541715: RESEARCH AND DEVELOPMENT IN THE PHYSICAL, ENGINEERING, AND LIFE SCIENCES (EXCEPT NANOTECHNOLOGY AND BIOTECHNOLOGY)
NAICS 541990: ALL OTHER PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES

Your SBE certification is valid for five years from the date of this letter and applies only for the above NAICS code(s). Any additions and revisions must be submitted to Metro for review and approval.

In order to ensure your continuing SBE status, you are required to submit an annual update along with supporting documentation. If no changes are noted, then your SBE status remains current. If there are changes, Metro will review to determine continued SBE eligibility. Please note, your SBE status remains in effect unless Metro notifies you otherwise.

After the five-year certification period, your entire file will be reviewed in order to ascertain continued SBE certification status. You will be notified of the pending SBE status review and any documentation updates necessary prior to the expiration date.

Also, should any changes occur that could affect your certification status prior to receipt of the annual update application, such as changes in your firm's name, business/mailing address, ownership, management or control, or failure to meet the applicable business size standards or personal net worth standard, please notify Metro immediately.

Metro reserves the right to withdraw this certification if at any time it is determined that it was knowingly obtained by false, misleading, or incorrect information. Your SBE certification is subject to review at any time. The firm thereby consents to the examination of its books, records, and documents by Metro.

Congratulations, and thank you for your interest in Metro's SBE Program. Should you have any questions, please contact us at (213) 922-2600. For information on Metro contracting opportunities, please visit our website at www.metro.net/connect.

Sincerely,

Ramon Ortiz
Director, Certification & Economic Development

Certified Profile

CLOSE WINDOW

Print

Business & Contact Information

BUSINESS NAME	**Harris Miller Miller & Hanson Inc.,** DBA **HMMH**
OWNER	**Ms. Diana Wasiuk**
ADDRESS	**700 District Ave Suite 800** **Burlington, MA 01803** [map]
PHONE	**781-229-0707 Ext. 3100**
EMAIL	certifications@hmmh.com
WEBSITE	http://www.hmmh.com
ETHNICITY	**Caucasian**
GENDER	**Female**
COUNTY	**Middlesex (MA)**

Certification Information

CERTIFYING AGENCY	**California Department of Transportation**
CERTIFICATION TYPE	**DBE - Disadvantaged Business Enterprise**
CERTIFIED BUSINESS DESCRIPTION	**Administrative Management and General Management Consulting Services**

Commodity Codes

Code	Description
CA WCC C8700	CONSULTANT, NON-ENGINEERING
CA WCC C8790	ENVIRONMENTAL – ACOUSTIC/NOISE STUDIES
CA WCC C8830	ENERGY STUDIES
NAICS 541611	Administrative Management and General Management Consulting Services
NAICS 541614	Process, Physical Distribution, and Logistics Consulting Services
NAICS 541620	Environmental consulting services
NAICS 541690	Other Scientific and Technical Consulting Services
NAICS 541990	All Other Professional, Scientific, and Technical Services

Additional Information

WORK DISTRICTS/REGIONS	**All work districts/regions**
CUCP PUBLIC DIRECTORY CERTIFICATION NUMBER	**42976**

Port of LONG BEACH
THE PORT OF CHOICE

Small Business Enterprise Program

Certified Small Business Enterprise

Vendor Account Number: 731869
Oscar Izaguirre
HMMH
700 District Avenue, Suite 800
Burlington, MA 01803

Thank you for submitting your Vendor Application seeking Small Business Enterprise recognition with the Port of Long Beach (Port). Per our evaluation of the information you provided in your application and the North American Industry Classification System codes you identified, your status as a Small Business Enterprise (SBE) has been approved.

The Port is pleased to issue this SBE Certificate subject to the terms and conditions identified below:

NAICS code(s) for which SBE status is recognized: 541611, 541614, 541620, 541690, 541990
SBE Certificate Effective Date: 12/13/22
SBE Certificate Expiration Date: 12/13/25

Work Performed by your firm that falls within the above-mentioned NAICS code(s) will be counted as SBE participation for work performed on contracts procured by the above Port.

The Port reserves the right to withdraw this certification if at any time it is determined that certification was knowingly obtained by false, misleading or incorrect information and reserves the right to audit all statements. If any firm attempts to falsify or misrepresent information to obtain certification, the firm may be disqualified from participation in any contracts for a period of up to five years.

SBE Certification is valid for a period of three (3) years. To maintain SBE status, firms must update their existing SBE Vendor Application on or before the expiration date stated above. All information is subject to verification.

If there are any changes in your status that may impact your certification, you are required to update your account information online. A copy of your information can be viewed by logging into your Vendor Profile, and visiting the Small Business Certification tab.

Sincerely,
Sashi Muralidharan
SBE Administrator
Port of Long Beach

415 W. Ocean Blvd, Long Beach, CA 90802 Telephone (562) 283-7598 email: sbeprogram@polb.com

Printed on: 3/28/2024 3:15:19 PM

To verify most current certification status go to: https://www.caleprocure.ca.gov

Office of Small Business & DVBE Services

Certification ID: 16623

Legal Business Name:
Merkel & Associates Inc

Doing Business As (DBA) Name 1:
Merkel & Associates Inc

Doing Business As (DBA) Name 2:
Merkel & Associates Inc

Address:
5434 RUFFIN RD
SAN DIEGO
CA 92123-1313

Email Address:
bmerkel@merkelinc.com

Business Web Page:

Business Phone Number:
858.560.8565

Business Fax Number:

Business Types:
Construction , Service

Certification Type	Status	From	To
SB(Micro)	Approved	03/21/2024	03/31/2026

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Questions?
Email: OSDSHELP@DGS.CA.GOV
Call OSDS Main Number: 916-375-4940
707 3rd Street, 1-400, West Sacramento, CA 95605

SUPPLIER CLEARINGHOUSE

CERTIFICATE OF ELIGIBILITY

CERTIFICATION EXPIRATION DATE: **February 21, 2027**

The Supplier Clearinghouse for the Utility Supplier Diversity Program of the California Public Utilities Commission hereby certifies that it has audited and verified the eligibility of:

Merkel & Associates, Inc.

Women Business Enterprise (WBE)

pursuant to Commission General Order 156, and the terms and conditions stipulated in the Verification Application Package. This Certificate shall be valid only with the Clearinghouse seal affixed hereto.

Eligibility must be maintained at all times and renewed within 30 days of any changes in ownership or control. Failure to comply may result in a denial of eligibility. The Clearinghouse may reconsider certification if it is determined that such status was obtained by false, misleading or incorrect information. Decertification may occur if any verification criterion under which eligibility was awarded later becomes invalid due to Commission ruling. The Clearinghouse may request additional information or conduct on-site visits during the term of verification to verify eligibility.

This certification is valid only for the period that the above firm remains eligible as determined by the Clearinghouse. Utility companies may direct inquiries concerning this Certificate to the Clearinghouse at (800) 359-7998.

VON: 95CS0095 ***DETERMINATION DATE: February 21, 2024***

CALIFORNIA UNIFIED CERTIFICATION PROGRAM
DISADVANTAGED BUSINESS ENTERPRISE CERTIFICATE

WHITLOCK & WEINBERGER TRANSPORTATION, INC.

490 MENDOCINO AVENUE., SUITE 201
SANTA ROSA, CA 95401

Owner: DALENE WHITLOCK
Business Structure: CORPORATION

This certificate acknowledges that said firm is approved by the California Unified Certification Program (CUCP) as a Disadvantaged Business Enterprise (DBE) as defined by the U.S. Department of Transportation (DOT) CFR 49 Part 26, as may be amended, for the following NAICS codes:

NAICS Code(s) * Indicates primary NAICS code

*	541330 Engineering Services	541618 Other Management Consulting Services
	541490 Other Specialized Design Services	541512 Computer Systems Design Services
	924110 Administration of Air and Water Resource and Solid Waste Managem	541690 Other Scientific and Technical Consulting Services

Work Category Code(s)

C0612	SAFETY	C8702	MANAGEMENT INFORMATION SYSTEMS
C8703	TRAFFIC ENGINEER	C8705	DESIGN
C8706	DESIGN BRIDGES	C8707	FEASIBILITY STUDIES

Licenses

EC Civil Engineer ET Traffic Engineer

UNIFIED CERTIFICATION PROGRAM

CERTIFYING AGENCY:

DEPARTMENT OF TRANSPORTATION
1823 14TH STREET
SACRAMENTO, CA 95811 0000
(916) 324-1700

UCP Firm Number : 26209

CUCP OFFICER

June 21, 2011

It is CUCP's policy and objective to promote and maintain a level playing field for DBEs in California on Federal-aid contracts. We ensure nondiscrimination in the award and administration of U.S. DOT assisted contracts based on the requirements of 49 CFR Parts 21 and 26.

APPENDIX: RESUMES

Shane Phillips, PE, CFM

Project Manager - Moffatt & Nichol

Education

- BS, Civil Engineering, Washington State University
- MIPM, Infrastructure, Planning & Management, University of Washington

Registrations/Certifications

- Professional Engineer – California, Civil #57552, Washington, Civil #34656
- ACOPNE Diplomate in Coastal Engineering & Port Engineering
- Certified Floodplain Manager (CFM)

Shane Phillips is a waterfront planner and civil/coastal engineer with more than 30 years of experience related to coastal, ports, and marine and waterfront facility planning and engineering. He provides expertise in planning studies, feasibility evaluations, facility inspections, preliminary and final design, and construction engineering for waterfront project work. He is also an American Society of Civil Engineers (ASCE) board certified port and coastal engineer.

Shane leads complex, multidisciplinary teams of architects, planners, regulatory specialists, engineers, and scientists from scoping through project completion for projects requiring strategic planning, stakeholder and public involvement, regulatory permitting, and hydrodynamic processes evaluations. He has developed and completed more than 350 projects along the Pacific and Gulf coasts of the United States and has led multiple OSW port infrastructure studies for the west coast. His projects include:

Humboldt Harbor District, Humboldt Harbor, OSW Port Planning and Engineering Design, Eureka, CA. Project lead assisting the Harbor District with conceptual phase planning, design, and environmental and regulatory strategic improvements for a new 180-acre port terminal facility to support north California coast regional OSW industry development. Work includes special studies for outlining presence of habitat; considerations for mitigation for impacts; multiuse terminal criteria development; coastal hazards assessment (tsunami, flooding, erosion, sedimentation); maintenance dredging assessment; navigation assessments; and developing a preferred marine terminal improvement plan, 15% design, and permitting documents.

Port of Coos Bay Oregon, Navigation Channel Improvement Project, Coos Bay, OR. Project director assisting the Port with two major development projects, including a channel modification (deepening and widening) and a new container terminal development. Estimated cost for the two elements is $2 billion and includes multidisciplinary engineering analysis, design services, and planning and technical support to the EIS and permitting phase. Work includes hydrodynamics, sedimentation, vessel simulation, dredging, terminal structural, civil, rail, and road and utilities planning and design.

Grant County PUD No. 2, Wanapum Hydroelectric Project, Waterfront Improvement and Implementation Plan, Grant County, WA. Project manager for a multidisciplinary team planning, designing, permitting, and construction administration for a $90 million facility redevelopment and strategic planning for the program to meet Federal Energy Regulatory Commission (FERC) compliance. The program included shoreline protection, dredging, vessel moorage, boat ramps, habitat restoration, beaches, trails, and public access.

Bureau of Ocean Energy Management (BOEM), Port of Coos Bay OSW Port Infrastructure Assessment, OR. Project director for review and strategic planning for the port infrastructure assessments within Coos Bay to meet the OSW industry needs. Work included industry and stakeholder engagement, criteria development, potential site screening, analyzing shortlisted sites, and developing a summary report.

BOEM, Ocean Energy On-Call, CA, OR, WA, and HI. Lead engineer and planner for evaluating port infrastructure and vessel requirements to support offshore floating wind development on the west coast. Developed criteria for outer continental shelf floating wind and U.S. Department of Energy's Marine and Hydrokinetic Technology database for port and harbor facilities. Assessed types of infrastructure required for operation and maintenance of offshore floating wind and marine hydrokinetics components. Also developed vessel requirements for supporting offshore floating wind construction. Developed a summary report with recommendations regarding candidate ports for each state on the west coast.

Joshua Singer, PE

Project Director - Moffatt & Nichol

Education
- BS, Civil Engineering, Northeastern University
- BS, Marine Biology, Boston University

Registrations/Certifications
- Professional Engineer – Massachusetts, Civil #52625

Affiliations
- ASCE

Joshua Singer has 22 years of experience dedicated to inspecting, rehabilitating, and designing marine structures. He specializes in planning, developing, and designing ports to support the OSW industry. He currently leads M&N's efforts in this area and acts as project director and manager for these projects. He has an industry-leading understanding of the required OSW port criteria and how to implement efficient and cost-effective retrofits or new design installations. Clients in this area include OSW developers, OSW component original equipment manufacturers [Original Equipment Manufacturers (OEMs)], port authorities, and private landowners. He is also experienced with concrete, timber, and steel design and all relevant codes. Joshua leads a dedicated team of OSW port planners and engineers that works exclusively on OSW ports. His projects include:

State of Maine, Port Infrastructure Assessment, Searsport, ME. Project director for site assessment, layout, and preliminary concept design of multiple sites to serve as wind turbine generator (WTG) marshalling and/or fabrication sites for fixed and floating foundation OSW turbines. The study examined existing sites and provided cost estimates, construction schedules, and conceptual layouts to retrofit/buildout selected facilities to serve as large-scale OSW support marine terminals. Conducted an economic analysis of the selected sites. This model uses AFFILIATIONS potential revenue streams, based on the selected terminal type (WTG or ASCE fabrication site), and required capital expenditures, from the cost estimating task, to generate a return on investment. This model was run for each site included in this study. Currently working on detailed design of the terminal and a supplementary study to identify other ports and waterfront property within the state of Maine that may support the central OSW hub in Searsport.

Bay State Wind, State Pier Complex OSW Terminal, New London, CT. Project director for the detailed design of a wind turbine generation marshalling port that will import, stage, pre-assemble, and load out turbine, tower, and blade components for large commercial scale OSW installations. The 33-acre terminal currently imports bulk material and will require significant retrofits and upgrades to the existing marine infrastructure. The terminal is being retrofitted to accommodate 5,000 psf heavy lift import and loadout zones at two berths totaling 1,200 linear feet and an upland capacity of 3,000 psf. To achieve the required acreage, more than seven-acres of land will be reclaimed and bulkheaded. This will be the first functional OSW port in the United States with the capability to service the jack-up vessel installation model.

New Jersey Wind Port, Lower Alloways Creek, NJ. Project director for a detailed design of a wind turbine generation port that will import, stage, pre-assemble, and load out turbine, tower, and blade components for large commercial scale OSW installations. The site is currently a greenfield that will be transformed to a fully functional facility with allowable live load capacities up to 6,000 psf. This work includes dredge design for a 4,500-foot-long by 500-foot-wide deep water access channel to gain access.

Portsmouth Marine Terminal, Portsmouth, VA. Project director for a feasibility study, concept design, and detailed design of the Dominion OSW marshalling terminal at Portsmouth Marine Terminal. This terminal will be used to marshal WTG components (tower sections blades and nacelles) and foundations (monopiles and transition pieces). This design includes demolishing and reconstructing approximately 1,500 linear feet of heavy lift wharf with a capacity of 5,100 psf. In addition, a Ro-Ro berth was incorporated into the design. Scope also includes ground improvements for 80 acres and designing all electrical and mechanical terminal requirements. Cold ironing will be provided to berthing vessels. M&N worked with the client to establish the most efficient terminal layout prior to commencement of detailed design.

Younes Nouri, PhD, PE

Deputy Project Manager: Engineering - Moffatt & Nichol

Education
- PhD, Coastal Engineering, John Hopkins University
- MASc, Coastal Engineering, University of Ottawa and Canadian Hydraulics Center
- BS, Civil Engineering, University of Tehran, Iran

Registrations/Certifications
- Professional Engineer – Washington, Civil #21032861 California, Civil # 83037

Affiliations
- Tsunami Loads and Effects Committee, American Society of Civil Engineers (ASCE) 7-16
- ASCE/Coasts, Oceans, Ports & Rivers Institute (COPRI), Seattle Chapter

Dr. Younes Nouri is a recognized specialist in analyzing and modeling wave, tsunami, and floating debris loads on structures. Younes also brings his knowledge of resiliency planning, including experience working with communities adapting for rising sea levels throughout the Pacific Northwest. Younes offers expertise in numerical modeling and engineering analysis of coastal processes, including tidal currents, waves, tsunamis, estimating wave/current/floating debris loads on structures, propwash scour analysis, passing vessel and mooring analysis, and sediment transport. His projects include:

Humboldt Harbor District, Humboldt Harbor, OSW Port Planning and Engineering Design, Eureka, CA. Senior technical lead for coastal engineering analysis, modeling, and design supporting conceptual design of the offshore wind terminal and associated project elements, including navigation, sedimentation, and hydrodynamics.

City of Tacoma, Climate Vulnerability, Tacoma Tideflats Subarea Plan Environmental Impact Statement (EIS), Tacoma, WA. Coastal engineer for leading a climate vulnerability study as part of the Subarea Plan EIS project. Assessed the entire Tacoma Tideflats shoreline conditions and evaluated vulnerabilities to current and future coastal, riverine, and compound flooding. Recommended a menu of options for adaptation measures. Presented outcomes of the study to the steering committee formed by key stakeholders representing City of Tacoma, Port of Tacoma, Puyallup Tribe of Indians, City of Fife, and Pierce County.

USACE, Coos Bay Channel Modification, Coos Bay, OR. Senior coastal engineer for evaluating estuarine dynamics at Coos Bay. Study included assessing effects to tides, navigation salinity and sedimentation due to the proposed channel modifications to the Coos Bay Estuary. Analysis was completed using 3D hydrodynamic numerical models.

Metro Parks Tacoma, Envision Our Waterfront, Sea Level Rise Resiliency, Tacoma, WA. Coastal engineer for assessing three-mile-long shoreline conditions and evaluating vulnerabilities to current and future coastal flooding and wave overtopping. Project included five waterfront parks, 15 piers, and seven mixed sand and gravel beaches. Developed conceptual level of design restoration options for intertidal habitat (eelgrass and kelp). Presented best available science on changing climate and SLR. Recommended a menu of options for adaptation measures. Additionally known as the Ruston Way project.

Climate Hazard Assessment, Seattle and Tacoma, WA. Coastal engineer for developing climate hazard profiles for SLR and tsunamis posing a risk to Northwest Seaport Alliance marine ports.

Hope Creek Marine Terminal Dredging Plume Modeling Study, Lower Alloways Creek Township, NJ. Senior coastal engineer for providing a technical review of a dredging plume analysis and numerical simulation using MIKE21 Particle Tracking (PT) module. Project objective was to determine potential adverse impacts of dredging on nearby intake and outfall structures at the Hope Creek Generation Station. The project was conducted in support to PSEG Services Corporation as part of the Hazard Analysis effort associated with developing a Wind Turbine Generation marine terminal on the Delaware River.

Matthew Trowbridge, PE, SE, P.Eng

Deputy Project Manager: OSW Terminal Planning - Moffatt & Nichol

Education
- MCE, Civil Engineering with Structural Engineering Emphasis, University of South Florida, Tampa
- BS, Civil Engineering, Rose-Hulman Institute of Technology

Registrations/Certifications
- Professional Engineer – California, Civil #C78789 California, Structural #S6197
- Design-Build Professional (Assoc DBIA AS-3745)

Affiliations
- American Society of Civil Engineers (ASCE)
- Coasts, Oceans, Ports, and Rivers Institute (COPRI)
- PIANC WG 194-Early Contractor Involvement
- Rose-Hulman Department of Civil Engineering-Board of Advisors

Matt Trowbridge has 15 years of experience leading multidisciplinary teams to design and construct marine terminals and major port infrastructure projects, including OSW ports and support facilities. He regularly delivers projects at greenfield and brownfield sites, including at or near active terminals. A seasoned project manager, he is a strong communicator and experienced at listening to and understanding client and stakeholder needs and managing the projects to address these goals. He has spent years as a structural inspector and underwater engineer diver and is experienced in evaluating the condition of marine structures. His experience in leading studies, preliminary engineering, and environmental document technical studies, and delivering detailed engineering of OSW ports on the United States west and east coasts for fixed and floating installations will provide value to this project. His projects include:

Connecticut Port Authority, State Pier Wind Staging Terminal, New London, CT. Engineer-of-record and structural lead for an OSW staging port to support installing turbines, blades, and tower sections. Led the engineering team to develop heavy lift wharves capable of supporting 5,000 psf loading during operations and mooring/berthing for OSW installation vessels. The project is constructed and the terminal is operating.

Port of Long Beach, Pier Wind Project, Long Beach, CA. Project director for the layout, planning, and conceptual design of a new 400-acre landfill terminal site to support the OSW industry. Includes developing all technical studies to support developing the environmental documents for the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) processes. Working closely with the Port to develop a project delivery and funding strategy.

Port of Humboldt Bay, Offshore Wind and Heavy Lift Marine Terminal, Humboldt County, CA. OSW port expert providing as-needed advisory during data collection and conceptual design of the heavy lift marine terminal to support the OSW and other marine industry.

U.S. Department of the Interior, BOEM, U.S. Pacific Outer Continental Shelf Region Infrastructure Needs and Impacts. Project manager for a $1.5M IDIQ contract with BOEM and the Bureau of Safety and Environmental Enforcement. The purpose of the contract is to assess port infrastructure needs and capabilities to support developing floating OSW farms in the Pacific Outer Continental Shelf region off the coasts of California, Oregon, Washington, and Hawai'i.

California State Lands Commission, AB 525 Seaport and Workforce Development Strategic Plan for Offshore Wind. Project manager to evaluate existing and proposed greenfield port sites to support the OSW industry and meet California's deployment targets. This work included significant outreach to the OSW industry [developers, original equipment manufacturers (OEMs), operators, etc.] and existing ports and harbors in California. The work evaluated the proximity of ports to current and future planned OSW energy areas. The seaport chapter evaluated OSW industry port needs; determined required number and size of port sites based on California deployment targets; evaluated the availability and suitability of existing port sites and potential greenfield sites; determined required port infrastructure improvements; evaluated impacts to natural and cultural resources, including coastal resources, fisheries, and Native American and Indigenous peoples; and developed cost estimates and port development timelines. Included an analysis of the workforce development needs and recommendations for sustained and equitable economic benefits.

U.S. Department of the Interior, BOEM, California Offshore Wind Regional Ports Assessment. Project manager to study the capacity of 17 existing California ports to support developing OSW in California. The study identifies sites that are or may become available for OSW development. As part of the study, an assessment will be made for the ability of existing port sites to support the AB 525 deployment targets (GW, timeline). Includes evaluating the synergies of co-locating OSW and oil and gas platform decommissioning facilities.

Adam Wagschal, MS

Deputy Project Manager: Environmental - Moffatt & Nichol

Education
- MS, Geography, Geographic Information Science, San Diego State University
- BS, Fisheries, Humboldt State University

Registrations/Certifications
- Scientific and Rescue Diver: NAUI
- Certified Small Boat Operator, California Boating and Waterways
- Meeting Facilitation: NW Environmental Training Institute
- California Wetland Rapid Assessment Methods, San Francisco Estuary Institute
- Applied Fluvila Morphology, Wildland Hydrology
- Riverine Fish Passage, California Department of Fish and Wildlife

Adam Wagschal is a coastal planner with 25 years of experience working for private and public entities in the environmental compliance, aquatic biology, and spatial analysis fields. He works as a consultant and a project proponent to obtain regulatory approvals under the federal and California Endangered Species Acts, CEQA, NEPA, Clean Water Act, Coastal Act, and California Harbors and Navigation Code. Since 2008, a major focus of Adam's work has been research and regulatory permitting for harbor related and mariculture projects in Humboldt Bay, California. Adam's in-depth knowledge of the bay; relationships with local Tribes, stakeholders, and agencies; and expertise with CEQA, NEPA, and permitting will allow him to manage the project's permitting and environmental documentation processes effectively. His projects include:

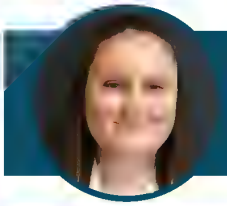
Humboldt Bay Harbor District, Regional Sediment Management Plan California Environmental Quality Act Documentation, Humboldt Bay, CA. Project manager for developing the final CEQA Program Environmental Impact Report (PEIR) for the Humboldt Bay Regional Sediment Management Plan that explores alternatives and assesses the environmental effects of various dredging methods, dredge material processing, and dredge material beneficial use at private and public sites in Humboldt Bay.

Humboldt Bay Harbor District, Humboldt Bay Mariculture Pre-Permitting Project CEQA/NEPA Documentation and Permitting, Humboldt Bay, CA. Project manager for developing the final CEQA EIR and permitting for the Humboldt Bay Sub-Tidal Mariculture Pre-Permitting project that involved installing shellfish culture rafts with piles and floating walkways on 22 subtidal acres in Humboldt Bay. Consulted with local, state, and federal agencies; tribes; and stakeholders. Organized and facilitated public and stakeholder meetings.

California Coastal Conservancy, Humboldt Bay Regional Spartina Eradication and Salt Marsh Restoration Program, Humboldt Bay, CA. Project manager for developing the final CEQA EIR and permitting for removing non-native plants and restoring native flora on more than 1,000 acres of salt marsh in Humboldt Bay, Eel River Estuary, and Mad River Estuary. Managed subconsultants; consulted with Tribes, stakeholders, and local, state, and federal agencies; and organized and facilitated public and stakeholder meetings.

Coast Seafoods Company, Clam Culture Raft Permitting, Humboldt Bay, CA. Project manager for CEQA documentation and permit obtainment for installing and operating 20 clam culture rafts in Humboldt Bay. Coordinated with Tribes; stakeholders; and local, state, and federal agencies. Managed fish monitoring under the clam rafts.

Humboldt Bay Harbor District, Redwood Marine Offshore Wind and Heavy Lift Multipurpose Terminal Project, Humboldt Bay, CA. Project manager for the early phases of environmental special studies, permitting, and CEQA documentation. Managed subconsultants, wrote CEQA and permit application text, reviewed engineering reports, and facilitated coordination between the project's engineering and environmental teams.



Ashley Knipe, EIT

Project Coordinator - Moffatt & Nichol

Education
- MS, Structural Engineering, University of California San Diego
- BS, Architectural Engineering with Structural Engineering Emphasis, University of Oklahoma

Registrations/Certifications
- Professional Engineer-in-Training–California, Civil #174803

Affiliations
- American Society of Engineers (ASCE)
- Coastal, Oceans, Ports, and Rivers Institute (COPRI)
- Structural Engineers Association of Southern California (SEAOSC)

Ashley Knipe has three years of experience in structural design and evaluating marine structures and port infrastructure facilities. For the past two years, she has focused on OSW wind ports studies, planning, design, and modeling for projects on the United States west and east coasts. She has co-authored several reports documenting assessments and analyzing existing ports and greenfield sites. Ashley also works closely with multidisciplinary teams to develop feasibility studies, construction drawings, specifications, cost estimates, and structural calculation packages. Based on this work, she has a strong understanding of the required OSW port criteria and how to implement efficient and cost-effective retrofit or new design installations. Her projects include:

California State Lands Commission, AB 525 Seaport and Workforce Development Strategic Plan for OSW, CA. Project engineer to evaluate existing and proposed greenfield port sites to support the OSW industry and meet California's deployment targets. This work included significant outreach to the OSW industry (developers, OEMs, operators, etc.) and existing ports and harbors in California. The work evaluated the proximity of ports to current and future planned OSW energy areas. The seaport chapter evaluated OSW industry port needs, determined required number and size of port sites based on California deployment targets, evaluated the availability and suitability of existing port sites and potential greenfield sites, determined required port infrastructure improvements, evaluated impacts to natural and cultural resources, including coastal resources, fisheries, and Native American and Indigenous peoples, and developed cost estimates and port development timelines. Included an analysis of the workforce development needs and recommendations for sustained and equitable economic benefits.

BOEM/ U.S. Department of the Interior, California OSW Regional Ports Assessment, CA. Project engineer to study the capacity of 17 existing California ports to support developing OSW in California. The study identified sites that are or may become available for development by the OSW industry. As part of the study, assessed the ability of existing port sites to support the AB 525 deployment targets (GW, timeline). Project included evaluating the synergies of co-locating OSW, and oil and gas platform decommissioning facilities.

California State Lands Commission, California Alternative Ports Assessment, OSW Development, CA. Project engineer to identify potential port sites along the Central California coast (between San Francisco and Long Beach) that could serve the OSW industry. The study identified sites that are or may become available for development by the OSW industry. As part of the study, assessed the ability of the identified port sites to support the AB 525 deployment targets (GW, timeline).

National Renewable Energy Laboratory (NREL), West Coast Ports OSW Strategy Study. Project engineer to provide a desktop evaluation of existing ports in California, Oregon, and Washington to support the OSW industry for staging and integration, manufacturing, and operations and maintenance activities. A long list of port sites was screened down to a short list of port sites based on their characteristics and ability to meet key requirements for industry use. The team identified required port infrastructure improvements and developed an estimated cost of improvements and an anticipated timeline of when the sites can be ready to serve the industry.

Port of Long Beach, Pier Wind Conceptual Engineering Phase, Long Beach, CA. Project engineer for the concept phase of a new 400-acre terminal within the Port of Long Beach to support OSW development. This study included preliminary engineering to outline the major project components and provide a concept report that included drawings, a cost estimate, and schedule.

Robert Sloop, PE

Baywide Master Planning - Moffatt & Nichol

Education
- ME, Coastal and Oceanographic Engineering, University of Florida
- BS, Mechanical Engineering, University of South Florida

Registrations/Certifications
- Professional Engineer - California, #72878

Robert Sloop is the M&N director of waterfront destinations and leads the planning, permitting, design, and engineering teams that create ideas and deliver shoreline projects that attract people. With nearly 30 years of engineering experience on United States and international projects, he brings expert-level knowledge in coastal, environmental, ecosystems, and waterfront design. His present focus is on applying these skills to increase the resiliency of waterfront projects with creative and practical solutions using the best of today's science, while considering future variability and the time value of investment dollars. His projects include:

The Wharf at Southwest Waterfront, Washington, DC. Project director and directly responsible for delivering for all waterside aspects of the $2-billion-dollar redevelopment of the Washington DC Southwest Waterfront as "The Wharf." The project is the largest of its kind in the district and is billed as the "nation's maritime front porch." The project includes the replacement of over a mile of seawall, a 90-slip private marina, a 300-slip public marina, and five major public access/commercial operation piers with water taxi and ferry facilities, dinner cruise boat facilities, human powered craft facilities, and the over-water National Marine Heritage Museum. Additional responsibilities include overseeing a complicated regulatory approval process including the deauthorization of a Federal Navigation Channel, reviews by the National Park Service (NPS), and complicated zoning reviews that required close coordination for existing tenants and continued operations during construction. The project required close integration with the upland planning and architectural team on a critical path timeline. M&N was also responsible for obtaining over $2 million in waterside-related federal grants.

Seaport, San Diego, CA. Director and technical lead for planning and design of the waterside elements of a $1.5-billion-dollar redevelopment of the waterfront in downtown San Diego. The project includes 4 marinas, 2 large public piers, shoreline stabilization, beach creation, and wetlands creation. Areas of responsibility include planning, stakeholder outreach, economic due diligence, design, regulatory support, and plans, specifications & estimates (PS&E). There are existing marina tenants and a historic fishing community that the project is presently under review by the Port of San Diego for approvals to move forward with additional design and entitlements. The project involved complex consideration for accommodating "Blue Economy" business and educational opportunities around the bay.

California Maritime Academy Waterfront Master Plan, Vallejo, CA. Project manager and lead design engineer for the creation of new waterfront Master Plan at the California Maritime Academy. Federal Emergency Management Agency (FEMA) has granted the Academy a new training and emergency response vessel is driving design changes and offering new opportunities for the waterfront. The master planning effort includes extensive stakeholder outreach , multiple on-campus design sessions and events, all on a fast track schedule. The modifications to the pier size, alignment, and utilities has offered the opportunity to re-think how the waterfront works, including doubling the existing harbor size, creating separate working/recreational marina basins, creating two new piers with integrated wave attenuation, dredging, and designing new boathouse facilities for campus sailing and crew activities. The entire project, from planning to construction completion, including navigating the CEQA process, is schedule to be completed in less than five years.

Crescent City Harbor Master Plan, Crescent City, CA. Master planning lead for the identification of opportunities and constraints for the future development opportunities at the harbor. Considerations included the existing fishing and recreational activities as well a potential future opportunities presented by the Wind and Tourism industries. The study included upland an in-water facilities.

Jeremy Patapoff, PE, QSD-QSP, ENV SP

Stormwater - Moffatt & Nichol

Education
- BS, Civil Engineering, University of California at Irvine

Registrations/Certifications
- Professional Engineer – California, Civil #63434
- Qualified SWPPP Developer/ Qualified SWPPP Practitioner
- Envision Sustainability Professional

Jeremy Patapoff specializes in managing and designing small- and large-scale drainage and grading projects incorporating Low Impact Development (LID) standards. His drainage experience includes preparing hydrology reports, drainage structures, pump stations, storm drain systems, and detention/retention basins. His grading experience ranges from residential developments, parks, and golf courses landside ports to freeway interchanges and grade separations. Jeremy is an expert in Bentley SewerGems (formerly StormCAD) and has used it extensively to model hydrology and hydraulic systems. His projects include:

- Humboldt Harbor District, Humboldt Harbor, OSW Port, Humboldt, CA
- Port of Long Beach, Pier Wind Terminal, Long Beach, CA
- New Jersey Wind Port, Lower Alloways Creek, NJ
- Eastern Mainline Marine Terminal, Quebec, Canada

Khao Pham, PE

Marine Structures - Moffatt & Nichol

Education
- MS, Structural Engineering, Mechanics, and Material, University of California Berkeley
- BS, Civil Engineering, University of California Berkeley

Registrations/Certifications
- Professional Engineer – California, Civil #66317

Khoa Pham is a structural engineer with14 years of experience in marine structural design for wharves, floats, buildings, heavy lift structures, container handling cranes, and other equipment. He has authored more than 40 structural calculation packages; provided design review for cranes; developed crane deflection optimization and nonlinear pushover analysis procedures; designed new and retrofitted wharf structures; investigated crane failure, developed new design standards, and performed finite element analyses, time-history, and pushover analyses. His projects include:

- Port of Oakland, Berth 55-59 New Wharf Design, Oakland, CA
- Port of Oakland, Berth 32-33 Wharf Remodel, Oakland, CA
- Port of Oakland, Wharf Structure Push Over Analyses, Oakland, CA
- Port of Redwood City, New Wharf and Access Bridge Structures, Redwood City, CA

Eric Smith, PE

U.S. Coast Guard Analysis, Aton/Vessel Maneuvering - Moffatt & Nichol

Education
- MSE, Naval Architecture and Marine Engineering, University of Michigan
- BS, Civil Engineering, Purdue University

Registrations/Certifications
- Professional Engineer – Maryland, Civil #34931 Connecticut, Civil #22608

Eric Smith has more than 25 years in project management and project engineering for coastal, ocean, and port projects involving navigation improvement, port development, vessel moorings, and structural design. His experience includes mooring system analysis and design, navigation channel design, vessel simulation, structural design project management, and construction support services. He leads a team of engineers specializing in advanced numerical modeling and real-time desktop vessel simulations. Eric has taught short courses on mooring analysis and design for the U.S. Navy and oil and gas industry professionals. His projects include:

- Port of Coos Bay Oregon, Navigation Channel Improvement Project, Coos Bay, OR
- Oak Point Terminal Maneuvering Studies, Bronx, NY
- Fraser River Navigation Simulations, Vancouver, BC
- Craney Island Eastward Expansion Passing Vessel Analysis, Portsmouth, VA
- Port of Los Angeles, Berth 239 Passing Vessel Analysis and Moored Tanker Motion Study, Los Angeles, CA

Jeff Shelden, PE

USACE Section 408 and Federal Channel - Moffatt & Nichol

Education
- MS, Civil Engineering, North Carolina State University
- BS, Civil Engineering with Highest Distinction, University of Virginia

Registrations/Certifications
- Professional Engineer – Civil in 14 U.S. states

Jeff Shelden is a professional coastal engineer with 40 years of experience. He leads multidisciplinary teams in completing complex coastal projects involving planning, engineering, economics, environmental, architecture, heritage, and landscape disciplines. He provides project vision through demonstrated creativity, foresight, and solid technical judgment by anticipating and solving planning and engineering problems. Jeff is one of the firm's thought leaders in riverine, estuarine, coastal hydraulics and processes, and applying various numerical models used for these analyses. His projects include:

- Cape Wind Offshore Wind Farm Electrical Service Platform Design, Nantucket Sound, MA
- Bolsa Chica Wetlands Restoration Wave Data, Orange County, CA
- Guadalcanal Village Wetlands Tidal Hydraulic Modeling, Vallejo, CA
- San Francisco-Oakland Bay Bridge East Span Replacement, Oakland, CA

Kyle Landon, PE

Living Shoreline and Slope Stabilization - Moffatt & Nichol

Education
- MOcE, Coastal and Ocean Engineering, Oregon State University
- BS, Civil and Environmental Engineering, University of California, Davis

Registrations/Certifications
- Professional Engineer – California, Civil #83313

Kyle Landon has 14 years of academic and consulting experience in coastal engineering. He designs and prepares plans and specifications for marinas, urban waterfronts, coastal protection structures, navigation channels and structures, wetland restorations, and shoreline restorations. Kyle regularly analyzes and documents site conditions at the water-land interface for tidal rivers, estuaries, and coastlines. Other analyses include coastal hazards assessment, geomorphology studies, SLR vulnerability assessments, and documenting environmental impacts. He is an experienced geographic information system (GIS) user, and uses his software knowledge to assimilate disparate datasets and communicate designs, complex processes, and coastal hazards to clients and stakeholders. His projects include:

- Humboldt Harbor District, OSW Port Planning and Engineering Design, Eureka, CA
- Port of Coos Bay Oregon, Navigation Channel Improvement Project, Coos Bay, OR
- South Montesano Water Access Site Stabilization, Chehalis River, Montesano, WA
- Cardiff Beach Living Shoreline Concept Plan, Encinitas, CA

Scott Lagueux, AICP, LEED AP, ENV SP

Green Terminal Strategy and Terminal Operations - Moffatt & Nichol

Education
- MA, Urban and Regional Planning, University of Florida
- BS, Business Administration, University of Florida

Registrations/Certifications
- American Institute of Certified Planners, #95533
- LEED AP, #10042951
- Envision Sustainability Professional

Scott Lagueux has more than 25 years experience as a planner, designer, and advisor and leads project engagements from feasibility and strategic planning initiatives to spearheading multidisciplinary design and engineering teams involved in large-scale destination development and coastal transformations. Scott embraces his role as a translator of client need and inherent site value into clear, compelling visions of the future underpinned with actionable plans for achievement. His work spans across the United States and more than 80 countries for cities, ports, water dependent industries, and developers. His projects include:

- Port of Pensacola, Vision Plan and Reinvestment Strategy, Pensacola, FL
- City of Washington, Waterfront Vision and Strategic Master Plan, Washington, NC
- City and Borough of Juneau, Long Range Waterfront Master Plan, Juneau, AK
- Lightning Point Recreational Park Green Infrastructure, Bayou La Batre, AL

Cengizhan Cengiz

OSW Logistics and Terminal Operations - Moffatt & Nichol

Education
- MS, Mechanical Engineering/OSW Energy, University of MA, Amherst
- BS, Mechanical Engineering, Namik Kemal University

Registrations/Certifications
- Industrial Assessment Center Energy Auditor, USDOE #5204
- Wind Energy Technologies, Technical University of Denmark, #5EW2DVERMW5N
- Computer-Aided Design and Manufacturing, MOSTEM #0782

Cengizhan Cengiz is a mechanical associate with four years of experience planning, developing, and operating OSW ports. He has a Master's degree in mechanical engineering, specializing in wind energy technology development and OSW. Cengiz has a wealth of knowledge from his research in state-of-the-art floating OSW technology and simulating commercial-scale floating OSW farm installation operations. He successfully leads energy audits for the Industrial Assessment Center, Department of Energy, achieving major energy and cost reductions for facilities around the New England region. Cengiz is skilled in computer-aided engineering, OSW logistics, metocean data analysis, simulation development, and project management. His projects include:

- Port of Long Beach, Pier Wind Project, Long Beach, CA
- Hawaii Floating OSW Regional Ports Assessment, HI
- Northwest Seaport Alliance, OSW Supply Chain Opportunities Analysis, Tacoma, WA
- General Dynamics, NASSCO OSW Study, San Diego, CA

Gwen Lawrence, CFM

OSW Turbine Navigation and Tow-Out - Moffatt & Nichol

Education
- MS, Marine Science with Coastal Physical Oceanography Emphasis, University of South Carolina
- BA, Geosciences with Geology and Mathematics, Hamilton College

Registrations/Certifications
- Grad Cert., Coastal Engineering
- Certified Floodplain Manager (CFM), West Virginia, US-14-08093

Gwen Lawrence has 11 years of experience in coastal engineering analysis. She works on coastal and port projects involving environmental impact assessment, shore protection, desktop vessel maneuvering simulations, and data analysis. Her experience includes two- and three-dimensional numerical modeling of hydrodynamics, waves, storm surge, and sediment processes. In addition, Gwen has experience with storm surge and overland flooding hazard modeling. Gwen is well versed in a range of state-of-the-art computer models for simulating coastal processes such as Delft3D, CMS, MIKE21, and others. Her projects include:

- Port of Long Beach, New Pier Wind, Long Beach, CA
- New Jersey Economic Development Authority, New Jersey Wind Port, Artificial Island, NJ
- Oregon International Port of Coos Bay, Coos Bay Channel Modification, Coos Bay, OR
- Interstate Bridge Replacement, Columbia River Crossing Navigation Study, Portland OR

Jerry Neal, PE

Constructibility and Cost Estimates - Moffatt & Nichol

Education
- MBA, Strategic Management, California State University East Bay
- BS, Civil Engineering, SD School of Mines and Technology

Registrations/Certifications
- Professional Engineer – Idaho, Civil #4847
- Annual HCSS Heavy Bid
- Primavera P6 and P3

Jerry Neal is a civil engineer with 44 years of experience on major heavy civil construction and engineering projects both domestic and international. Prior to joining M&N, Jerry was employed by large national/international civil and marine construction companies where he served in the capacities of project engineer, project manager, and chief estimator. He has participated in or managed numerous projects involving port dredging, dams and levees, airports, power plants, and mine construction. His projects include:

- Portsmouth Marine Terminal, Portsmouth, VA
- NAVFAC, Kapalama Container Terminal Project, Honolulu, HI
- Roberts Bank Terminal 2 Marine Container Terminal, Vancouver, BC
- Port of Seattle, Terminal 5 Berth Modernization, Seattle, WA

Jaclyn Gnusti, PE

Dredge Material Management - Moffatt & Nichol

Education
- BS, Civil and Environmental Engineering, University of California Berkeley

Registrations/Certifications
- Professional Engineer – California, Civil # 62446

Jaclyn Gnusti is a senior coastal engineer with more than 25 years of experience in public and private sector engineering. She has comprehensive involvement in dredging projects, including preparing and coordinating permit applications, construction drawings, and specifications; performing dredge inspections; performing feasibility studies; calculating air quality emissions for construction equipment usage; and maintaining construction schedules. Her projects include:

- Oakland Inner Harbor Brooklyn Basin Channel Maintenance, Oakland, CA
- Redwood City Wharves 1 - 4 Regulatory Support, Redwood City, CA
- Crescent City Harbor Dredging, Crescent City, CA
- Oyster Point Marina/South San Francisco Ferry Terminal, South San Francisco, CA

Andy Sternad, AIA, AICP, LEED AP BD+C

Architecture - Waggonner & Ball, a Moffatt & Nichol Studio

Education
- M.Arch, Architecture, Yale University
- BA, Architecture, Washington University in St. Louis

Registrations/Certifications
- Architect - Florida, South Carolina, Connecticut
- AICP Planner
- LEED Accredited Professional, BD+C

Andy leads Waggonner & Ball's environments practice at the intersection of architecture, landscape, and urban design. He focuses on urban- and building-scale solutions that reveal the character of a place and integrate climate, nature, economy, and people. He develops and refines the firm's Dutch Dialogues™ and Living With Water® approaches to integrated, adaptive design, efforts that have set a national standard for collaborative practice and have inspired similar programs across the country, from Rebuild by Design to Resilience by Design. He was a lead author of the Greater New Orleans Urban Water Plan, which catalyzed a regional shift towards sustainable and resilient water management. His projects include:

- State of Louisiana, Louisiana Water Planning Projects, Six Coastal Parishes and Gretna, LA
- City of Charleston and the Historic Charleston Foundation, Water Planning, Charleston, SC
- GNO, Inc. and City of New Orleans, Greater New Orleans Urban Water Plan and Project Implementation, New Orleans, LA
- Tampa Bay Regional Planning Council, Resilient Ready Tampa Bay Program, Tampa, FL

Pablo Faria, PE

Electrical Engineering and Terminal Electrification - Moffatt & Nichol

Education
- BS, Electrical Engineering, University of Massachusetts Lowell

Registrations/Certifications
- Professional Engineer – California, Electrical #23092

Pablo Faria is an innovative and multilingual licensed master electrician, construction supervisor, and professional electrical engineer with a proven track record of over 23 years in construction and consulting engineering. He provides expert technical electrical engineering inspections, designs, and construction administration services. His project management experience in construction lends valuable insights to the engineering design process, and construction administration processes. He specializes in driving project success across multidisciplinary teams. His projects include:

- Humboldt Harbor District, Humboldt Bay Offshore Wind Redwood Marine Terminal, Samoa Peninsula, CA
- Coos Bay Container Terminal Port, Coos Bay, OR
- Port of Oakland, Turning Basin Dredging, Oakland, CA
- Port of San Diego, Tenth Avenue Marine Terminal (TAMT), San Diego, CA

Victoria England, RG, ENV SP

HazMat - Moffatt & Nichol

Education
- MS, Environmental Geology, Western Washington University
- BS, Geology, University of Washington

Registration/Certifications
- Professional Geologist - Washington, #155
- Envision Sustainability Professional
- US Transportation Safety Administration, TWIC Credential

Victoria England has more than 20 years of experience in environmental consultation, with a focus on remedial investigations, site characterization, and feasibility studies, including work plans, investigations, and reporting. She prepares EIS discipline reports supporting transportation projects, environmental site assessments supporting property development, upland environmental investigations, and nearshore site sediment (marine and freshwater) associated with dredging and site cleanup. Her experience also includes permitting support related to development (JARPA, NEPA, SEPA), remediation, maintenance activities, stormwater control, and dredge material characterization. Her projects include:

- Confidential Redevelopment Feasibility Study, Blair Waterway, Tacoma, WA
- KM Richmond Maintenance Dredging Permitting, Richmond, CA
- Oyster Point Marina Maintenance Dredging Permitting, South San Francisco, CA
- Husky Terminal Redevelopment, Tacoma, WA

Shelly Anghera, PhD

Sediment Testing, Analysis, and Sampling - Moffatt & Nichol

Education
- PhD, Environmental Health Sciences and Ecotoxicology, University of California Los Angeles, School of Public Health
- BS, Aquatic Biology, University of California Santa Barbara

Dr. Shelly Anghera is a principal scientist, vice president, and member of the board of directors at M&N. Shelly's expertise centers on field study design, sediment characterization, water and sediment testing and analysis, and implementation strategies for dredged material management. She has dedicated herself to the advancement of science surrounding the work in the dredging industry, specifically in creative solutions and regulatory issues with an eye toward constructible permit conditions and innovative compliance strategies. She serves on the Western Dredging Association (WEDA) National Board as Technical Paper Committee Chair. Shelly was honored by WEDA as the 2023 Dredger of the Year. Her projects include:

- Port of Long Beach, Pier Wind Project, Long Beach, CA
- P-209 Dry Dock 5 Submarine Dry Dock, Joint Base Pearl Harbor, Hickam, HI
- Cities of Long Beach and Los Angeles, LA County Beaches and Harbor, Contaminated Sediment Management Plans
- Pier G South Slip Fill, Long Beach, CA

Azadeh Bozorgzadeh, PhD, PE

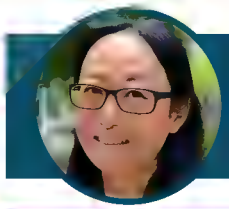
Floating Structures - Moffatt & Nichol

Education
- PhD, Structural Engineering, University of California, San Diego
- MS, Civil Engineering, University of Arizona
- BE, Civil Engineering Sharif University of Technology, Iran

Registrations/Certifications
- Professional Engineer - California, Civil #75033

Dr. Azadeh Bozorgzadeh is a senior structural engineer with 17 years of experience in marine structures, including floating structures, ferry terminals, piers and wharves, marine oil terminals, bridges, offshore platforms, and wind turbines. She provides project management, inspection, planning, analysis, design, construction documents (Design/Build and Design/Bid/Build), post-construction-award services, and QC reviews. Her projects involve facility layout, arrangement, concept development, detailed design, engineering support for environmental documentation, inspection, and cost and construction schedule estimating. Design services address new and seismic retrofit for structural components. Her projects include:

- Trinidad Pier Reconstruction, Humboldt County, CA
- Downtown San Francisco Ferry Terminal Project, San Francisco, CA
- Port of Long Beach, Pier E Slip 3 Redevelopment, Long Beach, CA



Xiuying Xing, PhD, PE

SLR and Tsunami - Moffatt & Nichol

Education
- PhD, Civil and Environmental Engineering, USC
- MS, Civil and Environmental Engineering and Geodetic Science, Ohio State University
- MS, Hydraulic and Hydropower Construction Engineering, Tsinghua University, China
- BS, Hydraulic and Hydropower Construction Engineering, Tsinghaus University, China

Registrations/Certifications
- Professional Engineer - California, #75141

Xiuying Xing has 15 years of experience serving as a port and coastal engineer on projects involving oceanographic, coastal, and estuarine processes. Her port engineering experience includes numerical modeling for wave propagation, transformation, and harbor resonance; tidal hydrodynamics; tsunami; sediment transport; ship berthing; and mooring and navigation. Her engineering studies include wave run-up and overtopping, wave and tsunami loads, SLR risk assessment, vessel propwash impacts, terminal operating limits and downtime, terminal layouts, shore protection structures, jetties and breakwaters, and vessel moorings. Prior to joining M&N, she participated in research projects in wave oscillation and harbors resonance, coastal erosion and sediment transport, and groundwater and contaminant transport studies. Her projects include:

- Port of Long Beach, Pier Wind Coastal Design and Technical Studies (Wave, Tsunami, Mooring), CA
- State Pier Wind Infrastructure Improvement, Coastal Design and Mooring Study, New London, CT
- Berths 55-59 Upgrades, Mooring, Berthing, and Passing Vessel Study, Oakland, CA
- P-209 Dry Dock 3 Replacement (DD5), Coastal Modeling (Wave, Tsunami) and Design, Joint Base Pearl Harbor Hickam, HI

Brett Vivyan, PE, QSD/P

Civil Engineering - GHD

Education
- BS, Environmental Resources Engineering, Humboldt State University

Registrations/Certifications
- Professional Engineer - California, Civil, #85167
- Qualified Stormwater Pollution Prevention Plan (SWPPP) Developer/Practitioner, #25527

Since joining GHD in 2010, Brett Vivyan has worked on environmental and civil engineering projects as project manager, technical lead, design engineer, hydraulic modeler, construction manager, and construction inspector. He currently serves as the On-Call District Engineer for the Peninsula Community Services District and Manila Community Services District. He assists clients with project development, securing funding, design, hydrodynamic modeling, analyses, and permitting. His projects focus on drainage hydraulics, flood control, coastal resiliency, habitat restoration, stormwater low impact development (LID), water storage and distribution, wastewater collection and treatment, and pedestrian safety. His projects include:

County of Humboldt, Natural Shoreline Infrastructure Project, Humboldt Bay, CA. Project engineer for developing and assessing natural shoreline infrastructure alternatives along a vulnerable shoreline segment of Humboldt Bay adjacent to the Highway 101 transportation corridor between Eureka and Arcata. The project focuses on reducing the risk to concentrated infrastructure, utilities, businesses, low-income residential areas, and wildlife areas protected by the shoreline segment, subject to continued shoreline erosion and coastal flooding.

City of Eureka, Flood Reduction and SLR Mitigation Project, Eureka, CA. Project manager for the hydraulic modeling, design, and project implementation to reduce flooding, increase SLR resiliency, and improve water quality in Humboldt Bay. The project increases the capacity and conveyance of the storm drain network and implements water control structures to reduce flood impacts from SLR and enhance marsh habitat. Includes LID features and trash capture.

Peninsula Community Services District, Samoa Peninsula Wastewater Project, Samoa Peninsula, CA. Assisted the District to secure a $1,900,000 planning grant and currently managing the development of the updated basis of design and forthcoming design and permitting to provide wastewater services to the communities of Fairhaven and Finntown and associated commercial properties. This project includes expansion of the existing wastewater treatment plant that will service Samoa, Finntown, and Fairhaven.

Jeremy Svehla, PE, QSD/P

Habitat Restoration - GHD

Education
- BS, Environmental Resources Engineering, Humboldt State University

Registrations/Certifications
- Professional Engineer - California, Civil, #72169
- Qualified Stormwater Pollution Prevention Plan (SWPPP) Developer/Practitioner, #00159

Jeremy Svehla has more than 20 years in water resources and coastal engineering, encompassing engineering design, project management, and construction management for large-scale, multibenefit projects related to habitat restoration, flood reduction, public access, and coastal resiliency. His skills include grant writing, geomorphic assessments, shoreline assessments, 2D hydrodynamic modeling, riverine and estuarine habitat restoration design, and SLR adaptation planning. He has served as project director, project manager, and engineer of record for the majority of GHD's high-profile resiliency projects. As a testament to the quality of his service, Jeremy was named the ASCE San Francisco Section North Coast Branch "Engineer of the Year" in 2015. His projects include:

City of Eureka, Elk River Estuary Enhancement and Public Access Project, Eureka, CA. Construction manager for developing construction documents for the salt marsh enhancement and public access improvements. The estuary enhancement project will significantly expand available salt marsh and inter-tidal wetlands near the mouth of the Elk River and includes a one-mile extension of the waterfront trail for expanded coastal public access.

Humboldt County Department of Public Works, Humboldt Bay Natural Shoreline Infrastructure Project, Humboldt Bay, CA. Project director for developing concept design solutions to reduce tidal flooding and create salt marsh habitat along 1.25 miles of Humboldt Bay shoreline. The project is exploring beneficial reuse of dredged sediments to recreate eroded salt marsh. Includes tidal hydraulic modeling, wind-wave run-up analysis, and assessing nature-based restoration techniques adaptable to SLR.

Humboldt County Resource Conservation District (HCRCD), The Wildlands Conservancy, Centerville Slough Restoration Project, Humboldt County, CA. Project manager for restoring the lower 2.5-mile reach of Centerville Slough, 500 acres of tidal salt marsh, and 15 acres of coastal dunes in the Eel River estuary. Project objectives include removing salmonid migration barriers, improving geomorphic stream function, increasing tidal exchange, and habitat diversity for avian and aquatic listed species.

CalTrout, Cannibal Island Restoration Project, Humboldt County, CA. Project manager for restoring up to 900 acres of tidal salt marsh in the Eel River Estuary. Project objectives include removing salmonid migration barriers, improving geomorphic function, and increasing tidal exchange and habitat diversity for avian and aquatic listed species.

Frank Penry, PE, TE, PTOE

Land Transportation - GHD

Education
- BS, Civil Engineering, California State University

Registrations/Certifications
- Professional Engineer - California, Civil, #78789
- Traffic Engineer - California, #2304
- Professional Traffic Operations Engineer, #1603

Frank Penry has 27 years in transportation planning and traffic engineering design. He manages transportation studies and design projects, from small development impact studies to major roadway improvements. Frank served as the City Traffic Engineer for numerous communities in Northern California, developing municipal traffic engineering programs. He is well-versed in traffic engineering design standards and encroachment requirements, including circulation, resiliency, traffic signals, roundabouts, traffic calming and streetscapes, construction traffic handling, detour, and control plans. His projects include:

- Humboldt County Public Works, Local Road Safety Plan (LRSP), Humboldt County, CA
- City of Arcata, State Route 255/Samoa Blvd. Gateway Traffic Impact Study, Arcata, CA
- Redwood Community Action Agency, Eureka Waterfront Trail, Eureka, CA
- City of Fortuna, Traffic Engineering and Staff Services, Fortuna, CA
- City of Fortuna, Fortuna Boulevard Paving and Pedestrian Improvements, Fortuna, CA

Kristen Orth-Gordinier

Community Outreach - GHD

Education
- MS, Environmental Science & Management, California Polytechnic University Humboldt
- BS, Environmental Biology and Zoology, Humboldt State University

Kristen Orth-Gordinier has been a natural resource consultant for eight years. Her professional experience focuses on project development, community engagement, planning, design, and grant writing. Her portfolio of projects includes natural resource restoration and enhancement, trail planning, park improvements, and urban development. Her permitting and regulatory experience includes CEQA, California Coastal Act, and Clean Water Act Sections 404 and 401. She develops community outreach plans, leads in-person public meetings, facilitates online workshops, and conducts online surveys. Her projects include:

- City of Trinidad, Trinidad Community Coastal Resilience Planning Project, Trinidad, CA
- Friends of the Dunes, Coastal Resilience Stakeholder Engagement, Humboldt County, CA
- Humboldt County Planning and Building Department, Humboldt Bay SLR Regional Planning Feasibility Study, Humboldt County, CA
- Coastal Ecosystem Institute of Northern California, Humboldt Bay Symposium, Humboldt County, CA

Sally Lyn Zeff, AICP

CEQA, NEPA - ICF

Education
- MUP (Urban Planning, University of Michigan
- BA, Medieval Studies, Reed College

Registrations/Certifications
- American Institute of Certified Planners (AICP), #1600

Sally Lyn Zeff has more than 30 years of experience in environmental consulting, management, permitting, mining consulting, and planning consulting; she also has extensive experience serving as a public agency planner. She has strong qualifications in general plans, land use, energy, traffic, housing, agriculture and farmland conservation, mining, and related environmental analyses. Sally is also experienced in preparing documentation for CEQA and NEPA compliance and permitting, related to mixed-use land development, ports, transportation, renewable, fossil, and nuclear energy, habitat conservation plans, agricultural processing and mining. Her urban, regional, and rural planning experience includes general plan work, site analysis, feasibility studies, and mine inspection programs. Her projects include:

Port of Humboldt Bay, Offshore Wind and Heavy Lift Marine Terminal, Humboldt County, CA. Project manager for permitting and environmental assessment. Advised on CEQA and NEPA approach. Managed the notice of preparation (NOP), the environmental document project description, and setting sections for the EIR. Managed preparation of an Initial Study to support district decision making and planning. Managed task leaders preparing permit applications.

Placer County, Conservation Plan (PCCP) EIR/EIS, Placer County, CA. Project manager for the environmental documentation and compliance that covers the western third of the county on more than 270,000 acres, which have been successfully approved. Prepared the EIS/EIR and the EIS/EIR combined NEPA and CEQA compliance for all elements of the NCCP, including NEPA compliance for the Section 404 programmatic general permit, CEQA compliance for the programmatic master streambed alteration agreement, and programmatic CEQA compliance for more than 75 non-covered special-status species.

Altamont Pass Wind Power Resource Area (APWRA), Repowering Program EIR, Alameda County, CA. Project manager for preparing program/project EIR for repowering all wind generation facilities.

Sacramento Municipal Utilities District (SMUD), HCP EIR and EIS, Sacramento, CA. Project manager and NEPA/CEQA advisor for adopting an Operations, Maintenance, and New Construction Habitat Conservation Plan. Assisted SMUD and the wildlife agencies in strategizing for environmental compliance in the face of a rapidly changing regulatory environment. Ensured the analysis could support completing a NEPA document (EA) for the HCP.

John Markham, MPH, PWS

Permitting - ICF

Education
- BA, Biological Sciences, Colorado College
- MPH, Environmental Health Science, UCLA

Registrations/Certifications
- Professional Wetland Scientist (PWS)
- California Rapid Assessment Method Trainer, CRAM Version 6.1, Riverine and Estuarine Wetlands

John Markham is a stream and wetland ecologist with more than 20 years of experience in the regulatory field, including 13 years as a federal regulator and environmental coordinator with USACE Los Angeles District Regulatory and Planning Divisions, USACE Institute for Water Resources, and the USEPA Headquarters Office of Water. He specializes in federal and state regulatory compliance, programmatic permitting, conditional assessment methods, third-party programmatic compensatory mitigation programs, and watershed planning. John's roles have included accomplishments with agencies, such as Port of Long Beach, USACE, Ventura County and Santa Barbara County Flood Control District, and Vandenberg Air Force Base. In his current role at ICF, John leads or advises in developing proposals, environmental baseline studies, and NEPA compliance documents (EISs/EAs) for a variety of business lines. He also leads permitting and mitigation efforts for large-scale infrastructure and ecosystem restoration projects and conducts technical QA/QC review on technical studies and compliance reports. His projects include:

Port of Long Beach, Water Resources Development Act (WRDA) Agreement Development and Management, Long Beach, CA. USACE senior project manager for this port-wide program that consisted of conducting streamlined review and permitting of high-priority Port projects occurring within USACE regulatory jurisdiction, and included extensive collaboration with regulatory agencies, resource agencies, and other stakeholders (e.g., environmental advocacy organizations, general public). John was the USACE Regulatory point of contact and liaison with the Port's Environmental Planning Division. He worked on permitting documentation. During this time, the Port conducted approximately 12 separate capital improvement and operations and maintenance (O&M) projects under this agreement.

RTI and BHC, Interstate and Trans-Pacific Fiber Optic Cable Projects, Multiple States. Regulatory task lead to provide dedicated service for increased bandwidth and transmission speeds of electronic data between states and various locations within Asia. Locations included California, New Mexico, Ohio, West Virginia, Virginia, and North Carolina. Led the permitting and mitigation tasks for seven separate fiber optic cable projects. Five of the seven projects have been completed or are currently ongoing, including the RTI Eureka Subsea Cables Project with a landing site in the community of Samoa, located adjacent to the proposed Harbor District redevelopment project.

California State Lands Commission, Coastal Hazards Removal Program, Santa Barbara and Ventura Counties, CA. Senior project manager for restoring degraded coastal areas by removing exposed or partially exposed safety hazards (e.g., railroad irons, steel and wood pilings, well casings, steel and wood sheet piles, pipelines and electrical cable, concrete-filled sheet pile caissons, steel debris) at 21 locations within the coastal zone of Santa Barbara and Ventura Counties. Led environmental documentation and permitting efforts, including Tribal and species impacts.

California High Speed Rail Authority and Federal Railroad Administration, Environmental Compliance, Permitting, and Mitigation, CA. Regulatory task lead and co-lead for constructing, operating, and maintaining an electric-powered high-speed rail (HSR) system spanning California. When completed, the nearly 800-mile train system will provide new passenger rail service to more than 90 percent of the state's population. Served as regulatory discipline lead or co-lead for state and federal permitting for four HSR sections, managing compliance with USACE, USEPA, USFWS, NMFS, SWRCB, and CDFW statutes. Key deliverables include environmental determinations, biological and aquatic resources technical reports, ecological conditional assessments, environmental and permitting documentation, and Hazardous Materials Management Programs (HMMPs).

Darrin Trageser
Air Quality - ICF

Education
- MS, Atmospheric Sciences, University of California, Davis
- BS, Atmospheric Sciences (minor in Mathematics), University of Washington

Darrin Trageser is a senior air quality specialist with nine years of experience using various air quality models to conduct air quality and greenhouse gas (GHG) analyses, including CalEEMod, EMFAC, CT-EMFAC, CALINE, AERSCREEN, AERMOD, CMAQ, VISCREEN, and PLUVUE II, in addition to experience with UNIX/Linux operating systems. He also writes CCEQA and NEPA air quality and GHG analyses for projects throughout California. His projects include:

- Port of Humboldt Bay, Redwood Marine OSW and Heavy Lift Multipurpose Terminal, Humboldt County, CA
- Port of San Diego, Air Emissions Inventory, San Diego, CA
- San Diego Unified Port District, Dole Fresh Fruit Refrigerated EIR, San Diego, CA
- California High-Speed Rail Authority, California High-Speed Rail, San Francisco to San Jose EIS/EIR, San Francisco to San Jose, CA

Jennifer Stock, PLA
Visual Resources- ICF

Education
- BLA, Landscape Architecture, Pennsylvania State University

Registrations/Certifications
- Professional Landscape Architect - California, #5155

Jennifer Stock brings 25 years of expertise in visual analysis with a background in habitat restoration/mitigation planning and design. She prepares visual resources and shade/shadow analyses for proponents' environmental assessments (PEAs), environmental assessments (EAs), initial studies (ISs), environmental impact statements (EISs), and environmental impact reports (EIRs). Her visual resource assessment services include expert analysis for NEPA and CEQA environmental compliance and evaluation of photo-realistic simulations and geographic information systems (GIS) viewshed mapping. Her projects include:

- Port of Humboldt Bay, Redwood Marine OSW and Heavy Lift Multipurpose Terminal, Humboldt County, CA
- City of Hoquiam and Washington State Department of Ecology, Westway Expansion Projects Draft EIS and Imperium Renewables Expansion Project Draft EIS, Hoquiam, WA
- Bay Area Toll Authority/Caltrans District 4, West Oakland Link/Gateway Bike Path and Park Project VIA and EIR/EA, Oakland, CA

Gary Simpson, PG, CEG
Geology - SHN

Education
- MS, Geology, Humboldt State University
- BA, Geology, Humboldt State University

Registrations/Certifications
- Professional Geologist – California, #6000
- Certified Engineering Geologist – California, #2107

Gary Simpson has more than 30 years of experience as a certified engineering geologist in California. He offers practical experience in engineering geological analyses evaluating north coast hazards for critical infrastructure. Gary is a senior engineering geologist in SHN's geoscience group, familiar with the geologic conditions on the peninsula. He has developed detailed characterizations of geologic hazards at nearby sites and has evaluated mitigation options in these areas. He is familiar with exploration methods that are effective at the project site. His projects include:

- Nordic Aquafarm Geotechnical Assessment, Samoa, CA
- Town of Samoa, Proposed Expansion, Samoa, CA
- Humboldt Bay Dredge Spoils, Assessment of Potential Beneficial Uses, Eureka, CA
- Samoa Peninsula Wastewater Project EIR, Samoa, CA

Casey Hodges

Right-of-Way, Title , Easement and Acquisitions - Commonstreet Consulting

Education
- BA, Business Administration/ Management, University of Phoenix
- AA, Seattle Central Community College

Registrations/Certifications
- Real Estate License

Casey Hodges has 20 years of experience as a senior project manager and negotiator in real estate, right-of-way acquisition, and relocation. As a licensed real estate broker, he is experienced in project management, negotiating complex acquisitions, and following transactions to completion. He is familiar with state and federal statutes and regulations governing the acquisition and relocation process and has performed project management, acquisition, and relocation services for projects requiring certification under the Uniform Act. His projects include:

- Puget Sound Energy, Control Zone Program, Seattle, WA
- Puget Sound Energy, Whidbey Island Vegetation Management Project, Whidbey Island, WA
- WSDOT, Bothell Crossroads SR 522 Realignment Project, Bothell, WA
- Sound Transit, Link Light Rail and Regional Express Lynnwood Station, Lynnwood WA

Raj Varatharaj, PE, GE

Geotechnical - Earth Mechanics, Inc.

Education
- MS, Geotechnical and Earthquake Engineering, University of Oklahoma
- BS, Civil Engineering, University of Peradeniya, Sri Lanka

Registrations/Certifications
- Professional Engineer - California, Civil, #65586/Geotechnical, #2787

Raj Varatharaj has 21 years of experience in geotechnical and earthquake engineering, including designing and analyzing foundations for ports and harbor structures, buildings, bridges, earth and retaining structures, slope stability during seismic events, and soil-structure interaction. He plans and manages geotechnical field investigations, including overwater investigation and laboratory testing. Raj serves on technical committees, including the ASCE Coasts, Oceans, Ports, and Rivers Institute (COPRI) and the ASCE committee for developing national standards for design of piers and wharves. He has authored/coauthored 11 technical papers on geotechnical and earthquake engineering. His projects include:

- Port of Humboldt Bay, Redwood Marine OSW and Heavy Lift Multipurpose Terminal, Humboldt County, CA
- Port of Long Beach, Middle Harbor Redevelopment - Phase 1, Long Beach, CA
- Port of Long Beach, Pier G Berth 236 Wharf Improvement, Long Beach, CA
- Port of Los Angeles, On-call Geotechnical Engineering Services, Los Angeles, CA

Adam Taylor, CH, LSIT

Hydrographic and Bathymetric Survey - e-Trac

Education
- BS, Environmental Science, University of Alaska Southeast

Registrations/Certifications
- Certified Hydrographer - NSPS/ THSOA, #339
- Land Surveyor in Training (LSIT)

Adam Taylor has 17 years of experience with project planning, geodetic control, client coordination, and preparing final mapping and report products. His extensive knowledge of Pacific coast hydrographic and land surveys includes a detailed knowledge of geodesy and work on navigable and non-navigable waterways, ship terminals, and ports and harbors for port authorities, the USACE, municipalities, and the private sector. His projects include:

- Port of Humboldt Bay, Redwood Marine OSW and Heavy Lift Multipurpose Terminal, Humboldt County, CA
- Environmental Protection Agency (EPA), Designated Mouth of Columbia River Deep Water Site, Battelle, Astoria, OR
- Environmental Protection Agency (EPA), Designated Coos Bay Site H Ocean Dredge Material Disposal Sites, Battelle, Coos Bay, OR

Sharon Kramer, PhD

Marine Biology - H.T. Harvey & Associates

Education
- PhD, Marine Biology, Scripps Institution of Oceanography, University of California, San Diego
- MS, Zoology, University of Hawaii, Mānoa
- BA, Aquatic Biology, University of California, Santa Barbara

Registrations/Certifications
- Fundamentals of Engineering Certificate Holder

Dr. Sharon Kramer is a marine ecologist and principal who leads the California Humboldt County office of H. T. Harvey & Associates and the company's marine renewable energy efforts. She has more than 30 years of experience in aquatic ecology and fisheries biology and is well-versed in fish and aquatic habitat surveys, project permitting, and work related to the federal Endangered Species Act as a past National Marine Fisheries Services (NMFS) scientist. She contributes scientific and regulatory expertise to Federal Energy Regulatory Commission (FERC) licensing and Bureau of Ocean Energy Management (BOEM) leasing, including consultations and monitoring for most west coast marine renewable energy projects. Her projects include:

- Port of Humboldt Bay, Redwood Marine OSW and Heavy Lift Multipurpose Terminal, Humboldt County, CA
- Nordic Aquafarms, Humboldt Bay Project, Humboldt County, CA
- Chevron, Eureka Terminal Seismic Retrofit-Eelgrass Mitigation and Monitoring Plan, Humboldt County, CA
- Humboldt County Resource Conservation District, Salt River Restoration, Humboldt County, CA

Michael O'Hern

Land and Boundary Surveys - Kelly-O'Hern Associates

Education
- BS, Forest Engineering, Humboldt State University

Registrations/Certifications
- Professional Land Surveyor - California, #4829

Michael O'Hern performs surveys for parcel boundary surveys to forest boundary surveys and from court diagram preparation to construction surveying. Other surveys include topographic surveying and subdivision layout and surveying. His projects and experience include:

- Humboldt Bay Harbor, Recreation and Conservation District, Boundary Surveying, Humboldt County, CA
- P-line and right of way surveying for Humboldt Bay Wastewater Authority
- Boundary surveys and legal research for Simpson Timber Company
- Aerial target planning and construction for aerial mapping
- Boundary surveying and preliminary topographic surveys for Exxon Company

Whelan Gilkerson

Eelgrass - Merkel & Associates

Education
- MS, Natural Resources, GIS and Remote Sensing Emphasis, Humboldt State University
- BS, Ecology and Evolutionary Biology, U.C. Santa Cruz

Registrations/Certifications
- American Academy of Underwater Scientists Certified Scientific Diver
- FAA Remote Pilot-Small Unmanned Aircraft System

Whelan Gilkerson has nearly 20 years of experience in estuarine geospatial modeling and planning, providing estuarine resource assessment, restoration, and monitoring services in support of regulatory compliance. He assists clients in addressing eelgrass resource management issues in northern California harbors and estuaries, including extensive landscape ecology modeling for Humboldt Bay and supporting sea level rise (SLR) effects assessment for this system, the largest estuary on the northern California coast. His projects include:

- Redwood Marine OSW and Heavy Lift Multipurpose Terminal, Humboldt County, CA
- Humboldt Bay Eelgrass Comprehensive Management Plan, Humboldt Bay, CA
- Caltrans, Humboldt Bay Bridges Eelgrass Mitigation Design/Permitting, Humboldt Bay, CA
- National Oceanic and Atmospheric Administration, Humboldt Bay and Eel River Eelgrass Monitoring and Pilot Study Project, Humboldt Bay, CA

James Roscoe

Cultural/Historic/Tribal Resources - Roscoe

Education
- MA, Cultural Resource Management/Archaeology, Sonoma State University
- BA, History (minor in Social Science), Humboldt State University

James Roscoe has 45 years of experience providing cultural resources management services to federal, state, and local agencies; Northwest California Tribes; and private individuals. Working closely with representatives of local tribes, James has completed cultural resource investigations on more than 400 projects in Humboldt County, including portions of the Humboldt Bay proposed project area and adjoining parcels. He implements and meets laws and regulations regarding prehistoric and historic cultural resources, including:

- Project inventory and site mapping
- Excavation
- Native American Graves Protection and Reparation Act, CEQA, and NEPA assistance
- Historical research
- Identifying and managing cultural resources dictated by federal and state laws
- Determining eligibility of sites to the California Register of Historic Resources, the National Register of Historic Places, and as Traditional Cultural Properties
- Ethnographic Consulting
- Construction monitoring

Arne Jacobson, PhD

Electrification and Green Port - Schatz Energy Research Center

Education
- PhD, Energy & Resources, UC Berkeley
- MS, Environmental Resources Engineering, Humboldt State University
- BA, Physics, Earlham College

As the director of the Schatz Center, Dr. Jacobson leads a team of 45 faculty, staff, and students engaged in research and project work related to clean and renewable energy. He leads projects related to potential OSW development on California's north coast, publishing more than 30 reports and articles on the topic over the past four years. During a sabbatical year in 2010/11, he served as a senior advisor in the Office of Policy and International Affairs at the U.S. Department of Energy. His projects include:

- Port of Humboldt Bay, Redwood Marine OSW and Heavy Lift Multipurpose Terminal, Humboldt County, CA
- California Energy Commission, Northern California and Southern Oregon OSW Transmission Study, OR and CA
- California Energy Commission, Seabird 3D Distribution and Relative Risk from California Offshore Wind Turbines

Greg Chapman, PE

Electrification and Green Port - Schatz Energy Research Center

Education
- BS, Environmental Resources Engineering - Energy Emphasis, Humboldt State University

Registrations/Certifications
- Professional Engineer - California, Mechanical, #33537

Greg Chapman is a licensed mechanical engineer with more than 40 years of experience energy-related fields, ranging from renewable energy systems to low-carbon fuels transportation infrastructure projects. His primary focus included hydrogen gas systems, proton exchange membrane fuel cells, and renewable energy planning and microgrid design work. He plays an active and vital role designing, integrating, operating, and monitoring installed energy systems. His projects include:

- Port of Humboldt Bay, Redwood Marine OSW and Heavy Lift Multipurpose Terminal, Humboldt County, CA
- Humboldt State University, Hydrogen Fueling Station, Arcata, CA
- Bear River Band of Rohnerville Rancheria, Renewable Energy Planning, Loleta, CA
- Blue Lake Rancheria, Community Microgrid, Humboldt County, CA

Steven Richards, PE

Electrification and Green Port - Schatz Energy Research Center

Education
- BSEE with Power Emphasis, Cal Poly San Luis Obispo

Registrations/Certifications
- Professional Engineer - California, Electrical, #22854

Steven Richards is a certified electrical engineer with more than15 years of experience in power generation, microgrid, transmission, and distribution systems for the renewable energy industry. His experience includes research engineering, consulting engineering, design, permitting, construction management, and mentoring. Engineering project experience includes residential, commercial and utility-scale power system engineering, design, modeling, permitting, and construction. His projects include:

- Port of Humboldt Bay, Redwood Marine OSW and Heavy Lift Multipurpose Terminal, Humboldt County, CA
- Microgrid Engineering, Design, and Construction: Redwood Coast Airport, PG&E's Community Enablement Program, Cal Poly Humboldt and Blue Lake Rancheria, CA
- Renewable Energy Systems Engineering, Design, and Construction: PG&E Vaca Dixon Solar Station and the Ivanpah Solar Power Facility

Dalene Whitlock, PE, PTOE

Transportation (Land) - W-Trans

Education
- BS, Civil Engineering, San Diego State University
- BA, Physical Science, Westmont College

Registrations/Certifications
- Professional Engineer - California, Civil, #38942
  California, Traffic Engineer, #1552
  California, Professional Traffic Operations Engineer, #343

Dalene Whitlock is a founding principal and vice president of W-Trans. She has 38 years of experience and specializes in traffic impact analysis. She has gained experience in a wide array of areas from safety, capacity, and operational analyses to transportation system design and public involvement. Her communication skills provide a bridge between stakeholders of various backgrounds and opinions, including policymakers, agency staff, applicants, other consultants, W-Trans staff, and the public, allowing diverse opinions to be heard and addressed. Attention to detail is a hallmark of Dalene's work, making her an excellent project manager and quality control officer responsible for reviewing all W-Trans products. Her projects include:

- City of Eureka, Eureka General Plan Update, Eureka, CA
- City of Arcata, Central Arcata Areawide Traffic Study, Arcata, CA
- City of Arcata, CSU Humboldt Trinity Children's Center, Arcata, CA
- Lake Area Planning Council (APC),11th Street Corridor Study, Ukiah, CA

Brooklyn Fox

Domestic Procurement and Workforce Development - Xodus Group

Education
- MSc, Renewable Energy, Oldenburg, Germany
- BS, Civil Engineering, University of Toledo

Brooklyn Fox is a multidisciplinary engineer with international experience in the offshore renewable energy sector. Serving as the lead west coast OSW consultant at Xodus Group, she offers strategic guidance during the early stages of project development, contributing to industry growth through supply chain optimization, market entry strategies, and workforce recommendations. Leveraging a multicriteria analysis approach, she conducts comprehensive site assessments for OSW projects, delving into logistical considerations, such as port activities, transportation, and associated cost and schedule implications. Her projects include:

- California Energy Commission and California State Lands Commission, AB 525 Workforce Readiness Plan, CA
- Governor's Energy Office, OSW Supply Chain and Workforce Opportunity Assessment, ME
- Confidential Project Developer, California OSW and Supply Chain Assessment, CA
- Confidential Project Developer, Oregon Industrial Baseline Survey, OR

Darolyn Davis

Diversity, Equity, Inclusion, and Accessibility - D&A Communications, Inc.

Education
- BS, International Business, Mount St. Mary's University

Darolyn Davis is an award-winning communications professional with an impeccable track record of excellence developing strategic, equity-centered public engagement campaigns. Darolyn is a respected leader and collaborator who has developed an approach that successfully integrates racial and social equity into public participation and outreach, and her firm, D&A, is among the more successful equity-first communications firms in California.

A proven advocate, advisor, and visionary thought leader, Darolyn is known for breakthrough strategies that drive social change, enhance public trust, and strengthen connections among and across stakeholders. A trusted partner and strategic advisor to an array of public agencies, Darolyn also serves as the community engagement consultant on the San Francisco Public Utilities Commission's $6.9 billion Sewer System Improvement Program (SSIP) and $4.8 billion Water System Improvement Program. She facilitated a series of listening sessions focused on unconscious bias for a nationally recognized construction firm, and has also served on the Race and Equity Committee for the Port of San Francisco. Her projects include:

- Port of Oakland, GoPort, Oakland, CA
- San Francisco Public Utilities Commission (SFPUC), Water System Improvement Program, (WSIP), San Francisco, CA
- Metropolitan Transportation Commission (MTC) Plan Bay Area, CA
- Alameda County Transportation Commission, (ACTC) and Port of Oakland, Trucker/Goods Movement Survey, Northern CA

Hayden Jubera

Noise Reduction/Mitigation- HMMH

Education
- BS, Acoustics, Columbia College
- Associate Degree, General Studies, Oakland Community College
- BS, Candidate, Computer Science, University of Maryland

Hayden Jubera has worked on a variety of noise and vibration projects, and developed critical skills in measurement practices, modeling, and data processing/analysis, including expertise with a variety of instrumentation.

Through his work on noise studies for highways, rail and transit systems, airports, construction sites, quarries, and wind energy projects, Hayden has acquired a broad range of expertise in environmental noise and vibration control. He has a depth of knowledge regarding sound insulation testing, wind turbine compliance monitoring, construction noise and vibration monitoring and control practices, highway noise monitoring and barrier design, rail and transit noise and vibration monitoring. He has also worked on research projects funded by the Federal Aviation Administration (FAA).

Through his work on large-scale highway corridor noise analyses projects, he has become adept with the FHWA's Traffic Noise Model (TNM), earning his training certificate for TNM, and becoming highly skilled in ESRI ArcGIS. He has been involved in several large-scale Sound Insulation (SI) projects for various airports throughout the country and has vast experience leading SI measurement trips, conducting SI measurements, and processing the data for analysis. He has also received training for the SoundPLAN software, useful for rail and transit projects, as well as construction and commercial industrial investigations.

His projects include:

- Antrim Wind Turbine Farm Study, Antrim, NH
- Baltimore Washington International Thurgood Marshall Airport, Residential Sound Insulation Program, Baltimore, MD
- FAA, Sound Insulation Research Study "Investigate Innovative NLR Measurement Methods"

moffatt & nichol

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moffattnichol.com


Maine Searsport OSW Terminal


Port of Long Beach - Pier Wind OSW Terminal


New Jersey Wind Port - OSW Terminal


Port of Lake Charles OSW Terminal

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

STAFF REPORT
HARBOR DISTRICT MEETING
June 13, 2024

TO: Honorable Board President and Harbor District Board Members

FROM: Chris Mikkelsen, Executive Director

DATE: June 3, 2024

TITLE: Authorize an Agreement to Mutually Terminate Ground and Operating Leases Following Successful Completion of New Market Tax Credit Investments by and between the Humboldt Bay Harbor, Recreation and Conservation District and the Humboldt Bay Development Association

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STAFF RECOMMENDATION: Staff recommends the Board Authorize an Agreement to Mutually Terminate Ground and Operating Leases Between the Humboldt Bay Harbor, Recreation and Conservation District and the Humboldt Bay Development Association effective June 30, 2024.

SUMMARY: In March of 2016, the Humboldt Bay Harbor District (District), in partnership with the Humboldt Bay Development Association (HBDA), invested in and entered into a New Market Tax Credit (NMTC) loan fund for ongoing site clean-up and capital improvements of the vacant former Evergreen Pulp Mill. Such an agreement required the District and HBDA to enter into certain credit and lease agreements to carry out the intended improvements to which both parties have faithfully performed and successfully completed all of its respective obligations and wish to terminate those certain agreements.

DISCUSSION: Whereas certain resulting actions left the District as a tenant of HBDA and HDBA as a debtor of the District, and whereas HBDA has faithfully performed all of its obligations and covenants of those certain credit and lease agreements, and whereas the District has faithfully performed all of its obligations and covenants of those certain credit and lease agreements, and whereas the parties entered into an agreement to Stay Rent and Loan Payments to allow time to consideration of a wind-down, the parties now have set forth this Agreement to Mutually Terminate Ground and Operating Leases Following Successful Completion of New Market Tax Credit Investments.

ATTACHMENTS

A. Agreement To Mutually Terminate Ground and Operating Leases Following Successful Completion of New Market Tax Credit Investments

AGREEMENT TO MUTUALLY TERMINATE GROUND AND OPERATING LEASES FOLLOWING SUCCESSFUL COMPLETION OF NEW MARKET TAX CREDIT INVESTMENTS

THIS AGREEMENT TO MUTUALLY TERMINATE GROUND AND OPERATING LEASES is made effective as of June 30, 2024 ("Effective Date"), by and between the Humboldt Bay Harbor, Recreation, and Conservation District ("District"), a California special district, and the Humboldt Bay Development Association ("HBDA"), a California non-profit corporation. The District and HBDA may be referred to individually as a "Party" or collectively as the "Parties".

RECITALS

WHEREAS, the District is special district formed pursuant to Appendix 2 of the California Harbors and Navigation Code;

WHEREAS, HBDA is a duly formed and operating public benefit corporation, focused on promoting development in and around Humboldt Bay for the benefit of the local community;

WHEREAS, in order to facilitate the rehabilitation of certain real property owned by the District on the Samoa Peninsula, the District caused HBDA to be formed and thereafter partnered with HBDA to obtain New Market Tax Credits loan funds in the principal amount of $8,680,000.00 ("Loan"), which funds were used to rehabilitate portions of the District's property;

WHEREAS, reference is made to that certain Credit Agreement ("Loan Agreement") dated as of March 9, 2016, by and among New Markets Community Capital XVII, LLC, a Delaware limited liability company ("NMCC"), as lender, CNMC SUB-CDE 69, LLC, a Delaware limited liability company ("CNMC"), as lender, and HBDA, as borrower, dated March 9, 2016, under which HBDA entered into that certain Leasehold Deed of Trust, Security Agreement, Assignment of Rents and Fixture Filing dated March 9, 2016, in favor of NMCC and CNMC (collectively referred to herein as the "Leasehold Mortgage");

WHEREAS, in order to facilitate the receipt of the loan funds, the District leased certain real property to HBDA by way of that Ground Lease dated March 9, 2016, for a period of 65 years (the "Ground Lease"); in turn, to allow the District to possess, manage, and rehabilitate the property, HBDA sub-leased the real property to the District by way of that Operating Lease dated March 9, 2016 (the "Operating Lease");

WHEREAS, pursuant to the Ground Lease, at commencement of the lease term, HBDA made a lump sum payment to the District in the amount of $3,906,000.00, which HBDA received through the Loan;

WHEREAS, pursuant to the Operating Lease, the District was obligated to pay monthly rent to HBDA in the amounts set forth in Exhibit B to the Operating Lease, which rent payments HBDA used to make payments on the Loan;

WHEREAS, in accordance with the Credit Agreement and the New Market Tax Credit program, HBDA has successfully completed its obligations owed to NMCC and CNMC, and each assigned to Chase NMTC Samoa Investment Fund, LLC, a Delaware limited liability company ("Samoa LLC"), their collective interest in the Leasehold Mortgage, as more particularly set forth in that Assignment of Leasehold Deed of Trust dated March 10, 2023 ("Assignment"), and recorded as Document Number 2023-005958 in the Official Records of Humboldt County on May 10, 2023;

WHEREAS, pursuant to that NMTC Exit Agreement dated March 10, 2023 ("Exit Agreement"), and the Fund Interest Purchase Agreement dated March 10, 2023, the District holds a 100% membership interest in Samoa LLC;

WHEREAS, pursuant to that Release of Leasehold Deed of Trust, Security Agreement, Assignment of Rents and Fixture Filing dated March 10, 2023 ("Release and Reconveyance"), and recorded as Document No. 2023-005959 in the Official Records of Humboldt County on May 10, 2023, Samoa LLC fully released and reconveyed to HBDA its interest in Leasehold Mortgage following the Assignment;

WHEREAS, Samoa LLC, having completed its obligations and purposes under the above-referenced documents, was dissolved as an entity by way of that Certificate of Cancellation dated May 9, 2023;

WHEREAS, pursuant to that Agreement to Stay Loan and Rent Payment Obligations dated October 12, 2023, as amended by written agreement dated March 31, 2024, between the District and HBDA (collectively, the "Stay Agreement"), HBDA relieved the District of its obligations under the Operating Agreement to make payments of monthly rent and, in turn, the District relieved HBDA of its obligations under the Loan Agreement to make payments on the Loan through June 30, 2024;

WHEREAS, in light of the fact that HBDA has successfully completed its obligations owed to NMCC and CNMC and such lenders have assigned to Samoa LLC all right, title and interest in the Loan, the District and HBDA desire to provide for the orderly dissolution and winding up of the Ground Lease and Operating Lease and discharge any remaining debt obligations under the Loan.

NOW THEREFORE, for valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree as follows:

1. Termination of the Ground Lease. The District and HBDA mutually agree that, as of 11:59 PM (local time) on June 30, 2024, the Ground Lease shall terminate and be of no further force and effect, except that any terms or conditions in the Ground Lease that are expressly stated to survive the expiration or sooner expiration of the Ground Lease shall remain effective. The Parties agree that HBDA will execute and the District may record in the Official Records of Humboldt County a memorandum providing notice of the termination of the Ground Lease in the form attached hereto as ***Exhibit A***.

2. Termination of Operating Lease. The District and HBDA mutually agree that, as of 11:59 PM (local time) on June 30, 2024, the Operating Lease shall terminate and be of no further

force and effect, except that any terms or conditions in the Operating Lease that are expressly stated to survive the expiration or sooner expiration of the Operating Lease shall remain effective. The Parties further agree and acknowledge that any payments of rent (or other monetary obligations) due under the Operating Lease that were stayed by way of the Stay Agreement shall be fully discharged and deemed waived by HBDA.

4. Agreement to Cooperate. The District and HBDA agree to cooperate with one another to effect the termination of the Ground and Operating Lease, including, without limitation, (i) providing notice to any sublessees of the subject property; (ii) assisting in the preparation of audit reports for any unaudited fiscal years during the term of the Operating Lease; (iii) assisting in the preparation of any outstanding tax returns; and (iv) such further things as may be necessary to effectuate the intent of this Agreement.

5. Loan Forgiveness. In consideration for HBDA's agreement to terminate the Operating Lease, thereby relieving the District of the obligation to make further payments of rent under the Operating Agreement, the District agrees that, as of June 30, 2024, and conditioned upon HBDA making one final payment on the Loan to the District in the amount of $39,166.19 on or before June 30, 2024, any remaining debt owed by HBDA to the District under the Loan shall be deemed discharged in full.

6. Authority. Each Party hereto represents and warrants to the other that the individual executing this Agreement has the requisite authority to execute this Agreement and that the approval of this Agreement has complied, in all respects, with any obligations of law.

[SIGNATURE PAGE FOLLOWS THIS PAGE]

IN WITNESS WHEREOF, this Agreement has been duly executed and delivered by the duly authorized person of each party hereto as of the date first above written.

HUMBOLDT BAY DEVELOPMENT ASSOCIATION, INC., a California nonprofit public benefit corporation

By: _____
Name: _____
Its: _____

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, a California public entity

By: _____
Greg Dale
President

Exhibit A

PREPARED BY AND
WHEN RECORDED RETURN TO:

RYAN T. PLOTZ

THE MITCHELL LAW FIRM, LLP
426 FIRST STREET
EUREKA, CA 95501

MEMORANDUM OF TERMIANTION OF GROUND LEASE

This Memorandum of Termination of Ground Lease (this "Memorandum") is entered into as of June 30, 2024, by and between the Humboldt Bay Harbor, Recreation, and Conservation District ("District"), a California special district, and the Humboldt Bay Development Association ("HBDA"), a California non-profit corporation. Landlord and Tenant entered into that certain Ground Lease dated March 9, 2016 (the "Lease") with respect to that real property particularly described on Exhibit A hereto and incorporated herein.

By way of that certain AGREEMENT TO MUTUALLY TERMINATE GROUND AND OPERATING LEASES dated and made effective as of June 30, 2024, the parties hereto desire to execute this Memorandum for the purpose of giving record notice of the fact of the mutual termination of the above described Lease as of 11:59 PM on June 30, 2024, as provided for therein in lieu of recording the Agreement itself and is not intended to modify, limit or otherwise alter the terms, conditions and provisions of the Agreement.

This Memorandum shall extend to and be binding upon the parties hereto and their legal representatives, heirs, successors and assigns.

[Signatures on following page]

Executed as a sealed instrument as of the date first above written.

HUMBOLDT BAY DEVELOPMENT ASSOCIATION, INC., a California nonprofit public benefit corporation

By: _____
Name: _____
Its: _____

HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, a California public entity

By: _____
Greg Dale
President

[INSERT NOTARY ACKNOWLEDGMENTS]

EXHIBIT A

[INSERT LEGAL DESCRIPTION FROM GROUND LEASE]