



# **SOLICITATION OF INTEREST**

Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

August 2, 2024

# Table of Contents

<b>1. Introduction</b>	<b>1</b>
1.1. Background	1
1.2. Purpose	1
1.3. Project Goals	1
<b>2. Project Overview</b>	<b>3</b>
<b>3. Solicitation of Interest</b>	<b>5</b>
3.1. Contact Person	5
3.2. Schedule	5
3.3. Digital copies of your submittal must be provided by email to the Contact Person on or before August 23, 2024. No hard copies will be accepted. Conditions to Responding and the Harbor District's Reserved Rights:	5
3.4. SOI Template	7



# 1. Introduction

## 1.1. Background

The Humboldt Bay Harbor, Recreation, and Conservation District (“**District**”) is a public corporation formed pursuant to state law to develop harbor and port facilities and protect the natural resources of Humboldt Bay, California. The District is governed by a Board of Harbor Commissioners (the “**Board**”).

The District is seeking engagement with project proponents who have an interest in participating on the Humboldt Bay Offshore Wind Heavy Lift Marine Terminal Project (“**Project**”) for offshore wind operations (OSW) in Humboldt Bay, California. On January 23, 2024, the United States Department of Transportation (“**DOT**”) announced that the District will receive \$426.7 million for the construction and maintenance of the Project through the DOT’s Nationally Significant Multimodal Freight & Highway Projects (INFRA) grant program (the “**INFRA Grant**”). The INFRA Grant anticipates that the District will provide matching funds from other sources, which could be fulfilled through additional funding from the State of California, private equity, partner developers, or other qualifying sources.

## 1.2. Purpose

This Solicitation of Interest (“**SOI**”) is seeking from project proponents information that will guide the District in (i) developing the scope of the Project to meet the anticipated needs of the OSW industry, (ii) evaluating various approaches to Project design and implementation that balance the goals of OSW participants, tribal and labor leaders, and responsible environmental stewardship, (iii) exploring various strategies for public and private financing of the Project, (iv) obtaining logistical, technical, and operational information related to construction and development of port-oriented OSW infrastructure and related facilities, and (v) identifying criteria that the Board should consider when evaluating prospective private partners in significant roles in Project development. This information will help guide the District in evaluating the costs and benefits involved in the Project and identifying the experience, skills and financial capabilities needed in a future public-private partner in the Project. This SOI is not a request for proposals, invitation to bid, or an obligation on behalf of the District to acquire any services or offer any lease or entitlement. This SOI is for planning purposes only.

## 1.3. Project Goals

The Project is proposed to redevelop underutilized industrial lands surrounding Humboldt Bay and improvements to in-bay and upland infrastructure. The Project is anticipated to 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 Federal navigation channels and associated structures 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 offshore wind (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.

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 environmental review, 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 leaders will ensure OSW developments drive maximum benefit to all leaders.
- **Strategic approach to planning and permitting.** Early and consistent involvement with federal, state, and local regulatory agencies and other leaders 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. The design will accommodate various WTG component sizes, foundation launch and assembly technologies and terminal layout plans.
- **Green port development.** Marine terminal redevelopment design elements will incorporate the District's desire to be the first purpose-built and operated carbon neutral port in California. This includes vessel cold ironing and capability to support electric transport and lifting equipment, as well as potential hydrogen fuel options.
- **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.** 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.



## 2. Project Overview

This SOI seeks information that will help the District and the Board advance the Humboldt Bay Offshore Wind Heavy Lift Marine Terminal Project. As part of thoughtful preliminary scoping for future environmental review and analysis, the Project has progressed to 15% design and there has been substantial progress on special studies and environmental review documentation. Additionally, applications for the Project's primary permits in the drafting process. The Project is moving towards the 30% design, permitting, and environmental documentation phase for all Project components and the 90% design phase for select transportation components and onsite habitat restoration. This habitat restoration is anticipated to be a project design feature that could partially mitigate Project impacts to wetlands and environmentally sensitive habitat areas. Notwithstanding the foregoing, additional information from interested parties is needed to generate ideas that could influence project scope, design, development, environmental stewardship, tribal and labor collaboration, OSW industry readiness and financing strategy.

The Harbor District encourages interested parties to review the following documents for additional project background:

- CEQA Notice of Preparation (NOP) for the “Humboldt Bay Offshore Wind Heavy Lift Multipurpose Marine Terminal Project”:  
[https://humboltdbay.org/sites/humboltdbay.org/files/WindTerminal\\_NOP\\_2023%200628\\_0.pdf](https://humboltdbay.org/sites/humboltdbay.org/files/WindTerminal_NOP_2023%200628_0.pdf)
- 2023 MARAD PIDP Grant Application:  
[https://humboltdbay.org/sites/humboltdbay.org/files/Humboldt%20POWERED%20FY2023%20PIDP%20Proposal%20%28excludes%20KMZ%20files%29\\_reducedfilesize.pdf](https://humboltdbay.org/sites/humboltdbay.org/files/Humboldt%20POWERED%20FY2023%20PIDP%20Proposal%20%28excludes%20KMZ%20files%29_reducedfilesize.pdf)
- 2024 Federal Department of Transportation INFRA Grant Application:  
[https://humboltdbay.org/sites/humboltdbay.org/files/FY%202023-24%20MPDG%20Humboldt%20Bay%20Offshore%20Wind%20MVP%20Proposal%20Package\\_reducedfilesize.pdf](https://humboltdbay.org/sites/humboltdbay.org/files/FY%202023-24%20MPDG%20Humboldt%20Bay%20Offshore%20Wind%20MVP%20Proposal%20Package_reducedfilesize.pdf)
- HBHRCD videos with additional project background:  
<https://www.youtube.com/@humboltdbayharbordistrict>
- Project website:  
<https://humboltdbay.org/humboldt-bay-offshore-wind-heavy-lift-marine-terminal-project-3>



FIGURE 1 – PROJECT SITE

### 3. Solicitation of Interest

#### 3.1. Contact Person

The District has designated the following individual to serve as the main contact person for all correspondence related to this SOI. All questions should be directed to the contact person. Responses to this SOI must be via email and must include contact name, title, company, mailing address, telephone number, and state “**SOI Humboldt Bay Offshore Wind Heavy Lift Marine Terminal**” in the subject line. Respondents should note that there is a 10 MB limit to the total size of attachments per email that can be received by the District designated email account.

<b>Name:</b>	Chris Mikkelsen.	with copy to: Ryan Plotz
<b>Title:</b>	Executive Director	District Counsel
	<a href="mailto:cmikkelsen@humboldtby.org">cmikkelsen@humboldtby.org</a>	<a href="mailto:rplotz@mitchelllawfirm.com">rplotz@mitchelllawfirm.com</a>

#### 3.2. Schedule

The SOI schedule is as follows:

- SOI Issue Date: August 2, 2024
- SOI Response Date: August 23, 2024

#### 3.3. Digital copies of your submittal must be provided by email to the Contact Person on or before August 23, 2024. No hard copies will be accepted. Conditions to Responding and the Harbor District’s Reserved Rights:

By submitting a SOI, the Respondent consents and acknowledges that the District’s receipt or discussion of any information does not impose any obligations whatsoever on the District or the Respondent to any compensation therefor. Any such information given to the District before, with or after this SOI, either orally or in writing, is not given in confidence. Such information may be used, or disclosed to others, and SOIs may be used to assist the District in making decisions regarding future development of the Project. Any statement which is inconsistent with this SOI, whether made as part of or in connection with this SOI, shall be void and of no effect. This SOI is not intended to grant the District rights to any matter, which is the subject of valid existing or potential letters patent.

Neither the expression of your organization’s interest, nor the submission of your organization’s qualifications and any documents or other information, nor the acceptance thereof by the District, nor any correspondence, discussions, meetings or other communications between your organization and the District impose any obligation on the District. The District has no obligation to Respondents. Respondents’ costs of participation or information preparation in response to this SOI are not compensable.

This SOI is an inquiry only. No contract or agreement will be entered as a result of this SOI. There are no guarantees made or implied by the District that the gathering of information as a result of this SOI will result in a procurement process. The District retains all rights to reject any submittal under this SOI in its sole and absolute discretion, nor is the District under any obligation to use any information obtained whatsoever.

The District reserves all its rights at law and equity with respect to this SOI including, but not limited to, the unqualified right, at any time and in its sole discretion, to change or modify this SOI, to seek clarification and additional information from Respondents, to request any or all Respondents to meet for further discussions, or to request to deny any one-on-one meetings between the District and the Respondent.



Any information submitted to the District is subject to the California Public Records Act.

### **3.4. SOI Template**

Respondents must use the following template to respond to this SOI:





# SOLICITATION OF INTEREST

## Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

August 2025

Organization Name: \_\_\_\_\_

Type of Organization: \_\_\_\_\_

Organization Website: \_\_\_\_\_

### Main Contact Information

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Email Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_

While not required, the District appreciates interested parties providing additional information to address each of the following subject matters and questions as applicable:

1. Evaluate the documents identified in the Project Overview and respond to the following questions:
  - a. How can the scope of the Project be improved to meet the needs of the OSW industry, the District, and other interested parties?
  - b. How can the design of the Project be improved to address the Board's responsibility for environmental stewardship of the Humboldt Bay?
  - c. What aspects of the Project can better address the needs of Tribal Governments?
  - d. What project design features can be incorporated to meet the stated objectives of the District as expressed in this SOI?
2. Does the proposed Project meet the needs of the OSW industry with respect to total acreage, minimum and maximum uses of land and submerged land use, and berth access? How?
3. Identify key offsite improvements necessary for the development of the Project that should be prioritized to ensure project feasibility.
4. Describe potential models for public and private financing and how public-private partnerships could be structured for the benefit of the District and a public-private partner. Explain the financial commitment a private sector partner should be committed to make the project and how the District should evaluate the financial ability of the private partner to perform.
5. Describe the estimated timeline required from the execution of signed definitive documents to a fully operational OSW facility (i.e. from the date of execution of a lease disposition and development agreement, related lease and/or subleases, and other related project development contracts to the date of capacity to begin assembly of floating OSW offshore turbines). What development milestones are reasonable?
6. What CEQA and NEPA considerations should the Board consider when evaluating the Project?
7. What major project entitlements, approvals and permits should a project developer anticipate pursuing and what is the time frame for seeking such approvals in your experience?
8. What additional grant funding should a project sponsor and the District seek for the Project? What is the likelihood of success in seeking those funds and what grant amount is realistic?



9. How can the project meet prevailing wage, apprenticeship and skilled labor requirements?
10. What qualifications should the Board consider when evaluating potential public private partners for development of the Project?

