

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

DATE: October 24, 2019

TIME: Executive Closed Session 6:00 P.M.
Regular Session 7:00 P.M.

PLACE: Woodley Island Marina Meeting Room

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

1. Call to Order Closed Session at 6:00 P.M.

2. Public Comment

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

3. Move to Executive Closed Session

- a) CONFERENCE WITH LABOR NEGOTIATORS. Agency designated representatives: Larry Oetker, Executive Director. Employee organization: International Longshore and Warehouse Union Local 14, Unit A
- b) CONFERENCE WITH REAL PROPERTY NEGOTIATORS. Terms of potential purchase of real property with Assessor's Parcel Numbers 401-011-001, 401-011-010, 401-011-012, 401-011-018, 401-011-020, 401-011-023, 401-021-011, 401-021-018, 401-021-027, 401-011-028, 401-021-029, and 401-031-045 on the Samoa Peninsula, Humboldt County, California pursuant to California Government Code § 54956.8. District negotiators: Larry Oetker, Executive Director and Ryan Platz, District Counsel. Negotiating party: Tim Callison. Under negotiation: price and payment terms.
- c) CONFERENCE WITH LEGAL COUNSEL--ANTICIPATED LITIGATION. Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: one case (Coast Seafood).

4. Call to Order Regular Session at 7:00 P.M. and Roll Call

5. Pledge of Allegiance

6. Report on Executive Closed Session

7. 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

Agenda for October 24, 2019 Regular Board Meeting

to other speakers. The three (3) minute time limit for each speaker may be extended by the President of the Board of Commissioners or the Presiding Member of the Board of Commissioners at the regular meeting of the District. The three (3) minute time limit for each speaker may be enforced by the President of the Board of Commissioners or the Presiding Member of the Board of Commissioners at the regular meeting of the District.

8. Consent Calendar

- a) Receive District Financial Reports for August 2019
- b) Approval of Meeting Minutes for September 24, 2019 Regular Board Meeting

9. Communications and Reports

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

10. Unfinished Business

a) Update Regarding Recently Completed Woodley Island Marina and Fields Landing Boat Yard dredging

Recommendation: Staff recommends the Board: Hear an update regarding 2019 dredging project.

Summary: Dredging of Woodley Island Marina and Fields Landing Boat Yard is complete and a little less than 22,000 cubic yards of material was removed. This is approximately 2,000 cubic yards over the 20,000 contract amount. The contractor (The Dutra Group) did an amazing job and it was a pleasure to work with them. The Harbor District was well served and we owe the company as a whole, and field staff in particular a HUGE THANK YOU!!! Staff continues to work with the Dredge Subcommittee on the Long Term Sediment Management Environmental Impact Report which will analyze how and where the dredge material from all docks, boat ramps, and marinas can be beneficially used.

b) Consider Adopting Resolutions 2019-10, 2019-11, 2019-12, 2019-13, 2019-14 and 2019-15 Amending the Fee Schedule for Harbor District Properties and Operations and Amendment No. 7 to Ordinance 15 Tariff Section No. 6 Item 14 Enacting General Tariff No. 1, Establishing Rules, Regulations, Charges, and Fees, Including Harbor Fees on Vessels and Cargo in Connection with the Humboldt Harbor and Bay 38 Foot, Deep Draft Navigation Improvement Project within the Jurisdiction of the Humboldt Bay Harbor, Recreation and Conservation District, and Consent to Read by Title Only.

Recommendation: Staff recommends the Board: Consider and adopt individual Resolutions and Ordinance approving the amended fee schedule as follows:

1. Draft Resolution 2019-10 Harbor District Office Fee Schedule
2. Draft AMENDMENT NO. 7 TO ORDINANCE 15 Tariff Section No. 6 Item 14 ENACTING GENERAL TARIFF NO. 1, ESTABLISHING RULES, REGULATIONS, CHARGES, AND FEES, INCLUDING HARBOR FEES ON VESSELS AND CARGO IN CONNECTION WITH THE HUMBOLDT HARBOR AND BAY 38 FOOT, DEEP DRAFT NAVIGATION IMPROVEMENT PROJECT WITHIN THE JURISDICTION OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, AND CONSENT TO READ BY TITLE ONLY
3. Ordinance 15 Amendment NO. 7 and consent to read by title only
4. Draft Resolution 2019-11 Harbor Fee Schedule
5. Draft Resolution 2019-12 Fields Landing Boat Yard Fee Schedule
6. Draft Resolution 2019-13 Redwood Marine Terminal and Shelter Cove Fee Schedule
7. Draft Resolution 2019-14 Equipment Fee Schedule
8. Draft Resolution 2019-15 Woodley Island Marina Fee Schedule

Summary: As part of the 2019-20 Budget process, Staff requested that the Board delay the adoption of a revised fee schedule until after the costs for the dredging and other budget shortfalls were fully analyzed. The Board established a Budget Subcommittee to work with Staff on these and other budget issues. Staff is proposing fee increases which are outlined in the attached Resolutions.

11. New Business

a) Authorize the Release of a Request for Proposals to Lease the District's Fields Landing Boat Yard Site Operations

Recommendation: Staff recommends the Board: Authorize the Release of the Request for Proposals (RFP).

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

b) Humboldt State University Pilot Seaweed Culture Project

Recommendation: Staff recommends the Board: (1) Authorize staff to negotiate and execute a lease with Humboldt State University for a pilot seaweed culture project. (2) Authorize staff to execute future Mariculture Pre-Permitting Project program leases without Board approval.

Summary: The District has pre-permitted 21 acres of subtidal area for shellfish and seaweed culture. The area is being divided into lease areas for private and public (e.g., Humboldt State University) farmers and researchers. Seven acres are leased, and 14 acres are available for lease. Currently, seaweed is not cultured in Humboldt Bay and District staff is not aware of any previous efforts to culture seaweed. There is potential that seaweed culture could emerge as a new industry in the bay, but research is needed to identify methods that will be commercially viable. Humboldt State University is interested in leasing a 0.63 acre area for one year to conduct a pilot project that cultures two native red seaweed genera (*Palmaria* and *Gracilaria*). Figures 1 and 2 show the location of the proposed project.

c) Cancel November and December 2019 Board Meetings

Recommendation: Staff recommends the Board: Cancel the November and December 2019 board meetings.

Summary: Regularly scheduled meetings would fall on November 28 and December 26, 2019. Because these dates are on Thanksgiving and close to Christmas, attendance by the public would be poor. Additionally, District staff and commissioners are more likely to be on vacation.

12. Administrative and Emergency Permits - NONE

13. Adjournment

HUMBOLDT BAY HARBOR, RECREATION, AND CONSERVATION DISTRICT

Monthly Cash Flow Analysis

For The Months Ended August 31, 2019 and July 31, 2019

	<u>August 31, 2019</u>	<u>July 31, 2019</u>
<u>Account Balances</u>		
Checking	\$ 122,213	\$ 135,534
Savings	5,882	17,576
Tariff	302	472
County Treasury	794,994	894,994
Cash on hand	555	555
Total Cash	<u>923,946</u>	<u>1,049,131</u>
Add: Accounts Receivable (less doubtful accounts)	292,349	269,045
Less: Accounts Payable	(166,649)	(186,720)
Available Cash and Receivables	<u>\$ 1,049,646</u>	<u>\$ 1,131,456</u>
<u>Change in Cash Balance</u>		
Balance, Beginning of Month	\$ 1,049,130	\$ 1,317,080
Monthly Deposits	167,026	151,462
Monthly Payments	(292,210)	(419,412)
Balance, End of Month	<u>\$ 923,946</u>	<u>\$ 1,049,130</u>
<u>Monthly Payments Summary</u>		
Significant/Unusual Expenses:		
Humboldt Bay Development Assoc lease payment	\$ 49,173	
Liability & workers' comp insurance annual payment		\$ 105,706
Sub-total, Unusual Expenses	<u>49,173</u>	<u>105,706</u>
General operating expenses and other misc. expense	243,037	313,706
Total Cash Payments	<u>\$ 292,210</u>	<u>\$ 419,412</u>
<u>Monthly Deposits Summary</u>		
Significant/Unusual Revenues:		
Sub-total, Unusual Revenues	<u>-</u>	<u>-</u>
General revenues	\$ 167,026	\$ 151,462
Total Cash Receipts	<u>\$ 167,026</u>	<u>\$ 151,462</u>

2:01 PM

10/16/19

Humboldt Bay Harbor, Recreation & Conservation District
Account QuickReport

Accrual Basis

As of August 31, 2019

Type	Date	Num	Name	Memo	Amount
10200.1 - Cash in BBVA, Checking					
Liability Check	08/08/2019		QuickBooks Payroll Service	Created by Payroll Service on 08/07/...	-19,036.14
Liability Check	08/22/2019		QuickBooks Payroll Service	Created by Payroll Service on 08/21/...	-19,402.16
Liability Check	08/30/2019		QuickBooks Payroll Service	Adjusted for voided paycheck(s)	-3.00
Liability Check	08/30/2019		QuickBooks Payroll Service	Created by Payroll Service on 08/23/...	-1,930.10
Bill Pmt -Check	08/30/2019		Keenan Supply	QuickBooks generated zero amount ...	0.00
Check	08/15/2019			Service Charge	-144.98
Liability Check	08/02/2019	EFT	CalPERS 457 Program	450348	-1,075.00
Bill Pmt -Check	08/02/2019	EFT	CalPERS 457 Program	457Match 7/26/19	-325.00
Liability Check	08/02/2019	EFT	PERS Unfunded Accrued Liab	2233447024	-4,329.96
Liability Check	08/09/2019	EFT	Employment Development Department	499-0307-3	-1,167.29
Liability Check	08/09/2019	EFT	Tri Counties Bank	94-2262845	-3,183.70
Liability Check	08/09/2019	EFT	State Disbursement Unit	0230000067964	-233.53
Liability Check	08/09/2019	EFT	CalPERS 457 Program	450348	-850.00
Bill Pmt -Check	08/09/2019	EFT	CalPERS 457 Program	457Match 7/26/19	-300.00
Liability Check	08/09/2019	EFT	PERS Unfunded Accrued Liab	2233447024	-4,311.72
Bill Pmt -Check	08/16/2019	EFT	AT&T Phone	707 443-0801 071 7	-514.01
Liability Check	08/23/2019	EFT	State Disbursement Unit	0230000067964	-233.53
Bill Pmt -Check	08/23/2019	EFT	CalPERS 457 Program	457Match 7/26/19	-300.00
Liability Check	08/23/2019	EFT	CalPERS 457 Program	450348	-850.00
Liability Check	08/23/2019	EFT	PERS Unfunded Accrued Liab	2233447024	-3,867.47
Liability Check	08/23/2019	E-pay	Tri Counties Bank	94-2262845 QB Tracking # 1500475...	-3,254.64
Liability Check	08/23/2019	E-pay	Tri Counties Bank	94-2262845 QB Tracking # 1500572...	-321.30
Liability Check	08/23/2019	E-pay	Employment Development Department	499-0307-3 QB Tracking # 1500645...	-1,198.61
Liability Check	08/23/2019	E-pay	Employment Development Department	499-0307-3 QB Tracking # 1500675...	-21.00
Bill Pmt -Check	08/13/2019	Wire Xfer	Humboldt Bay Development Association	RMT2 Lease Pymt Q3 2019	-49,173.00
Bill Pmt -Check	08/12/2019	59498	SHN Consulting Engineers & Geologists		-975.00
Bill Pmt -Check	08/12/2019	59499	Coast Seafood Co.	Amended Note Payable P&I 12/18-6...	-83,717.00
Bill Pmt -Check	08/12/2019	59500	Shafer's Ace Hardware	1586	-229.44
Bill Pmt -Check	08/12/2019	59501	Security Lock & Alarm	RMT2	-8.14
Bill Pmt -Check	08/12/2019	59502	Pacific Gas & Electric (3494-4)	Acct #0670491906-4	-1,812.89
Bill Pmt -Check	08/14/2019	59503	Eureka Oxygen Company		-525.81
Liability Check	08/21/2019	59505	ILWU Local 14A	Union Dues	-108.00
Bill Pmt -Check	08/22/2019	59506	Dayle's Diesel Generator Repair LLC		-6,000.00
Check	08/23/2019	59507	Mathieson, Micah	For credit memo: 121229	-174.72
Bill Pmt -Check	08/30/2019	59508	ACWA JPIA	August 2019	-35,683.91
Bill Pmt -Check	08/12/2019	59726	Interstate Battery	WIM PO #1454	-818.54
Bill Pmt -Check	08/12/2019	59727	John's Auto Electric	PO #1459	-907.39
Bill Pmt -Check	08/12/2019	59728	Mendes Supply Company		-551.61
Bill Pmt -Check	08/12/2019	59729	Napa Auto Parts		-190.85
Bill Pmt -Check	08/12/2019	59730	National Meter & Automation	WIM PO #1443	-2,845.72
Bill Pmt -Check	08/12/2019	59731	Nylex.net		-325.00
Bill Pmt -Check	08/12/2019	59732	Pacific Gas & Electric (3494-4)	Account #6598073494-4	-137.99
Bill Pmt -Check	08/12/2019	59733	Pierson Building Center		-1,611.70
Bill Pmt -Check	08/12/2019	59734	Renner Petroleum	14137	-6,205.62
Bill Pmt -Check	08/12/2019	59736	SHN Consulting Engineers & Geologists		-9,514.94
Bill Pmt -Check	08/12/2019	59737	Southwest Answering Service		-176.02
Bill Pmt -Check	08/12/2019	59738	Thomas Home Center	RMT2	-827.75
Bill Pmt -Check	08/12/2019	59739	Times-Standard, Tri-City Weekly	Classified ad	-141.44
Bill Pmt -Check	08/12/2019	59740	Advanced Security Systems		-148.75
Bill Pmt -Check	08/12/2019	59741	Buddy's Auto Center, Inc.	Backhoe FLBY to RMT2	-250.00
Bill Pmt -Check	08/12/2019	59742	Campton Electric Supply	RMT2	-297.82
Bill Pmt -Check	08/12/2019	59743	City of Eureka	WIM	-13,095.85
Bill Pmt -Check	08/12/2019	59744	Eureka Rubber Stamp	Alan Retirement Plaque	-127.06
Bill Pmt -Check	08/12/2019	59745	Hilficker Company	FLBY PO #1461	-476.53
Bill Pmt -Check	08/12/2019	59746	HSU Sponsored Programs Foundation	Ports, Account 000818	-3,445.90
Bill Pmt -Check	08/12/2019	59747	Humboldt Bay Municipal Water Dist.	9002.001 RMT2	-797.12
Bill Pmt -Check	08/12/2019	59748	Humboldt Community Services District	3165	-18.00
Total 10200.1 - Cash in BBVA, Checking					-288,172.65
TOTAL					-288,172.65

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

September 26, 2019

The Humboldt Bay Harbor, Recreation and Conservation District met in regular session on the above date at 7:00 P.M. Open Session, at the Woodley Island Marina Meeting Room, 601 Startare Drive, Eureka, CA 95501.

OPEN SESSION – 7:00 P.M.

ROLL CALL:

PRESENT: DALE
 DOSS
 MARKS
 HIGGINS
 KULLMANN

ABSENT: NONE

QUORUM: YES

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT: The following individuals addressed the Commission regarding subject matters not on this meeting's agenda: Kent Sawatsky and Ted Romo.

CONSENT CALENDAR

- a) Reject a Claim for Damages Against the Harbor District from Ray C. DeMoreta and Refer to SDRMA Insurance Fund
- b) Amendment to HSU PORTS Agreement: name change to reflect correct legal title of Foundation
- c) Receive District Financial Reports for June 2019
- d) Receive District Financial Reports for July 2019
- e) Approval of Meeting Minutes for June 27, 2019 Regular Board Meeting
- f) Approval of Meeting Minutes for August 12, 2019 Special Board Meeting
- g) Approval of Meeting Minutes for August 22, 2019 Regular Board Meeting
 - I. COMMISSIONER MARKS MOVED TO APPROVE THE CONSENT CALENDAR ITEMS A-G. COMMISSIONER HIGGINS SECONDED.
 - II. Chair Dale opened the item to the public comment. No members of the public commented.
 - III. Chair Dale moved the discussion back to the Commission.
VOICE VOTE WAS CALLED, MOTION CARRIED WITHOUT DISSENT.
Ayes: DALE, DOSS, HIGGINS, KULLMANN, MARKS
Noes: NONE
Absent: NONE
Abstain: NONE

COMMUNICATIONS AND REPORTS

- a) Executive Director's Report
 - I. Executive Director presented Executive Director's Report.
- b) Staff Reports
 - I. Staff presented on recent District activities.
- c) District Counsel and District Treasurer Reports
 - I. No report.
- d) Commissioner and Committee Reports
 - I. Commissioners reported on their recent activities.
- e) Others
 - I. No report.

UNFINISHED BUSINESS - NONE

NEW BUSINESS

a) Update regarding the Humboldt Bay Mariculture Pre-Permitting Project Intertidal Component.

- I. Executive Director recused himself.
- II. District staff presented the item.
- II. The Commission discussed the item.
- III. Chair Dale opened the item to public comment. Kent Sawatsky, Todd Van Herpe and Sebastian Elrite commented.
- IV. Chair Dale moved the discussion back to the Commission.
- V. No formal action was taken.

b) Release solicitation for letters of interest to lease Humboldt Bay Mariculture Pre-Permitting Project subtidal sites.

- I. Chair Dale and Executive Director recused themselves.
- II. District staff presented the item.
- II. The Commission discussed the item.
- III. Vice Chair Kullmann opened the item to public comment. Kent Sawatsky and Sebastian Elrite commented.
- IV. Vice Chair Kullmann moved the discussion back to the Commission.
- V. COMMISSIONER HIGGINS MOVED TO RELEASE SOLICITATION FOR LETTERS OF INTEREST TO LEASE MARICULTURE SUBTITAL SITES.
COMMISSIONER MARKS SECONDED.
VOICE VOTE WAS CALLED, MOTION CARRIED.
Ayes: DOSS, HIGGINS, KULLMANN, MARKS
Noes: NONE
Absent: DALE
Abstain: NONE

c) Update regarding short and long-term Woodley Island Marina and Fields Landing Boat Yard dredging strategy.

- I. Executive Director presented the item.
- II. The Commission discussed the item.
- III. Chair Dale opened the item to public comment. Leroy Zerlang, Kent Sawatsky and Susan Penn commented.
- IV. Chair Dale moved the discussion back to the Commission.
- V. No formal action was taken.

d) Consider Adopting Resolution 2019-10 Amending the Fee Schedule for Harbor District Properties and Operations.

- I. Executive Director presented the item.
- II. The Commission discussed the item.
- III. Chair Dale opened the item to public comment. Leroy Zerlang, Kent Sawatsky, Susan Penn and Ted Romo commented.
- IV. Chair Dale moved the discussion back to the Commission.
- V. COMMISSIONER HIGGINS MOVED TO ADOPT RESOLUTION 2019-10 AMENDING THE FEE SCHEDULE FOR HARBOR DISTRICT PROPERTIES AND OPERATIONS.
COMMISSIONER KULLMANN SECONDED.
- VI. COMMISSIONER HIGGINS MOVED TO RESCIND HIS MOTION
COMMISSIONER KULLMANN RESCINDED HIS SECOND
- VII. COMMISSIONER HIGGINS MOVED TO TABLE THIS ITEM UNTIL THE OCTOBER 24, 2019 MEETING.
COMMISSIONER MARKS SECONDED.
VOICE VOTE WAS CALLED, MOTION CARRIED WITHOUT DISSENT.

Draft Minutes for September 26, 2019 Regular Board Meeting

Ayes: DALE, DOSS, HIGGINS, KULLMANN, MARKS
Noes: NONE
Absent: NONE
Abstain: NONE

e) Prepare and release solicitation for letters of interest to serve as a Humboldt Bay Harbor District Volunteer Boat Captain

- I. Executive Director presented the item.
- II. The Commission discussed the item.
- III. Chair Dale opened the item to public comment. Scott Fuller and Leroy Zerlang commented.
- IV. Chair Dale moved the discussion back to the Commission.

COMMISSONER DOSS MOVED TO RELEASE SOLICITATION FOR LETTERS OF INTEREST TO SERVE AS VOLUNTEER BOAT CAPTAIN.

COMMISSONER HIGGINS SECONDED.

VOICE VOTE WAS CALLED, MOTION CARRIED WITHOUT DISSENT.

Ayes: DALE, DOSS, HIGGINS, KULLMANN, MARKS
Noes: NONE
Absent: NONE
Abstain: NONE

ADMINISTRATIVE AND EMERGENCY PERMITS - NONE

ADJOURNMENT – 9:45 P.M.

APPROVED BY:

RECORDED BY:

Larry Doss
Secretary of the Board of Commissioners

Mindy Hiley
Director of Administrative Services

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

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



STAFF REPORT – HARBOR DISTRICT MEETING
October 24, 2019

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: October 18, 2019

TITLE: Update Regarding Recently Completed Woodley Island Marina and Fields Landing Boat Yard dredging.

STAFF RECOMMENDATION: Staff recommends the Board: Hear update regarding 2019 dredging project.

BACKGROUND: Dredging of Woodley Island Marina and Fields Landing Boat Yard is complete and a little less than 22,000 cubic yards of material was removed. This is approximately 2,000 cubic yards over the 20,000 contract amount. The contractor (The Dutra Group) did an amazing job and it was a pleasure to work with them. The Harbor District was well served and we owe the company as a whole, and field staff in particular a HUGE THANK YOU!!! Staff continues to work with the Dredge Subcommittee on the Long Term Sediment Management Environmental Impact Report which will analyze how and where the dredge material from all docks, boat ramps, and marinas can be beneficially used.

A more detailed update of the actual dredging depths and areas dredged in 2019 will be presented at the meeting. The outline draft dredging strategy that was presented at the September meeting is included as Attachment A for reference.

ATTACHMENTS:

- A. Outline draft dredging strategy

Humboldt Bay Harbor, Recreation and Conservation District Short and Long-term Woodley Island Marina Dredging Strategy

Purpose of this Document. This is a draft working document that describes the Humboldt Bay Harbor, Recreation and Conservation District's (District) current considerations and strategies for Woodley Island Marina dredging. This document is intended to facilitate further discussion on this topic and enable District staff and the Board to identify the best approach.

Goal. Develop and implement a cost-efficient and predictable strategy to dredge Woodley Island Marina and beneficially reuse as much of the dredged material as is practical. Strategies are needed for short term (2020) and long term (the next thirty years) dredging. The strategies need to consider costs, dredging methods, sediment dewatering and beneficial uses. The objective is to dredge the least amount of material necessary to allow the fleet to utilize the marina at low tides without draft restrictions.

Overarching Considerations

The dredging strategy will be guided by the following considerations.

Use the bay's natural flushing to maintain marina depth as much as possible.

- A. Move the fleet to match natural contours. Don't dredge to match the fleet unless absolutely required. The slips closest to the Eureka Channel are naturally deeper than the slips closer to the shore. Previously, docks E – I near the Eureka Channel were only maintained at 10 feet. These areas are naturally scoured and should be managed at deeper depths. Dredging to 14 feet in areas where the fleet only needs 8 or 10 feet is a waste of time, money, and resources. Conversely Dredging to 10 feet in an area where the fleet needs 12 or 14 feet does not meet the needs of the fleet.
- B. Annually take soundings to establish a model on how the Marina naturally scours and accretes. Adjust dredging to account for recurring problem areas; modify boat locations as required; and research/permit/implement engineering design alternatives to increase natural scour and reduce accretion rates. After approximately 4 to 5 years the District will begin to have enough data where we can begin to have a better understanding of the natural forces and refine our Marina dredging management strategy to work with the natural forces.

Coordinate with partners. District staff will continue to coordinate with other public and private entities in Humboldt Bay that are responsible for dredging locally maintained sites. Coordination will allow for sharing of costs, including for planning, permitting and dredging. Coordination can result in efficiencies that reduce costs for all partners. For example, mobilization costs can be spread among multiple partners.

Minimize tenant disruptions by dredging more frequently. Dredging the entire Marina at one time may be more cost effective, however it is highly disruptive to the tenants. Other marinas have found that smaller focused 1 – 4-year dredging cycles instead of larger 8 – 10-year cycles provide consistently more reliable fleet operations and are less disruptive to tenants.

Never let maintenance dredging permits expire. Getting permit renewals is easier than getting new permits. Having smaller more frequent events enables staff and contractors to have experience with dredging. In 8 to 10-year dredging cycles the District staff may have little practical experience with what it actually takes to dredge. With a 10-year permit, the District should plan to dredge in year 9 or 10 to prolong the benefits of the

permit beyond the 10-year permit period. New regulations will inevitably come, and future dredging events will likely be more expensive.

Dredging is a never-ending project. The Marina is constantly accreting with sediment. The District needs to have a plan in place for the next dredging event before we have finished the current dredging project. Performing consistent and more frequent dredging cycles will result in a better managed marina and a healthier fleet.

Short Term (2020) Dredging Solutions

1. **Dredging Method.** Suction dredging is believed to be the most efficient and cost effective method for dredging and beneficially using dredged sediments. The District is not currently permitted for suction dredging, primarily because of potential costs to obtain a longfin smelt Incidental Take Permit under the California Endangered Species Act. District staff is currently working with CA Dept of Fish and Wildlife staff to identify a reasonable approach for minimizing and mitigating longfin smelt impacts.

As we have permits to dredge with a clamshell bucket, the second most efficient and cost effective dredging method is to dredge with a clamshell bucket and place the material in a small hopper. Once the material is in the hopper, the material can be pumped directly to the beneficial reuse location, similar to if a suction dredge was utilized. The key differences are that long fin smelt mitigation is not required because the dredge material is pumped from the barge and not directly from the Bay. The other primary difference is that the cost is higher and production is lower because the use of the clam shell is slow. It also requires the use of contractors.

The least efficient and most expensive method is to utilize the clamshell bucket and dispose the material at the Humboldt Open Ocean Disposal Site (HOODS). Mobilization costs to bring in a specialized belly dump hopper barge are in the \$600,000 to \$900,000 price range. The FY 2019-20 dredging contract has demonstrated that significant cost savings occurs when two or more parties partner and schedule their dredging event to occur one right after the other. When three parties share the cost of mobilization the cost to dredge with a clamshell and go to HOODS still equals or exceeds the other methods. A benefit is that this method provides ongoing certainty whereas methods that require mitigation and or other permits to beneficially reuse the material have consistently proven to be unreliable and expensive.

In order to truly make dredging affordable, a method of **maintenance dredging** needs to be permissible, reliable, and not require, or minimize, the use of outside contractors. Smaller and simpler equipment is preferable to larger and more complicated systems. A slow and steady approach where an average of approximately 200 to 300 cubic yards per day is consistently removed over an approximately 60 working days between July and October 15th and approximately 12,000 to 18,000 cubic yards is removed in a year, **every year**, “wins the race”. The approach and the equipment that is required for the “slow and steady” approach is significantly different than the private contractor “race to the finish line” approach where contractors mobilize staff and equipment to remove approximately 2,000 or more cubic yards per day and “get in and get out” as rapidly as possible.

2. **Dewatering and Beneficial Use.** Potential options are:

- a. **Samoa Lagoons.** Even though the Samoa Lagoons has an active Coastal Development Permit and has been used several times in the past to dewater over 40,000 cubic yards of material, the North Coast Regional Water Quality Control Board may require that an impermeable liner be installed before the site can be reopened. The District has determined that it is cost prohibitive and not practical to construct an impermeable liner, which is essentially the same as a landfill liner, over the approximately 14 acre Samoa Lagoons site.

As the intention is to dewater and then reuse the material after it is dewatered, heavy equipment and trucks would be required to excavate the material from the lagoons. During this process it is very likely that the impermeable liner would be damaged and would need to be repaired or replaced annually. In addition, once an impermeable liner is installed, in the winter wet season, the permanent 14 acre impermeable liner would have the unintended consequence of retaining rain water and creating a shallow lake which would require extensive rain water management. Rainwater management would be challenging and add additional ongoing liability and expense.

District staff continues to work with North Coast Regional Water Quality Control Board staff to determine if there is a better solution to address their concern that pumping salt water to the site will negatively impact the shallow fresh ground water lens that is between the tide level and the bottom of the lagoons.

- b. **Dewatering at Redwood Terminal 2.** The District has obtained all the required permits to bring a hopper barge loaded with dredge material to the Redwood Marine Terminal II dock and then re-slurry and pump the material from the hopper barge to land based temporary dewatering cells which are constructed with k-rails with plastic underlining. This method adds approximately \$2 to \$3 per cubic yard to construct the temporary dewater cells. In addition, temporary upland dewatering sites require that the material be moved twice once from Woodley Island Marina and a second time from the temporary dewatering site to the permanent beneficial reuse site. Each time material is removed it adds additional costs, permits and uncertainty. The preferred approach is to only move the material from Woodley Island Marina directly to the permanent reuse site.
- c. **Raise elevation at Town of Samoa (DANCO) property on Samoa Peninsula.** The approved Samoa Town Master Plan requires that a significant portion of the site be filled to an elevation that is above at least 4.6 feet of anticipated sea level rise plus potential tsunami inundation. This area will require greater than 100,000 cubic yards of fill material. The proposed location is within pumping distance for either direct pump from Woodley Island Marina or indirect pump from the Redwood Marine Terminal II dock which is permitted for dredge hopper re-slurry and pump to upland onsite dewatering. In order to utilize this site, permit amendments would be required. This may be the best option for 2020 beneficial reuse. Sediment handling could be minimized with direct pumping to the site. District staff is currently assessing feasibility and costs of this option.

Funding. The District's accrued dredging fund will be expended during 2019 dredging. However, substantial more dredging (over 100,000 cubic yards) will still be needed at Woodley Island Marina. The current Woodley Island Marina dredge surcharge at \$0.76 per linear foot per month of slip lease only brings in approximately \$100,000 per year while the projected costs to remove approximately 20,000 cubic yards of material per year are approximately \$620,000. This \$520,000 shortfall makes dredging the marina financially unfeasible. District staff is assessing different options to fund dredging in 2020 and future years.

Long Term (30 year) Dredging Solutions

District staff is currently engaging regulatory agencies to develop a long-term dredging and sediment beneficial use strategy. This strategy will be for all locally maintained dredging sites, including Woodley Island Marina. The District has funding from the Resources Agency to develop a Program Environmental Impact Report related to this and has formed an advisory committee; held a scoping meeting; and made substantial progress on the project description. The draft project description is undergoing final review and then will be distributed to the advisory committee and agency staff for comment. Once finalized, District staff and the project consultant will conduct the environmental analysis.

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

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



STAFF REPORT – HARBOR DISTRICT MEETING
October 24, 2019

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: October 17, 2019

TITLE: CONSIDER ADOPTING RESOLUTIONS 2019-10, 2019-11, 2019-12, 2019-13, 2019-14, AND 2019-15 AMENDING THE FEE SCHEDULE FOR HARBOR DISTRICT PROPERTIES AND OPERATIONS AND AMENDMENT NO. 7 TO ORDINANCE 15 Tariff Section No. 6 Item 14 ENACTING GENERAL TARIFF NO. 1, ESTABLISHING RULES, REGULATIONS, CHARGES, AND FEES, INCLUDING HARBOR FEES ON VESSELS AND CARGO IN CONNECTION WITH THE HUMBOLDT HARBOR AND BAY 38 FOOT, DEEP DRAFT NAVIGATION IMPROVEMENT PROJECT WITHIN THE JURISDICTION OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, AND CONSENT TO READ BY TITLE ONLY

STAFF RECOMMENDATION: Staff recommends the Board: Consider and adopt individual Resolutions and Ordinance approving the amended fee schedule as follows:

1. Draft Resolution 2019-10 Harbor District Office Fee Schedule
2. Draft AMENDMENT NO. 7 TO ORDINANCE 15 Tariff Section No. 6 Item 14 ENACTING GENERAL TARIFF NO. 1, ESTABLISHING RULES, REGULATIONS, CHARGES, AND FEES, INCLUDING HARBOR FEES ON VESSELS AND CARGO IN CONNECTION WITH THE HUMBOLDT HARBOR AND BAY 38 FOOT, DEEP DRAFT NAVIGATION IMPROVEMENT PROJECT WITHIN THE JURISDICTION OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT, AND CONSENT TO READ BY TITLE ONLY
3. Ordinance 15 Amendment NO. 7 and consent to read by title only
4. Draft Resolution 2019-11 Harbor Fee Schedule
5. Draft Resolution 2019-12 Fields Landing Boat Yard Fee Schedule
6. Draft Resolution 2019-13 Redwood Marine Terminal and Shelter Cove Fee Schedule
7. Draft Resolution 2019-14 Equipment Fee Schedule
8. Draft Resolution 2019-15 Woodley Island Marina Fee Schedule

BACKGROUND: As part of the 2019-20 Budget process, Staff requested that the Board delay the adoption of a revised fee schedule until after the costs for the dredging and other budget shortfalls were fully analyzed. The Board established a Budget Subcommittee to work with Staff on these and other budget issues. Staff is proposing fee increases which are outlined in the attached Resolutions.

The Harbor District has been working through a series of long-standing issues that have placed a financial strain on available resources and have hindered the ability to implement projects and programs. Most notable is the deferred maintenance throughout District properties, especially the lack of dredging.

As was discussed during the budget process, the following are key areas of concerns must be addressed within the next one to six months:

- RMT II Property Taxes: \$117,905 + December Taxes Due \$19,905 (TOTAL \$137,255)
- RMT II Coast Seafoods loan: \$1,254,184 (Requires refinancing)
- Shelter Cove Fish Cleaning Station Grant matching funds: \$114,619
- Annual Dredging Program FY 2020: \$620,000
- Insufficient Reserve Funds for Cash Flow

DISCUSSION: As discussed at the September board meeting, the main concepts surrounding the proposed Woodley Island slip fees amendments are:

1. Ordinance # 9 and the slip rental agreement specifies that slip fees should be based on the length of the slip or length of vessel whichever is greater. The fee update implements this direction by charging a uniform fee based on the length of the slip. The revised slip charges are formatted similar to the Crescent City and Brookings fee schedules.
2. Currently the slip fee is the same rate for long term tenants and transient tenants. Similar to Crescent City and Brookings Harbor the proposed update increases the transient fees while keeping the long-term tenants at current slip rates.
3. Dredging Surcharge fees do not cover the cost of dredging. The District has gone out to bid the last two years and the low bid for clam shell dredging has consistently come in at \$25.00 per cubic yard plus \$300,000 to \$600,000 mobilization costs. The FY 2019 dredging contract was to remove approximately 20,000 CY of material for \$620,000. Staff recommends increasing the dredge surcharge fee **TO (\$2.26 PER LINEAR FOOT PER MONTH) PHASED ON OVER A THREE (3) YEAR PERIOD** at Woodley Island Marina and establishing a new fee for Fields Landing Boat Yard. Raise fee incrementally fifty cents per linier foot per year for the next 3 years (\$0.50 increase) will likely result is that no dredging will occur for next 3 years, then dredging approximately 15,000 – 20,000 cubic yards every 2 years thereafter. (Year 1: \$165,000 + Year 2: \$231,000 + Year 3: \$300,000 = \$696,000). As per Board direction, all funds collected from Dredge Surcharge fees is kept in a segregated account with income and expenditures annual audited.

As an alternative the Board may want to consider:

- a. Not raise the fee (\$0.00 increase). Likely result is that no dredging will occur for at lease the next 5 years as the total amount collected as of 6/30/19 has been expended and only approximately \$100,000 will be collected each year (\$100,000 X 5 years = \$500,000).
 - b. Raise fee fifty cents per linier foot (\$0.50 increase). Likely result is that no dredging will occur for next 4 years, then dredging approximately 15,000 – 20,000 cubic yards every 4 years thereafter. (\$165,000 * 4 years = \$660,000).
 - c. Raise fee one dollar per linier foot (\$1.00 increase). Likely result is that no dredging will occur for next 3 years, then dredging approximately 15,000 – 20,000 cubic yards every 2 to 3 years thereafter. (\$231,000 X 3 years = \$694,000)
 - d. Raise fee one dollar fifty cents per linier foot (\$1.50 increase). Likely result is that no dredging will occur for next 2 years then dredging approximately 15,000 – 20,000 cubic yards every 2 years thereafter. (\$300,000 X 2 years = \$600,000).
 - e. Sell the dredge for approximately \$500,000 and increase fees at \$1.00 per linier foot. Likely result is that no dredging will occur for next 2 years, then dredging approximately 15,000 – 20,000 cubic yards every 2 to 3 years thereafter. (\$231,000 X 3 years = \$694,000)
 - f. Other alternative the Board or public may consider
4. Currently there is no charge to live aboard at Woodley Island Marina. Eureka, Crescent City, Brookings and all other marinas that we are aware of charge a fee for live aboard tenants. **STAFF IS RECOMENDING THAT:** The Board may want to establish a **THREE YEAR (3) \$41.66 PER YEAR** phase in

period for existing live aboard tenants while, initiating the full fees **\$125 PER MONTH** for prospective new live aboard tenants.

5. Currently there are no fees for any special events on Woodley Island. The proposed update would establish a new special event fee.

This Staff Report and the draft updated fee schedule have been posted online, at the bulletin board on Woodley Island Marina, and at Fields Landing Boat Yard.

Attachment

- A. Email comments from Susan Penn 10-7-19
- B. Email comments from Kimberly McClintock Captain J. Abbott 10-4-19
- C. Draft Resolution 2019-10 Harbor District Office Fee Schedule
- D. Draft Resolution 2019-11 Harbor Fee Schedule
- E. Draft Resolution 2019-12 Fields Landing Boat Yard Fee Schedule
- F. Draft Resolution 2019-13 Redwood Marine Terminal and Shelter Cove Fee Schedule
- G. Draft Resolution 2019-14 Equipment Fee Schedule
- H. Draft Resolution 2019-15 Woodley Island Marina Fee Schedule
- I. Draft Amendment NO. 7 to Ordinance NO. 12 Harbor Usage Fees
- J. Comparison of Woodley Island Marina, Crescent City, and Brookings Harbor Slip Fees
- K. Proposed Dredge Surcharge Fee Increase

From: [Susan .Penn](#)
To: [Larry Oetker](#); [Adam Wagschal](#); [Mindy Hiley](#); [Corey Mooers](#); [Larry Doss](#); [gdale@coastseafoods.com](#); [swkullmann@gmail.com](#); [Richard Marks](#); [phiggins](#)
Subject: Proposed increased rates for Woodley Island Marina
Date: Monday, October 07, 2019 11:24:34 AM
Attachments: [Rate increase per centage view.pdf](#)
[Cost comparison marinas.pdf](#)

Dear Larry, staff and Commissioners,

I am writing in regards to the proposed rate increases for moorage at Woodley Island marina. I acknowledge that dredging is costly, regulations are cumbersome, and we are way behind schedule. However, I think that if dredging options had been seriously, whole-heartedly and open-mindedly pursued over the past 5 – 10 years, as Larry Oetker is currently doing, our situation would be very different. Putting the financial burden for the District's past lack of proper practices on boat owners is absurd.

Reasonable rate increases are to be expected, but the ones proposed are onerous. Harbor District staff is using Crescent City and Brookings harbors' rates as comparisons. I will let others argue the validity of comparing our marina to the others, but I will address the impact of your proposed rate increases. I am attaching two spreadsheets which clearly illustrate the concepts here.

The first page shows the proposed increases, and the percentage changes they represent. Costs for Brookings and Crescent City are listed for reference.

The second page of the spreadsheet compares the proposed rates with Brookings and Crescent City for both liveaboard and non-liveaboard tenants.

First, it is important to include all the income the Harbor District regularly receives from tenants in your calculations. Woodley Island tenants pay their own electric costs. The other two marinas include utilities in their dock fees. The 2017/18 proposed budget included a projected \$100,000 in tenant utility reimbursement. (I have not found a more current figure, though I have asked for it.) With 12,500 dock feet, this comes to an average of \$8/ft/yr. Some boaters do not use shore power at all, others use a lot.

I think charging tenants for their electric use is appropriate, but you do need to include that income in your calculations! Adding that figure in, Woodley Island marina already receives more per foot than either of the other two marinas.

Option A – a 12% increase in dock rent - would make slip WI rents 67% greater than Brookings, and 23% higher than Crescent City.

With Option B – a 27% increase - those figures go up to 87 % and 38% respectively.

The next proposal is to add a liveaboard fee to rents of those people who spend more than 3 nights a week on their boats. It was pointed out that other marinas charge a separate fee. It is true that other marinas charge a liveaboard fee (and Woodley Island used to) but utility costs are included in their rent. Do liveaboards use more electricity? Sometimes. My average bill over the course of the year is about \$50 per month. Fishermen who use block heaters pay at least that much.

It is fair to charge us for the utilities we use. It is fair to charge a liveaboard fee (though it should not be the same amount for a single person as for a couple.) It is **NOT** appropriate to charge both.

Though what we pay varies depending on our electric usage, liveaboard costs here are currently comparable to Brookings *with* their added liveaboard fee. For a single person Woodley Island is less expensive than Crescent City, for two people the cost is about equal.

With an additional \$150/month liveaboard fee those comparisons change, and with the proposed increase in dredge surcharge added to it, the rates we as individuals pay are changed even more radically.

With Option A for a single person, the cost per year would increase 72%. For a couple, the cost would increase 51%.

With Option B for a single person, the cost per year would increase 84%, and the cost for a couple would increase 60%.

There are only twelve boats with liveaboards at Woodley, and the Harbor District is not accepting more. Do you really think we are having that much of an impact on the District's finances?

So, how do we pay for dredging?

The District would make much more money by filling all the empty berths than by imposing outlandish fee increases on your current tenants. Until they moved boats down here to make room for the dredging, we had 6 empty berths on H dock. I am told there is a waiting list.

Fix the non-functioning electric meters and collect for usage. Some of the meters do not work, but the outlets still provide power. This is costing the District.

Charging higher rates for short-term renters is a standard marina practice, and will bring in more money.

How do other marinas pay for dredging? Richard Marks has stated more than once that dredging is a fairly universal concern, which I think is true. There has been no discussion of how other entities deal with this issue.

The Harbor District receives about \$1,000,000 in County property tax funds each year. In the current budget, \$0 of this is designated for the marina. The HBHRCD was formed when Woodley Island Marina was created as a port for fishermen. Part of its mandate is to maintain Woodley Island for the fishing fleet. This necessarily includes dredging. As a property tax payer, I would support **use of property tax money to dredge the marina.** Fishing is not the industry it once was, but it is still a major player in our economy.

As the District pursues options for beneficial uses of the dredge spoils, we can probably find buyers for the material. Danco's project is a good starting place. They need fill, we can provide it. They will be paying for fill either from us or from someone else.

We can work to lower our costs by revising policy. Pat Higgins has stated this, and I agree with him. This won't happen overnight, and should have been started a long time ago. But

things do change, and we can be a part of making policy changes that will continue to protect the environment, be science-based, and be appropriate for our particular location.

Are there grants available for innovative dredging?

I applaud the District's forward movement, but you need to explore other ways of paying for dredging.

Respectfully yours,
Susan Penn

Sheet1

All these numbers are based on a period of one year for a 40' boat/slip with long-term tenants

Electricity is not included in Woodley Island slip fees. Tenants pay the HD for the electricity they use in addition to slip fees.

*Using the information presented, we have 12,500 lf of slips. The fiscal 2017/18 budget included \$100,000 in tenant utility fees. This equals an **average** of \$8/lf/yr. Utilities for liveaboards represent current actual costs.*

	Slip fees	Utilities	Live-aboard charge	Total paid to marina	% increase
Woodley Island Marina					
Annual – current	\$2,424.00	\$320.00		\$2,744.00	
Live-aboard current – single	\$2,424.00	\$600.00		\$3,024.00	
Live-aboard current – two	\$2,424.00	\$1,800.00		\$4,224.00	
Option A annual	\$2,788.80	\$320.00		\$3,108.80	12.00%
Option A annual live-aboard single	\$2,788.80	\$600.00	\$1,800.00	\$5,188.80	72.00%
Option A annual live-aboard two	\$2,788.80	\$1,800.00	\$1,800.00	\$6,388.80	51.00%
Option B annual	\$3,153.60	\$320.00		\$3,473.60	27.00%
Option B annual live-aboard single	\$3,153.60	\$600.00	\$1,800.00	\$5,553.60	84.00%
Option B annual live-aboard two	\$3,153.60	\$1,800.00	\$1,800.00	\$6,753.60	60.00%
Brookings					
Annual	\$1,855.60	Included		\$1,855.60	
Live-aboard single	\$1,855.60	Included	\$900.00	\$2,755.60	
Live-aboard plus 2	\$1,855.60	Included	\$1,800.00	\$3,655.60	
Crescent City					
Annual	\$2,520.00	Included		\$2,520.00	
Live-aboard - all	\$2,520.00	Included	\$1,800.00	\$4,320.00	

Sheet2

Comparison of Woodley Island current rates (with average utility cost included) and proposed increases for 40' slips with long-term tenants with same size slips in Brookings and Crescent City.

		Woodley Island	Brookings	Crescent City
Annual – current	#	\$2,744.00	\$1,855.60	\$2,520.00
Live-aboard current – single	#	\$3,024.00	\$2,755.60	\$4,320.00
Live-aboard current – two	#	\$4,224.00	\$3,655.60	\$4,320.00
Option A annual	#	\$3,108.80	\$1,855.60	\$2,520.00
Option A w/live-aboard surcharge single	#	\$5,188.80	\$2,755.60	\$4,320.00
Option A w/live-aboard surcharge two	#	\$6,388.80	\$3,655.60	\$4,320.00
Option B annual	#	\$3,473.60	\$1,855.60	\$2,520.00
Option B w/live-aboard surcharge single	#	\$5,553.60	\$2,755.60	\$4,320.00
Option B w/live-aboard surcharge double	#	\$6,753.60	\$3,655.60	\$4,320.00

-----Original Message-----

From: Kimberly McClintock [mailto:faekimberly@yahoo.com]

Sent: Friday, October 04, 2019 3:53 PM

To: loeetker@humboldt.org

Cc: Larry Oetker [mailto:larryo@mindy.com]; Mindy Hiley [mailto:mhiley@humboldt.org]; Greg Dale <GDale@pacseafood.com>;
S. Kullmann [mailto:skullmann@email.com]; Samoafog [mailto:samoafog@aol.com]; faekimberly@yahoo.com

Subject: Tenant Letter

To Humboldt Bay Harbor District/

Larry Oetker/ Copies to Mindy Hiley,

Larry Doss, Greg Dale, Stephen Kullman, Richard Marks, Patrick Higgins

Re: Proposed Rates for Tenants at Woodley Island Marina.

Before deciding to return to Eureka and settle at Woodley Is. Marina, I spoke to Suzie Howser (then Dockmaster) several times. She said there had been a slow loss of Live Aboards over the years... and so, welcomed me to Eureka as a Resident Tenant. There are now only 12 persons who Live Aboard at Woodley Island, or so I'm told.

There was a modest Rate hike in 2013, at the time Jack Crider was sacking Security personnel and making it difficult for Suzie and Maintenance to acquire funds for anything at all...and the Dredging didn't happen...and the Dock improvements didn't happen...and so the steady neglect and decline of the Marina continued.

The 2013 Rate increase was modest. This one is not. It is not realistic nor accurate to compare Woodley Slip Rates to Crescent City or Brookings. That is like comparing apples to oranges. Those Marinas have newly rebuilt docks and facilities due to the Tsunami damage in 2011.(Woodley was undamaged.) All Tenants at Woodley pay annual Property Taxes (Mud Tax) for mud we float over. I understand Woodley gets a 10% part of that. Most Marinas fold Electricity charges into their Slip Fees; Woodley does not. All of that would make a big difference in the numbers you are looking at in the spreadsheet.

The proposed high increase in rent...appears to be an Eviction Notice for myself. A Rate I cannot manage. With nowhere to go, I may be homeless. Why not Grandfather-in the 12 Live Aboards? Why not increase Fees for only future Live Aboards?

Or, make a 10% Rate increase across-the-board... to all Tenants; something perhaps everyone can abide by? Why this huge increase, now...just before Winter arrives? And not least, what, exactly, is being provided to justify the proposed Hike?

For years we've paid Dredging fees and surcharges...we've paid Taxes and utilities...and have called Woodley Island 'our moorage'.

One can only hope you will be fair and reasonable in reviewing the proposed Rates for Tenants.

Thanks for your consideration.

Capt. J. Abbott 10-4-19

Harbor District Office

Service/Charge	Effective 7/1/2015	Proposed Sept. 2019
Requests for Copies of Public Documents Archival Research <i>*Archival research, as used in this context, is defined as the process of collecting any Harbor District information not dated within 30 days of the request.</i>	\$40 per hour*	\$75/hour, one hr minimum, 1/2 hr increments thereafter
Photocopy cost (no binding included): ~ Request 50 or more copies ~ Photocopy cost (less than 50 copies) - B&W ~ Photocopy cost - color (per page) ~ Photocopy cost - oversized up to 11"x17" ~ Electronic media (disk, tape, etc) <i>**Actual cost is the charge for the Harbor District cost for the actual time of the position reproducing any information (wage and payroll burden) plus the actual media cost (photocopy, computer disc, tape, etc) and any costs incurred for archival research.</i>	Actual Cost** \$0.10 per side \$1.00 per side \$0.25 per side Actual Cost**	Actual Cost** \$0.10 per side \$1.00 per side \$0.25 per side Actual Cost**
Facsimiles	\$1.00 per page	\$1.00 per page
Board Meeting Agendas Paper copies for entire Fiscal Year	\$25.00 per calendar year	\$25.00 per calendar year
Board Meeting Minutes Paper copies for entire Fiscal Year	\$25.00 per calendar year	\$25.00 per calendar year
Notary Services Fees set by state	\$10 per signature, per document	\$15 per signature, per page

Harbor District Office

Service/Charge	Effective 7/1/2015	Proposed Sept. 2019
<p>Permit Process</p> <p>(Sept 2019) A non-refundable deposit is required with application for permits. In addition to the deposit, all actual costs beyond the deposit will be charged based on fully burdened rates and all third-party costs.</p> <p>~ Administrative Permit (Deposit) \$400 ~ Emergency Permit (Deposit) \$400 ~ Harbor District Permit (Deposit) \$500 ~ CEQA Statutorial or Categorical Exemption (Deposit) \$100 ~ CEQA Initial Study - Negative Declaration Review (Deposit) \$500 ~ CEQA Environmental Impact Report Review (Deposit) \$1,000</p>	<p>\$100 filing fee, plus processing costs</p>	<p>see below</p>
<p>Late Fees and Interest</p> <p>Monthly moorage rent <u>or lease payments are</u> due on the first of each month and considered late if not paid on or before the 10th of each month. Interest is applied at the end of the month on the balance due. Yearly rent is due by the 10th of the first month of the <u>lease</u> year. <u>If the rental or lease agreement specifies a different due date, fees and/or interest specified in the agreement supersede this proposal.</u></p> <p>Account balances between \$5-\$50 \$10 see below Account balances between \$50.01-\$100 \$15 see below Account balances over \$100.01 \$25 see below</p> <p>Ten (10) days after due date. 10% of outstanding balance, \$25 minimum</p> <p>Thirty (30) days after due date and every 30 days thereafter. 10% of outstanding balance, \$25 minimum</p>	<p>\$10 \$15 \$25</p>	<p>see below see below see below</p> <p>10% of outstanding balance, \$25 minimum</p> <p>10% of outstanding balance, \$25 minimum</p>

Harbor Fee Schedule

Service/Charge	9/1/2013	Proposed Sept. 2019
PILOTAGE CHARGES		
Outbound/Inbound	\$0.1791 cents per Gross Registered Ton. Plus \$30.86 per foot of deep draft.	No Change
Minimum Charge		
1. Less than 300 ft LOA (Round Trip)	\$3,450	No Change
2. Every 100 ft LOA thereafter (additional)	\$978	No Change
Shift Rates		
a. Wharf to wharf, wharf to anchor, or anchor to anchor	\$2,300	No Change
b. From North Bay to South Bay or South Bay to North Bay	\$2,875	No Change
Pilot carried away from Station		
a. Actual expenses and per diem	\$862.50/day + expenses	No Change
Uncorrected Orders		
a. When vessel's owner or agents do not correspond with their ETA within four hours of last ETA given, compensation will be charged and applied starting at the last ETA given until arrival	\$575/hour	No Change
Standing-By		
When a pilot is onboard a Ship, Tug or Pilot Boat standing-by for a vessel to arrive, shift or sail and the movement is delayed, a charge of \$575 per hour will be incurred, 1/4 hour charges thereafter.	\$575/hour for 1 hour, charged by 1/4 hour thereafter	No Change
All vessels, their tackle, apparel, furniture, their master, owners and Agents are jointly and severally liable for pilotage fees, which may be recovered in any court of competent jurisdiction		
HARBOR USAGE FEE		
Vessels For cost for the District providing emergency response or mutual aid, administration, maintenance, promotion, and regulation / supervision of shipping)	\$5 per foot of draft at departure Bar and Entrance Channel plus \$5 per foot of draft for using North Bay and Samoa Channels.	\$500 per vessel entering Humboldt Bay (Applies to all Cargo Vessels regardless of draft)
Cargo Fee (For cost incurred by District associated with the Harbor Deepening Project)	\$.075 per short ton at departure Bar and Entrance Channel plus \$.075 per short ton for using North Bay and Samoa Channels.	\$.15 per short ton at departure Bar and Entrance Channel plus \$.15 per short ton for using North Bay and Samoa Channels.
ANCHORING IN THE BAY		
Needed after 72 hours, 14 days at a time with One 14-day extension (must have permit issued from district)	\$1.50 per foot/month, which is \$0.05 per foot/day	\$2.00 per foot/month, which is \$0.065 per foot/day

Fields Landing Boat Yard

Service/Charge	Effective 7/1/2015	Proposed Oct. 2019
TRAVELIFT		
Round Trip	\$9.40 per foot \$314 minimum	\$9.40 per foot \$314 minimum +\$200 dredge fee
One Way	\$4.70 per foot \$189 minimum	\$4.70 per foot \$189 minimum +\$100 dredge fee
Emergency Haul - One Way	\$18.80 per foot/one way plus 30 lay days	\$18.80 per ft +30 lay days +\$100 dredge fee
Haul-out Deposit		Starting at \$500
On-site wash water containment fee		\$85/vessel
Cancellation fee for late/no-show haul appointments		\$189
Hourly Travelift Charge	\$145 per hour one hour minimum	No Change
Lay Days (work yard rental)	\$1.20 per ft/per day	No Change
Boat Stand Rental		\$10 each/month
Forklift Fee	\$35 per hour, one hr min. per month; thereafter 1/2 hour increments	\$70 per hour, one hr min.; thereafter 1/2 hour increments
Pressure Washer Rental	\$40 for 4 hours	No Change
STORAGE		
Yard Rent Monthly	\$0.35 per sq ft/month	Vessel less than 40 ft \$500/month; Vessel 41-60 ft \$750/month; Over 60', \$0.35 per sq ft/month
Yard Rent Annually	\$0.31 per sq ft/mo/yr in advance	Vessel up to 40 ft \$400/month; Vessel 41-60 ft \$650/month; Over 60 ft, \$0.31 per sq ft/month
Building Rent	\$3.50 per ft/per day	No Change
Side Storage	\$57/per space/month	No Change

Redwood Marine Terminal I and Shelter Cove

Service/Charge	Effective 7/1/2015	Proposed Sept. 2019
REDWOOD MARINE TERMINAL I		
Monthly Storage	\$0.30 per sq ft/month	No Change
Annual Storage	\$0.27 per sq ft/month (paid in advance)	No Change
Outside Storage	\$0.15 per sq ft/mo (no yearly discount)	No Change
Moorage	\$0.42 per foot/day	No Change
SHELTER COVE		
Monthly Storage	\$50	Remove
Round Trip Launch/Haul	\$35	Remove
Charter Boat (including launch)	\$75	Remove
Charter Boat Self Launch	\$40	Remove
Self-Launch Parking	\$5 per day	Remove

Equipment Fee Schedule

Service/Charge	Effective 07/01/2015	Proposed September 2019
Harbor District Boats (plus personnel costs)	\$100/hr - 1 hr minimum	Port Authority Boat*: \$120/hour - 2 hour minimum Fire Boat*: \$600/hour - 2 hour minimum Work Boat (Bar Fly)*: \$120/hour - 2 hour minimum Aluminum Skiff*: \$100/hour - 2 hour minimum Barge (30'): \$800 per 24 hours Barge (30'): \$2,500 for 7 days Barge (30'): \$10,000 for 30 days *Staff time billed at actual cost
Pontoon Boat (plus personnel costs)	\$50/hr - 1 hr minimum	\$100/hour - 2 hour minimum
Containment Boom	Actual cost of deployment and cleaning	No Change
Absorbant Pad (includes disposal cost)	\$1.75 per pad	No Change
Absorbant Boom	\$45/8' section	No Change
Bag of Sweep	\$120	No Change
Personnel (salary plus benefits times actual time)	Actual Cost	No Change
VideoRay Explorer Micro-submersible ROV 130' depth	\$250/day + personnel cost	No Change
35 KW Generator	\$215/day + fuel	No Change
Whacker Light Stand	\$112/day + fuel	No Change
Oil Spill Trailer	\$200/day + replacement of consumables plus decontamination	No Change
Side Scan Sonar	\$500/day + personnel costs	No Change
Security Zone Buoy System	\$1000 per 24 hour period (installed)	No Change

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

AMENDMENT NO. 7 TO ORDINANCE 15 Tariff Section No. 6 Item 14

**ENACTING GENERAL TARIFF NO. 1, ESTABLISHING RULES, REGULATIONS,
CHARGES, AND FEES, INCLUDING HARBOR FEES ON VESSELS AND CARGO IN
CONNECTION WITH THE HUMBOLDT HARBOR AND BAY 38 FOOT, DEEP DRAFT
NAVIGATION IMPROVEMENT PROJECT WITHIN THE JURISDICTION OF THE
HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT**

The Board of Commissioners of the Humboldt Bay Harbor, Recreation, and Conservation District do ordain as follows:

Section 1. Amendment to Ordinance No. 15. Ordinance No. 15, as amended by Amendment Nos. 1 through 6, inclusive, of the Humboldt Bay Harbor, Recreation, and Conservation District is hereby amended as follows:

The following words are hereby deleted from Section II, Tariff Section No. 6 of Ordinance No. 15, as amended:

Miscellaneous Services Rates and Conditions; Item 14:

14 — Harbor Usage

- ~~a. — Vessels - five dollars (\$5.00) per foot of draft based upon reported sailing draft at time of departure for any vessel using any portion of the Bar and Entrance Channel, and an additional five dollars (\$5.00) per foot of draft based upon reported sailing draft for any vessel using any portion of the North Bay and Samoa Channels.~~

- ~~b. — Cargo — seven and one-half cents (0.075) per short ton or eight and two hundred sixty five thousandths cents (\$0.08265) per metric ton for any cargo on board a vessel using any portion of the Bar and Entrance Channel, and an additional seven and one-half cents (\$0.075) per short ton or eight and two hundred sixty five thousandths cents (\$0.08265) per metric ton for any cargo on board a vessel using any portion of the North Bay and Samoa Channels.~~

AND the following words inserted in place of the deleted text:

14 Harbor Usage

- a. Vessels - five hundred dollars (\$500.00) per commercial barge, ship, or other vessel over 200 feet in length or 20 foot of draft using any portion of the Bar, Entrance Channel, North Bay or Samoa Channels.

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

- b. Cargo – fifteen cents (\$0.15) per short ton or eight and two hundred sixty five thousandths cents (\$0.1653) per metric ton for any cargo on board a vessel using any portion of the Bar and Entrance Channel, and an additional fifteen cents (\$0.15) per short ton or eight and two hundred sixty five thousandths cents (\$0.1653) per metric ton for any cargo on board a vessel using any portion of the North Bay and Samoa Channels.

Section 2. Severability. If any subsection, sentence, clause or phrase of this article is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Board of Commissioners hereby declares that it would have adopted this ordinance, and each and every subsection, sentence, clause and phrase thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

Section 3. Conflicts. All ordinances and parts of ordinances or resolutions, in conflict herewith, are hereby repealed to the extent of such conflicts and no further.

Section 4. Effective Date. The effective date of this ordinance is thirty (30) days after its adoption by the Board of Commissioners.

Section 5. Publication. This ordinance shall be published within 15 days from the passage thereof with the names of the members voting for and against them at least once in some daily newspaper of general circulation printed and published in the District.

PASSED AND ADOPTED THIS xxx DAY OF xxx, 2019 BY THE BOARD OF COMMISSIONERS OF THE HUMBOLDT BAY HARBOR, RECREATION AND CONSERVATION DISTRICT BY THE FOLLOWING POLLED VOTE:

AYES:

NOES:

ABSENT:

GREG DALE, PRESIDENT
Board of Commissioners

ATTEST:

LARRY DOSS, SECRETARY
Board of Commissioners

Woodley Island Marina

Service/Charge	Effective 7/1/2015	Proposed Oct. 2019
WOODLEY ISLAND		
Slip Rates		
Daily (Incl. Maintenance Dredge Surcharge and Float Replacement Fee)	\$0.61	See Attachment J-K
Monthly*	\$4.19* per foot/per month	See Attachment J-K
Yearly* (10% savings over monthly rate) Paid in Advance	\$3.78* per ft/per mo/per year	See Attachment J-K
*Plus Maintenance Dredge Surcharge	\$0.76 per foot per month	See Attachment J-K
*Plus Float Replacement	\$0.51 per foot per month	See Attachment J-K
Liveaboard		
<u>Live Aboard Permit Application Fee and initial vessel inspection (One-time for specified permit period)</u>	No Charge	\$200
Inspection (30 day inspection period)	\$50 non-refundable one time charge	Included with Application Fee above
Up to 2 people (EXISTING TENANTS)	No Charge	Year 1: \$41.66/month Year 2: \$83.32/month Year 3: \$125/month
Up to 2 people (NEW TENANTS)	No Charge	\$125
Each additional liveaboard person	No Charge	\$85 per month
Boat Insurance		
<u>Boat insurance is required by the harbor. If you do not have proof of insurance a monthly fee will be added to your account until policy is received.</u>		\$100 per month
Restroom Key Deposit	\$20 each	No Change
Electrical Plug Deposit	\$100	No Change
Forklift Fee	\$30 per hour, one hr min.; thereafter 1/2 hr increments	\$70 per hour, one hr min.; thereafter 1/2 hr increments
Storage Areas		
WIM Fenced Storage Yard	\$0.30 per sq ft/per mo	\$0.30 per sq ft/per month; \$50 minimum
Per Year paid in advance	\$0.27 per sq ft/per mo/per yr	No Change

Service/Charge	Effective 7/1/2015	Proposed Oct. 2019
Work Yard	\$1.25 per marked square/per day	Removed
Per month	\$0.30 per sq ft/per mo	\$0.30 per sq ft/per month; \$50 minimum
Per Year paid in advance	\$0.27 per sq ft/per mo/per yr	No Change
Parking Space (automobile or trailer)	\$2.25 per space/per day	\$5 per space/per day \$30 per space/per month \$200 per space/per year
Kayak Rack <u>Per Year paid in advance</u>	\$12/month	\$15/month \$150 Annually
Fish Sales Permit	\$100 Annual	\$200 Annual
Work Dock/Hoist Use	\$30 per hr (WIM tenants free) - 1 hr min.	\$40 per hr (WIM tenants free) - 1 hr min.
Pump Outs (by District Personnel)		
Bilge	\$20 per pump out of less than 50 gals (tenants and govt free)	No Change
Sewage	Free	No Change
<u>Emergency pump-out</u>		\$100
Showers	\$.50 for six (6) minutes	\$.50 for five (5) minutes
Washers	\$2.00 per load	\$2.50 per load
Dryers	\$0.25 for 7 minutes	No Change
Soap Dispenser	\$0.75 per box	\$1.00 per box
<u>Events or Concessions (Actual District staff costs and expenses plus the following):</u>		
<u>Special Events (utilizing less than 1,000 sqft)</u>		\$25 per day
<u>Special Events (utilizing 1,001 - 5,000 sqft)</u>		\$50 per day
<u>Special Events (utilizing 5,001 - 40,000 sqft)</u>		\$250 per day
<u>Special Events (utilizing greater than 40,000 sqft)</u>		\$750 per day

Comparison of Proposed Woodley Island Marina Fee Increase Options to Existing fees, Crescent City and Brookings Harbor

OPTION A

Utility Fee	No Change	Slip Fee	No Increase
Dredge Surcharge	Increase fee from \$0.76 to \$1.52	Transient Fee	Increased
Float Replacement	No Change		
Long term tenants			
Transient No long term contract			
Dredge	\$ 1.52	\$ 1.52	\$ 1.52
Float	\$ 0.51	\$ 0.51	\$ 0.51
Slip	\$ 3.78	\$ 4.00	\$ 4.19
			\$ 11.64
			\$ 16.81
			\$ 22.50
TOTAL MONTHLY FEES (LF)	\$ 5.81	\$ 6.03	\$ 6.22
			\$ 11.64
			\$ 16.81
			\$ 22.50

Long term tenants						Transient No long term contract							
SLIP #	SLIP LENGTH	ANNUAL	LF	SEMI-ANNUAL	LF	MONTHLY	LF	MONTHLY	LF	WEEKLY	LF	DAILY	LF
24	70	4,880.40	69.72	2,532.60	36.18	435.40	6.22	814.80	11.64	271.60	3.88	52.50	0.75
28	60	4,183.20	69.72	2,170.80	36.18	373.20	6.22	698.40	11.64	232.80	3.88	45.00	0.75
104	50	3,486.00	69.72	1,809.00	36.18	311.00	6.22	582.00	11.64	194.00	3.88	37.50	0.75
64	40	2,788.80	69.72	1,447.20	36.18	248.80	6.22	465.60	11.64	155.20	3.88	30.00	0.75
46	30	2,091.60	69.72	1,085.40	36.18	186.60	6.22	349.20	11.64	116.40	3.88	22.50	0.75

OPTION B

Utility Fee	No Change	Slip Fee	No Increase
Dredge Surcharge	Increase fee from \$0.76 to \$2.28	Transient Fee	Increased
Float Replacement	No Change		
Long term tenants			
Transient No long term contract			
Dredge Surcharge	\$ 2.28	\$ 2.28	\$ 2.28
Float Replacement	\$ 0.51	\$ 0.51	\$ 0.51
Slip	\$ 3.78	\$ 4.00	\$ 4.19
			\$ 11.64
			\$ 16.81
			\$ 22.50
TOTAL MONTHLY FEES (LF)	\$ 6.57	\$ 6.79	\$ 6.98
			\$ 11.64
			\$ 16.81
			\$ 22.50

Long term tenants						Transient No long term contract							
# Slips	SLIP LENGTH	ANNUAL	LF	SEMI-ANNUAL	LF	MONTHLY	LF	MONTHLY	LF	WEEKLY	LF	DAILY	LF
24	70	5,518.80	78.84	2,851.80	40.74	488.60	6.98	814.80	11.64	271.60	3.88	52.50	0.75
28	60	4,730.40	78.84	2,444.40	40.74	418.80	6.98	698.40	11.64	232.80	3.88	45.00	0.75
104	50	3,942.00	78.84	2,037.00	40.74	349.00	6.98	582.00	11.64	194.00	3.88	37.50	0.75
64	40	3,153.60	78.84	1,629.60	40.74	279.20	6.98	465.60	11.64	155.20	3.88	30.00	0.75
46	30	2,365.20	78.84	1,222.20	40.74	209.40	6.98	349.20	11.64	116.40	3.88	22.50	0.75

**To be considered by Harbor District Board
at their regular meeting on October 24, 2019**

Woodley Island Marina Current Fees

Utility Fee			
Dredge	0.76		0.76
Float	0.51		0.51
Slip	3.78		4.19
TOTAL MONTHLY FEES (LF)	5.05		5.46

	SLIP LENGTH	ANNUAL	LF					MONTHLY	LF	WEEKLY	LF	DAILY	LF
24	70	4242	60.60					382.2	5.46			42.7	0.61
28	60	3636	60.60					327.6	5.46			36.6	0.61
104	50	3030	60.60					273	5.46			30.5	0.61
64	40	2424	60.60					218.4	5.46			24.4	0.61
46	30	1818	60.60					163.8	5.46			18.3	0.61

Crescent City Marina

Per Month	\$ 5.25	\$ 5.90	\$ 5.38	\$ 9.50	\$ 16.34	\$ 18.86
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	SLIP LENGTH	ANNUAL	LF	SEMI-ANNUAL	LF	QRTLY	LF	MONTHLY	LF	WEEKLY	LF	DAILY	LF
	70	4410	63.00	2478	35.40	1505	21.50	665	9.50	264	3.77	44	0.63
	60	3780	63.00	2124	35.40	1290	21.50	570	9.50	228	3.80	38	0.63
	50	3150	63.00	1770	35.40	1075	21.50	475	9.50	192	3.84	32	0.64
	40	2520	63.00	1416	35.40	860	21.50	380	9.50	150	3.75	25	0.63
	30	1890	63.00	1062	35.40	645	21.50	285	9.50	114	3.80	19	0.63

Brookings Marina

TOTAL MONTHLY FEES (LF)	\$ 3.87	\$ 4.40	\$ -	\$ 11.64	\$ 16.81	\$ 19.50
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	SLIP LENGTH	ANNUAL	LF	SEMI-ANNUAL	LF	QRTLY	LF	MONTHLY	LF	WEEKLY	LF	DAILY	LF
	70	3247.3	46.39	1849.4	26.42			814.8	11.64	271.6	3.88	45.5	0.65
	60	2783.4	46.39	1585.2	26.42			698.4	11.64	232.8	3.88	39	0.65
	50	2319.5	46.39	1321	26.42			582	11.64	194	3.88	32.5	0.65
	40	1855.6	46.39	1056.8	26.42			465.6	11.64	155.2	3.88	26	0.65
	30	1391.7	46.39	792.6	26.42			349.2	11.64	116.4	3.88	19.5	0.65

Attachment K Proposed Dredge Surcharge Fee Increase

Boat length	Current Monthly Dredge Fee @ 0.76	Total Annual Fee	YEAR 1		YEAR 2		YEAR 3	
			Year 1 Proposed Monthly Dredge Fee	Proposed Monthly Increase Over Current	Year 2 Dredge Surcharge Fee	Monthly Increase Over Current	Year 3 Dredge Surcharge Fee	Monthly Increase Over Current
			\$ 1.26	\$ 0.50	\$ 1.76	\$ 1.00	\$ 2.26	\$ 1.50
30	\$ 22.80	\$ 274	\$ 37.80	\$ 15.00	\$ 52.80	\$ 30.00	\$ 67.80	\$ 45.00
35	\$ 26.60	\$ 319	\$ 44.10	\$ 17.50	\$ 61.60	\$ 35.00	\$ 79.10	\$ 52.50
40	\$ 30.40	\$ 365	\$ 50.40	\$ 20.00	\$ 70.40	\$ 40.00	\$ 90.40	\$ 60.00
45	\$ 34.20	\$ 410	\$ 56.70	\$ 22.50	\$ 79.20	\$ 45.00	\$ 101.70	\$ 67.50
50	\$ 38.00	\$ 456	\$ 63.00	\$ 25.00	\$ 88.00	\$ 50.00	\$ 113.00	\$ 75.00
55	\$ 41.80	\$ 502	\$ 69.30	\$ 27.50	\$ 96.80	\$ 55.00	\$ 124.30	\$ 82.50
60	\$ 45.60	\$ 547	\$ 75.60	\$ 30.00	\$ 105.60	\$ 60.00	\$ 135.60	\$ 90.00
65	\$ 49.40	\$ 593	\$ 81.90	\$ 32.50	\$ 114.40	\$ 65.00	\$ 146.90	\$ 97.50
70	\$ 53.20	\$ 638	\$ 88.20	\$ 35.00	\$ 123.20	\$ 70.00	\$ 158.20	\$ 105.00
75	\$ 57.00	\$ 684	\$ 94.50	\$ 37.50	\$ 132.00	\$ 75.00	\$ 169.50	\$ 112.50
80	\$ 60.80	\$ 730	\$ 100.80	\$ 40.00	\$ 140.80	\$ 80.00	\$ 180.80	\$ 120.00
85	\$ 64.60	\$ 775	\$ 107.10	\$ 42.50	\$ 149.60	\$ 85.00	\$ 192.10	\$ 127.50
90	\$ 68.40	\$ 821	\$ 113.40	\$ 45.00	\$ 158.40	\$ 90.00	\$ 203.40	\$ 135.00
95	\$ 72.20	\$ 866	\$ 119.70	\$ 47.50	\$ 167.20	\$ 95.00	\$ 214.70	\$ 142.50
100	\$ 76.00	\$ 912	\$ 126.00	\$ 50.00	\$ 176.00	\$ 100.00	\$ 226.00	\$ 150.00
105	\$ 79.80	\$ 958	\$ 132.30	\$ 52.50	\$ 184.80	\$ 105.00	\$ 237.30	\$ 157.50
110	\$ 83.60	\$ 1,003	\$ 138.60	\$ 55.00	\$ 193.60	\$ 110.00	\$ 248.60	\$ 165.00

COMMISSIONERS

1st Division

Larry Doss

2nd Division

Greg Dale

3rd Division

Stephen Kullmann

4th Division

Richard Marks

5th Division

Patrick Higgins

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



STAFF REPORT – HARBOR DISTRICT MEETING
October 24, 2019

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: October 18, 2019

TITLE: **Authorize the Release of a Request for Proposals to Lease the District’s Fields Landing Boat Yard Site Operations**

RECOMMENDATION: Staff recommends the Board: Authorize the Release of the Request for Proposals (RFP).

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

The District has permits to dredge, 14 feet depth with one-foot overdraft, to maintain operational haul outs through June 2028. In October 2019, the area between the finger piers was dredged to a depth of 14 feet (beginning 150 feet from the end of the finger piers to the federal navigation channel.) The District plans to establish a dredge fee for each haul out to provide funding for future dredging events.

It is my understanding that since the Boat Yard opened in the early 1980’s, and that the District has both directly managed and contracted with a private company to operate the Boat Yard.

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

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

The ideal project would be operated to provide, at a minimum, the following:

- Self-help boatyard,
 - Two (2) 110-foot length
 - four (4) 70-foot length
 - Seven (7) 50-foot length
 - Five (5) 40-foot length

- Commercial Full-Service Boatyard,
 - 20,000 ft² outdoor
 - 3,000 ft² indoor shop
 - Fully enclosed 80-foot vessel workspace
 - Indoor shop space
 - Retail / office space
 - Customer Restrooms

- Long Term Vessel Storage (In-out 24hours day 7 days week)
 - 40-spaces long term boat storage (less than 35 feet)
 - 10-spaces long term boat storage (36 - 75 feet)

- Long Term Vessel Storage (72-hour advance notice)
 - 15-spaces long term boat storage (less than 35 feet)
 - 10-spaces long term boat storage (36 - 75 feet)
 - 2 -spaces long term boat storage (36 - 75 feet)

- Customer Restrooms

RFQ Respondents: It is anticipated the individual and joint-venture respondents to this RFQ will have extensive experience in operating boatyards and marine services facilities, or contracting those operations, as well as having the capacity to finance and facilitate, directly or indirectly, the operation of the Project. In addition, the Harbor District is willing to consider different or alternative approaches to the Project, such as private or public-private manners.

COMMISSIONERS

1st Division

Larry Doss

2nd Division

Greg Dale

3rd Division

Stephen Kullmann

4th Division

Richard Marks

5th Division

Patrick Higgins

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Harbor, Recreation and Conservation District
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 Eureka, California 95502-1030



STAFF REPORT – HARBOR DISTRICT MEETING
October 24, 2019

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: October 18, 2019

TITLE: Humboldt State University pilot seaweed culture project.

RECOMMENDATION: Staff recommends the Board: (1) Authorize staff to negotiate and execute a lease with Humboldt State University for a pilot seaweed culture project. (2) Authorize staff to execute future Mariculture Pre-Permitting Project program leases without Board approval.

BACKGROUND: The District has pre-permitted 21 acres of subtidal area for shellfish and seaweed culture. The area is being divided into lease areas for private and public (e.g., Humboldt State University) farmers and researchers. Seven acres are leased, and 14 acres are available for lease. Currently, seaweed is not cultured in Humboldt Bay and District staff is not aware of any previous efforts to culture seaweed. There is potential that seaweed culture could emerge as a new industry in the bay, but research is needed to identify methods that will be commercially viable. Humboldt State University is interested in leasing a 0.63 acre area for one year to conduct a pilot project that cultures two native red seaweed genera (*Palmaria* and *Gracilaria*). Figures 1 and 2 show the location of the proposed project.



Figure 1. Areas permitted by the Humboldt Bay Mariculture Pre-Permitting Project. The proposed project is within the Subtidal 2 site.

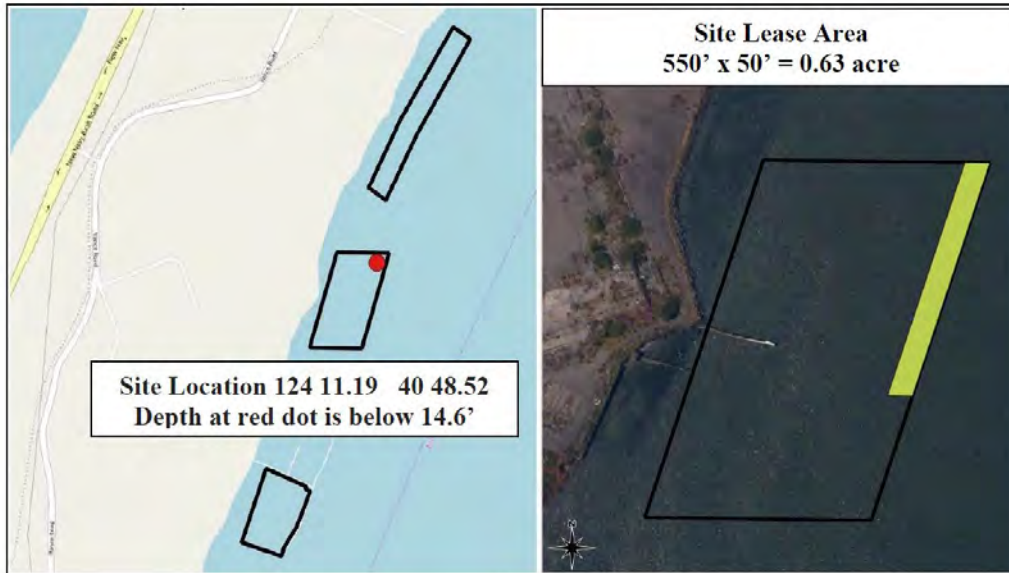


Figure 2. Location and depth of the proposed project. The project is proposed at depths deeper than where eelgrass (*Zostera marina*) grows, thus avoiding eelgrass impacts.

As the Board authorized, District staff has distributed a request for letters of interest for Humboldt Bay Mariculture Pre-Permitting Project lease areas. Under this Program, District staff expects that new leases will be developed with private and public farmers.

DISCUSSION: District and CA Coastal Commission staff are currently reviewing the proposed methods to ensure they are consistent with the Humboldt Bay Mariculture Pre-Permitting Project's regulatory approvals. Additionally, District staff is determining an appropriate lease rate for the proposed project. After determination that the project is consistent with existing regulatory approvals and an appropriate rate is identified, District staff will develop and execute a standard Harbor District lease with Humboldt State University.

Additionally, under the Humboldt Bay Mariculture Pre-Permitting Project program, efficiencies would be created if District staff has authority to execute future leases without Board approval.

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STAFF REPORT – HARBOR DISTRICT MEETING
October 24, 2019

TO: Honorable Board President and Harbor District Board Members

FROM: Larry Oetker, Executive Director

DATE: October 18, 2019

TITLE: **Cancel November and December 2019 Board Meetings.**

RECOMMENDATION: Staff recommends the Board: Cancel the November and December 2019 Board meetings.

BACKGROUND: Regularly scheduled meetings would fall on November 28 and December 26, 2019. Because these dates are on Thanksgiving and close to Christmas, attendance by the public would be poor. Additionally, District staff and commissioners are more likely to be on vacation.

DISCUSSION: The District frequently cancels Board meetings when they would occur near or on major holidays. If there are items that require Board consideration in November or December, then special meeting(s) can be scheduled.