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

June 4, 2021

Humboldt County Board of Supervisors
825 5th Street, Room 111
Eureka, CA 95501

RE: Request for $6 million in financial assistance to partially fund the development of a new multi-purpose marine terminal on Humboldt Bay to support the emerging offshore wind industry.

Honorable Supervisor's:

The Harbor District and Humboldt County have a long history of working together to utilize the Port of Humboldt Bay for maritime commerce while at the same time preserving the health of the Bay. Since the collapse of the timber industry in the 1990's, the Port's once vibrant docks and upland coastal dependent industrial lands have largely deteriorated. The property owners have worked valiantly to maintain, adaptively reuse, clean up the legacy contamination, and attract new development that is compatible with our community's values. A new and exciting opportunity, in the form of the emerging west coast offshore wind industry, has emerged as the best hope in a generation to develop a new modern marine terminal.

Governor Newsom has allocated $20 million in his 2021 May budget revision of which $1.55 million is to be used to maximize local government and tribal participation; $11, million for Port infrastructure in Humboldt Bay; $800,000 to support a design-build study to explore a commercial scale battery or electricity to hydrogen facility to reduce reliance on electric transmission lines out of Humboldt County. In addition, $6.5 million was allocated to the State Ocean Protection Council, Coastal Commission and Ca. Department of Fish and Wildlife to begin to analyze the environmental impacts of this new industry on California's coastal resources.

Although we prepared the attached conceptual master plan for a 168-acre multi-phase "Offshore Wind Hub", we have focused our efforts on developing an "Assembly Terminal" of approximately 40-acre upland tarmac and replacing the existing 6-acre terminal. The "Assembly Terminal" scale of project is reasonable to accomplish, if we pool our resources and focus on starting small and meeting the needs of the industry. As the industry grows, we can scale up as needed. The Harbor District has contracted to prepare the grant application as well as a community benefit cost analysis which analyzes both the smaller "Assembly Terminal" and larger "Offshore Wind Hub". The report which will be completed as part of the grant submission will estimate the number of jobs and economic benefits that our region may expect once this new terminal is under construction and in operation. A similar study from San Louis Obispo concluded that construction of a specialized wind port in Morro Bay would bring $412 million of annual economic impact to San Louis Obispo and Santa Barbara Counties and 2,411 annual jobs. If the County invested $6 million and 1,000 jobs were created, that would mean a one living wage job per $6,000 invested!

The industrial property owners on the Samoa Peninsula, which collectively own approximately 919 acres of Coastal Dependent Industrially (CDI) zoned property have signed a joint letter requesting that the County join the team and allocate $6 million to Port infrastructure. We all agreed that we need to start small and accomplish our goal to develop a new modern heavy lift terminal. Once the industry is in Humboldt Bay, the industry will very likely need to use the other private docks and upland facilities and the economic benefits will quickly spread around the County.

The $6 million in County's funds will be utilized along with $11 million from the State and $6 million from the Harbor District to leverage a $56 million grant funds under the Port Infrastructure Development Program. The grant application is due by July 30th and therefore we request that the Board consider allocating the funds prior to July 30th so that it can count as leverage funds and show that we have the resources to complete the project. I look forward to giving the Board a presentation on June 21st and hearing and questions or concerns you may have.

Respectfully,

Executive Director

Attachment

A. Letter of support for Samoa Property Owners
B. Letter of Support from Humboldt Bar Pilots Association
C. Port of Humboldt Bay Growing California's Offshore Wind, Aquaculture, Timber, and Broadband Cluster!

cc:

Pete Jackson, California Redwood Company,
Dan Johnson, Town of Samoa (Samoa Pacific Group LLC),
Ryan and Heidi Schneider, Schneider Properties,
Rob Arkley, Security National,
Robert Figas, DG Fairhaven,
Leroy Zerlang, Zerlang & Zerlang,
Richard Marks, Humboldt Bay Development Association
Miles Slattery, City of Eureka
Captain Tim Petrusha and Captain John Powell, Humboldt Bay Bar Pilots Association

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June 4, 2021

Humboldt County Board of Supervisors
1st District Rex Bohn **2nd District** Michelle Bushnell **3rd District** Mike Wilson
4th District Virginia Bass **5th District** Steve Madrone
825 5th Street, Room 111
Eureka, CA 95501

RE: Request for $6 million in financial assistance to partially fund the development of a new multi-purpose marine terminal on Humboldt Bay to support the emerging offshore wind industry.

Honorable Supervisor's:

The property owners of approximately 919 acres of Coastal Dependent Industrially (CDI) zoned property on the Samoa Peninsula support the Harbor District's request for $6 million in financial assistance from the County. The funds will be utilized along with $11 million from the State and $6 million from the Harbor District to leverage a $56 million grant funds under the Port Infrastructure Development Program to develop a new heavy lift multi-purpose marine terminal to attract the emerging offshore wind industry. Several federal, State, and private studies have identified Humboldt Bay as the preferred West Coast Hub for the emerging offshore wind industry because of the Bays deep water channels, abundant CDI lands, no overhead power lines; and close proximity to the Bureau of Offshore Energy Management (BOEM) Humboldt Call Area.

Although there is great potential for development on other CDI upland and Port terminals around the Bay, collectively we support a unified and focused effort to rebuild the Harbor District's existing 6 acre Redwood Marine Terminal I. The proposed reconstructed terminal should be scalable and designed to grow with the industry, but be within our regions limited financial means. The terminal will be directly adjacent and accessible to approximately 180 acres of CDI zoned land that are owned by 6 different property owners. Once developed, the terminal will benefit the entire region, and has great potential to be the catalyst for other Port related investment throughout the Bay as support vessels and industries will need our other existing terminals as the industry gets developed. In addition, the industry will need materials, supplies, services, and labor from the surrounding region.

Over the last couple of years, there has been a great deal of public and private investment in the Port and Samoa Peninsula including but not limited to: $22 million jetty reconstruction, USACOE dredging of the Entrance and Inner federal navigation channels, US Coast Guard new navigation buoys, LP and Simpson pulp mills adaptively reused, aquaculture industry, and Town of Samoa Master Plan with associated new wastewater treatment plant, water tank, and fire suppression systems. The dredging has enabled the Port to remain open all year and new maritime industries are taking notice. Humboldt Bay has four small cruise ships booked for 2022 and additional inquires seriously interested. Wood product exports have had an excellent

year, and with the Port open all year other industries are seriously looking to invest. These investments have also attracted Nordic Aquafarms $500 million recirculating aquaculture project; four trans-Pacific fiber optic cables; and the proposed offshore wind industry.

The Governor's $11 million investment in the Port is just what this region needs to attract the offshore wind industry. The scale of the investment in the Port and Samoa Peninsula is such that no one entity can do it on their own. The Harbor District does not have the financial means to do the project on its own and all the 919 acres of upland CDI are within the County Jurisdiction. Please approve the Harbor District's request for $6 million in financial assistance for the proposed new heavy lift terminal.

Respectfully,

Humboldt Bay Harbor, Recreation, and Conservation District: _____

California Redwood Company: _____

Town of Samoa (Samoa Pacific Group LLC): _____

Ryan and Heidi Schneider Properties: _____

Security National: _____

DG Fairhaven: _____

Zerlang & Zerlang: _____

Humboldt Bay Development Association: _____

PETRUSHA PILOTS

MEMBER HUMBOLDT BAR PILOTS ASSOCIATION Tim@humboldtbarpilots.com

June 14, 2021
Humboldt County Board of Supervisors
825 5th Street, Room 111
Eureka, CA 95501

Honorable Supervisors:

I am writing in support of the Humboldt Bay Harbor District's request for financial assistance for the development of a new multipurpose marine terminal on Humboldt Bay to support the emerging offshore wind industry. As you are aware this concept is growing rapidly worldwide and the area off of Humboldt Bay has become a major target area for the west coast. An opportunity of this magnitude for our working harbor does not come along often. This type of growth for our area would have a major impact for the industry of our area on and off of the harbor. It would also help in the state's mission of providing green energy to the people of California.

As a working Pilot on Humboldt Bay for more than 20 years, I hope you will support this request.

Sincerely,

Capt. Tim Petrusha

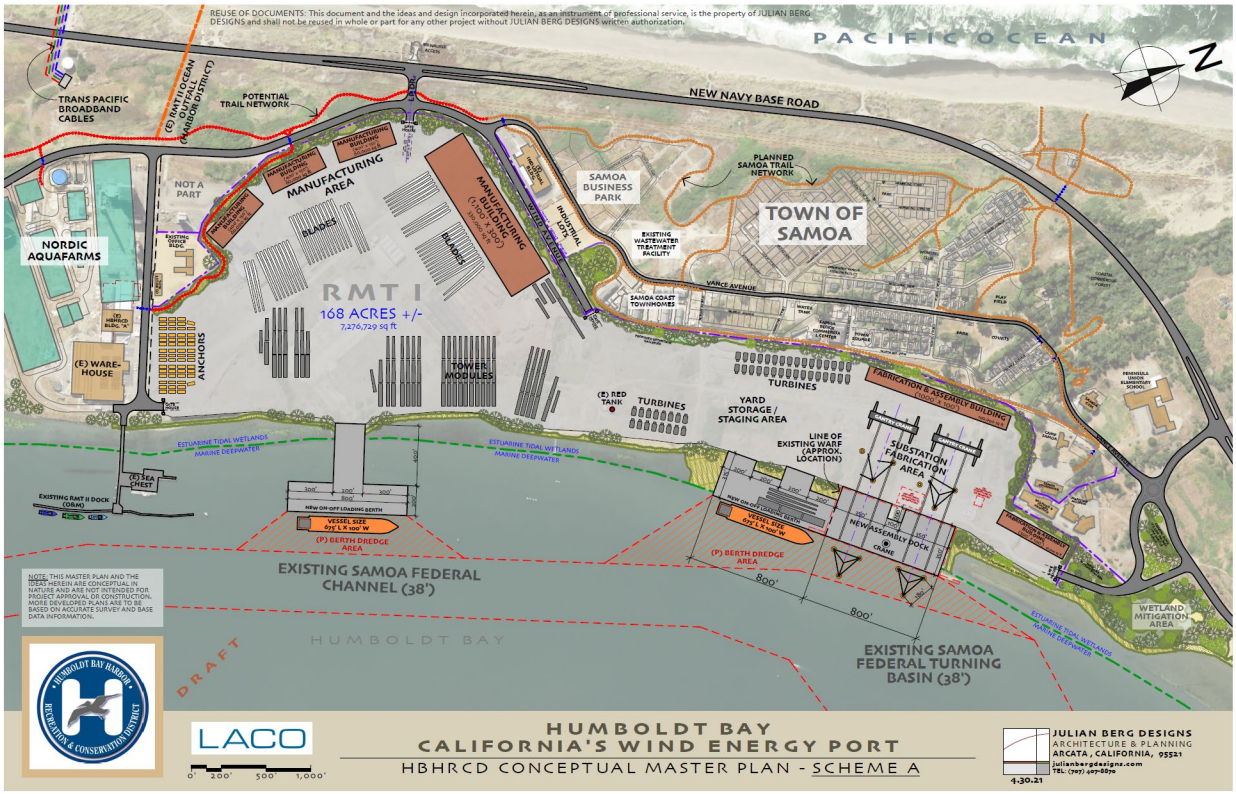
Port of Humboldt Bay
Growing California's Offshore Wind, Aquaculture, Timber, and Broadband Cluster!

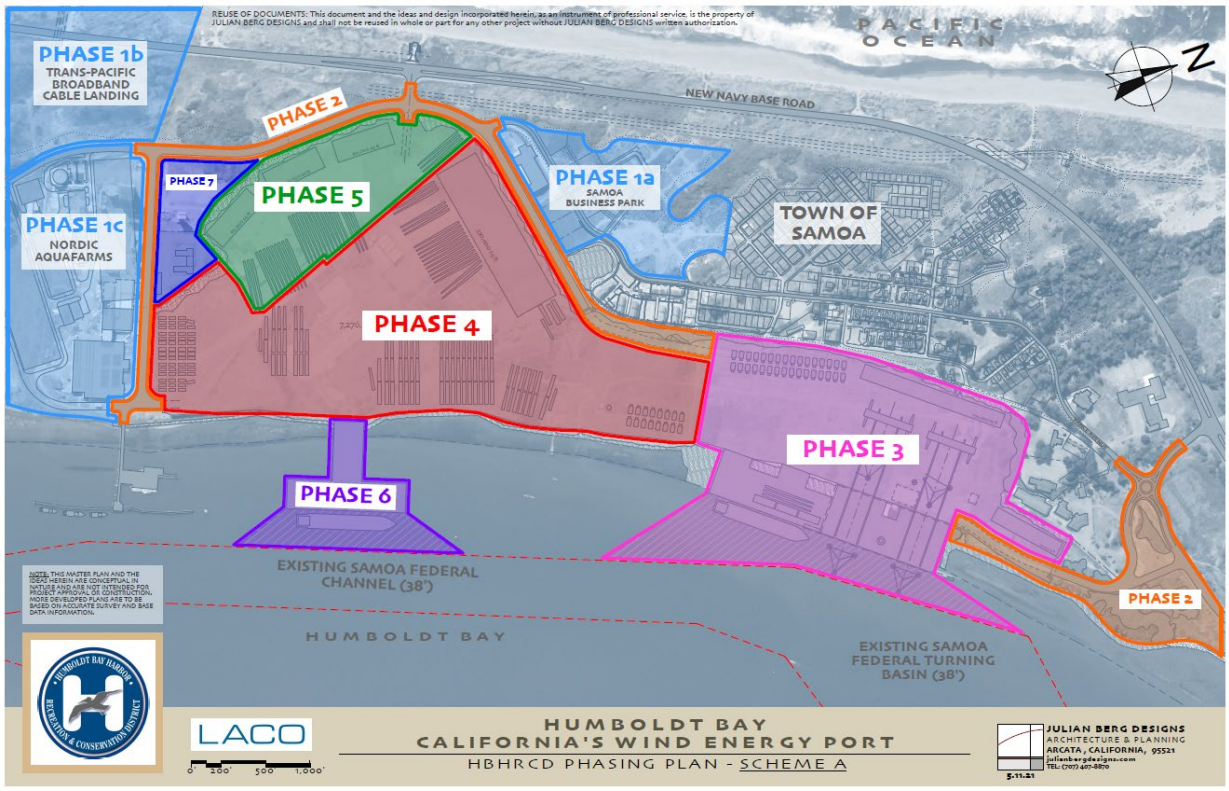
A Master Plan has been developed to modernize the former Town of Samoa; 168-acre former lumber mill tarmac; and existing approximately six-acre wood piling dock; and former 130-acre pulp mill that are adjacent to the existing 38-foot-deep federal navigation channel. The existing 168-acre tarmac and six-acre dock have been utilized since the 1890's and the facilities are way past there useful like. Phase 2 would prepare the required California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document(s), as well as, complete the required wetland mitigation that will be required to begin construction of the modern port facilities. As part of Phase 2, construction would be completed on the Maritime Transportation access between the Department of Transportation's National Highway Freight Network beginning at New Navy Base Road and the Redwood Marine Terminal. The following photo of the Samoa Peninsula and Redwood Marine Terminal in the 1950's showing the existing six acre dock; 168 acres lumber mill; and 130 acre pulp mill facilities that are in the process of being modernized with clean, green and modern industries in rural Humboldt County, CA.

The Port of Humboldt Bay is the only deep draft Port between San Francisco Bay and Coos Bay, Oregon and is designated as a Port of Refuge for large vessels that must return to Port during a major storm or for emergency repairs. The proposed new terminal will also be a critical part of the region's emergency preparedness infrastructure as the rural Northern California region is susceptible to earthquakes, landslides and fires that have cut off land transportation to our area. The modern heavy lift dock will be able to be utilized in an emergency to bring in much needed supplies by ship until the land transportation infrastructure can be restored. The new modern heavy lift dock will provide a critical asset to our regional, State and Federal governments as well as the private sector which can be counted on in time of need.

The following figures show the conceptual master plan as well as the phasing plan that corresponds to this narrative description of the revitalization of the Samoa Peninsula.

Humboldt Bay Proposed New Offshore Wind Energy Cluster Conceptual Master Plan and Phasing Plan



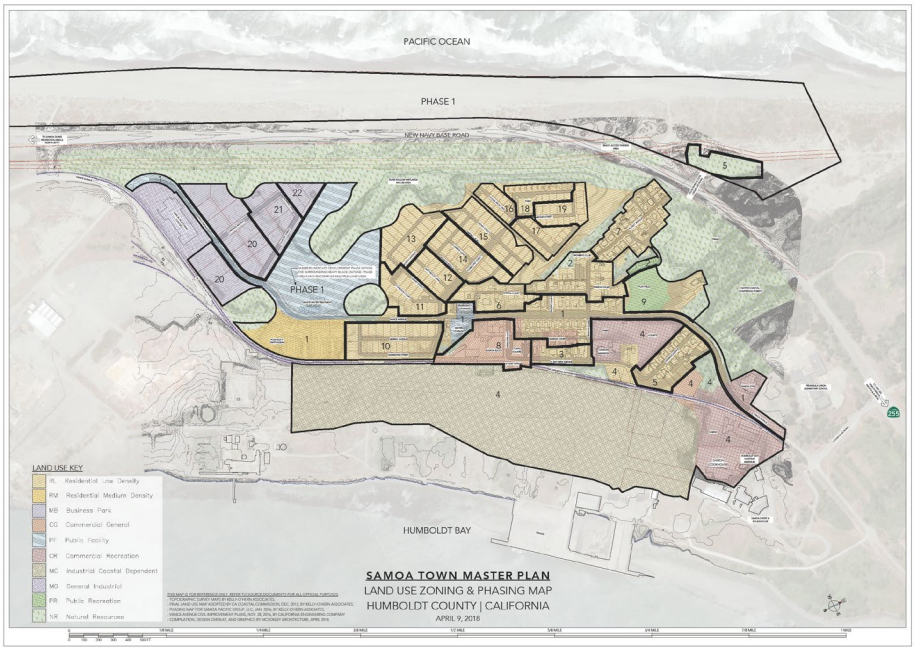


Phase 1a Town of Samoa Master Plan:

A Master Plan and associated Environmental Impact Report has been approved for the Town of Samoa. The Town of Samoa is a uniquely well-preserved lumber mill "company town". The first sawmill was built in 1893 where they constructed and exported lumber out of the Redwood Marine Terminal. The entire Town was owned and operated by a single lumber company until it was sold in 2001. The first phases of the Master Plan are currently under construction and include the restoration of over 100 historic buildings; development of a new wastewater treatment plant, water tank, and other critical infrastructure improvements. The Town is currently being considered for designation as a National Historic Place. The Key Samoa Town Master Plan elements include:

- Coastal dependent industrial lands east of the NCRA railroad tracks;
- Public facilities, including a wastewater treatment plant, water tanks, corporation yard and utility substation;
- A business park along the south portion of Vance Avenue;
- A commercial area at Vance Avenue and Cutten Street;
- A revitalized Samoa Cookhouse area which includes the existing Samoa Cookhouse with visitor accommodations on upper floor, an expanded Maritime Museum, the existing gymnasium, baseball field, and elementary school, and a new tent and cabin camping area with bathhouse;
- 198 new residential units, including a residential district west of Vance Avenue;
- Live/work studios along Cadman Court;
- 80 new workforce housing units east of Vance Avenue and north of Soule Street;
- Open space and natural areas east of New Navy Base Road and at other locations;
- Roads, trails and pathways;
- A park and town square.

At buildout the Town of Samoa is projected to include the development of 21 light industrial parcels; four commercial lots; rehabilitation of 99 existing homes and the construction of 189 new single-family homes. Of equal or more importance than the development, the Town of Samoa also developed a new wastewater treatment plant, water tanks, and upgrading the over 100-year-old infrastructure of the Town and former lumber mill. The projected development is projected to add approximately $90.5 million in property valuation which will add over nine million dollars annually to the local tax base.



Phase 1b Nordic Aquafarms

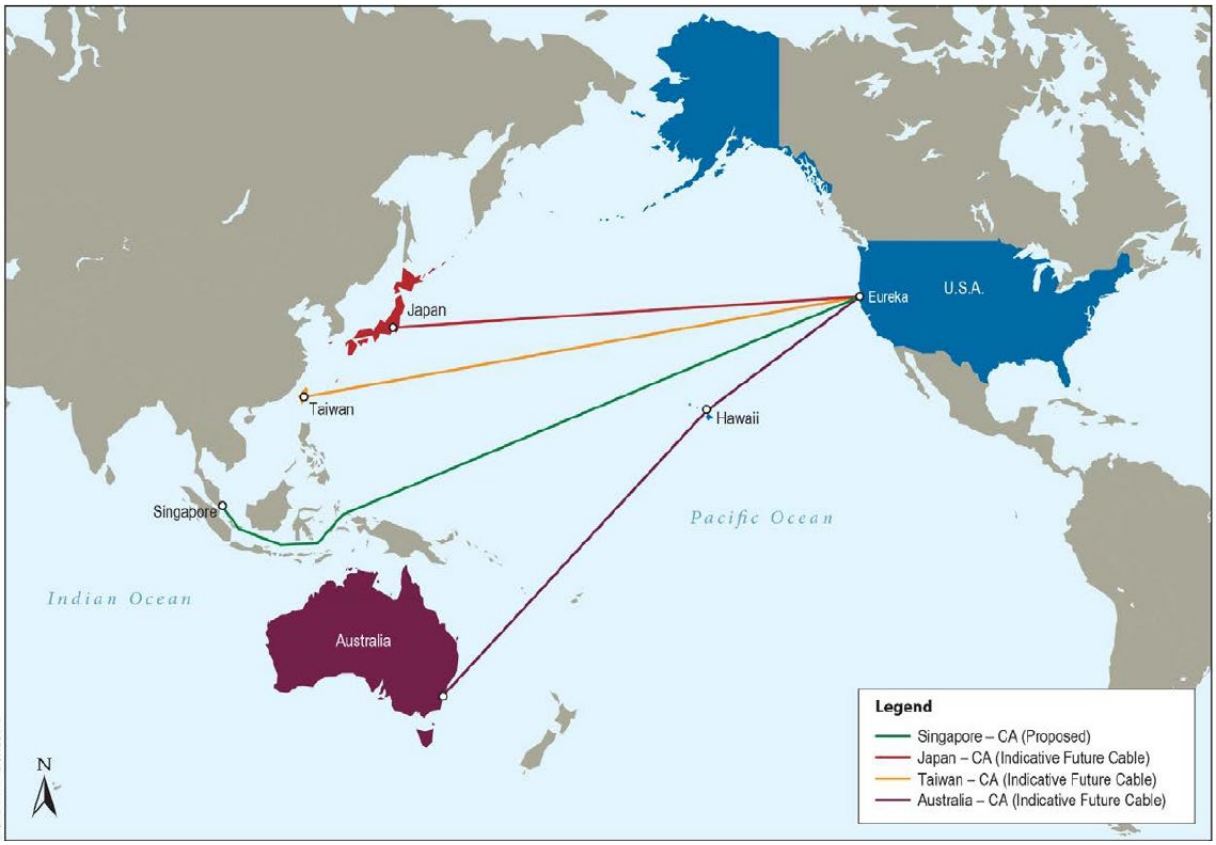
The Harbor District has a 30-year lease agreement with Nordic Aquafarms. Nordic Aquafarms is in the permit hearing phase which is anticipated to result in the authorization, by the end of 2021, to redevelop a decommissioned Samoa Pulp Mill facility in order to construct a state of the art entirely indoor land-based finfish recirculating aquaculture system (RAS) facility including a three to five-megawatt (3-5 MW) photovoltaic solar panel array covering approximately 690,000 square feet of the facility roofs. The Project will be conducted in two phases and is comprised of the following activities: demolition of existing pulp mill infrastructure; soil contamination remediation; ground densification; aquaculture facility construction; decommission of an existing leach field and connection to the Samoa wastewater treatment system for Phase 2. A total of five (5) buildings will be constructed with a combined footprint of 766,530 square feet. The height of the tallest proposed building is 60 feet. The project will include ancillary support features such as paved parking, fire access roads, security fencing, and stormwater management features.

When in operation, the project is projected to have 80 persons directly employed at the facility with an additional 163 induced employees. These jobs will bring in approximately $48.5 million in annual wages to the local community. During the approximately two-year construction period, the project is anticipated to employ 1,531 persons directly with an additional 680 indirectly employed locally. These construction jobs are projected to add an additional $145.7 million in labor income. The project is projected to have a total annual economic output of approximately $310 million during construction and $40.5 million annually during operation. The project will add approximately $350 million in property tax value and will result in approximately $3.5 million in annual property tax revenues to support schools and other government services. A video overview of the project can be found at: https://www.fishfarmingexpert.com/article/nordic-launches-promo-video-for-california-ras/

In addition to the Nordic Aquafarms project, Humboldt Bay and the Samoa Peninsula have California' largest oyster, hagfish, and algae aquaculture industry due to its healthy clean and disease-free waters. The Harbor District has pre-permitted subtidal lease sites within and along the shoreline of the upland tarmac. These efforts prove that modern maritime industries are compatible and can coexist alongside the aquaculture industry.

Phase 1c Trans-Pacific Broadband Cable Landing

The Harbor District has a 30-year lease agreement with RTI Infrastructure Inc. RTI Infrastructure Inc. has received California State Lands Commission approval to install and operate four broadband cables on the Harbor District's property on the Samoa Peninsula where the former pulp mill was located. The broadband cables are anticipated to be installed beginning in November 2021 and are anticipated to be coming/going to Indonesia, Australia, Taiwan, and Japan. The broadband cables are being connected to a new broadband cable going east on Highway 299 scheduled to start installation in July 2021 and connecting to the national broadband network along the Interstate 5 corridor.



Phase 2. Offshore Wind Port Permitting, Mitigation and Maritime Transportation Access Improvements

A Master Plan has been developed to modernize the former Town of Samoa 168-acre lumber mill tarmac and existing approximately six-acre wood piling dock that is adjacent to the existing 38-foot-deep federal navigation channel. The existing 168-acre tarmac and six-acre dock have been utilized since the 1890's and the facilities are way past there useful like. Phase 2 would prepare the required California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) document as well as complete the required wetland mitigation that will be required to begin construction of the modern port facilities. As part of Phase 2 construction would be completed on the Maritime Transportation access between the Department of Transportation's National Highway Freight Network and the Redwood Marine Terminal. Phase 2 is estimated to cost $5 million.

The proposed Project would obtain all required permits, complete mitigation, and begin construction of modern port facilities on the Samoa Peninsula in the Port of Humboldt Bay as directed by Section 30701(b) of the California Coastal Act. The Port of Humboldt Bay is the only deep draft Port between San Francisco Bay and Coos Bay Oregon and is designated as a Port of Refuge for large vessels that must return to Port during a major storm or for repairs. The new modern heavy lift dock will provide a critical asset to our regional, State and Federal governments as well as the private sector which can be counted on in time of need.

As part of Phase 2 the Port District specifically intends to:

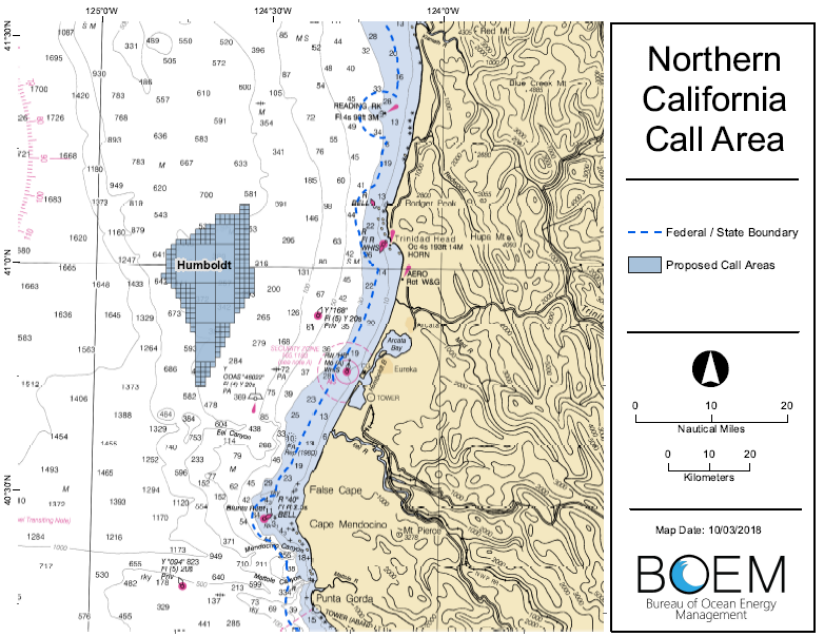
- Marine Terminal. Verify the type and size of marine structures that are needed for offshore wind (OSW) development based on experience in other projects. Evaluate the size of marine structures that could be built within an assumed funding limit and as part of a phased buildout. Review available geotechnical information at the site provided by client to assist in determining a feasible conceptual foundation type/size based on an assumed 5,000 psf live load. Assume deck system type and wharf fixtures (fenders, bollards, utilities, curb, railing, etc) based on experience on other similar projects.
- Roadway Improvements. Review prior roadway designs prepared with previous MARAD grant funding and develop updated estimates of construction costs with consideration of components related to the wind farm port development. Costs from prior work will be the basis for new estimates with consideration for inflation.
- Mitigation Requirements. Review prior documentation on habitat areas to estimate impacts from a proposed construction project as a basis for a mitigation action for the grant application.
- Project Construction Scope. Assist the District with finalizing a project construction scope as the basis for the grant application. One preferred concept will be developed based on a review of costs for the project elements relative to the funding limits. Graphics will be developed and provided by others based upon input provided by M&N that outline the small project scope as well as the phased project full buildout.
- Cost Estimate. Develop high level cost estimate with contingency for the project construction scope elements to assist in finalizing the preferred project configuration for the future phase construction grant application.

Phase 3 Multipurpose Heavy Lift Terminal Reconstruction

Phase 3 would include the removal and construction of a modern heavy lift dock which would initially be designed to leased to the emerging West Coast Offshore Wind Industry. Once constructed this multipurpose terminal would add renewed life to Humboldt Bay after the collapse of the timber industry in the 1990's. Phase 2 is estimated to cost approximately $88 million. A recent Cal Poly study projected a $412 million annual economic impact to San Louis Obispo and Santa Barbara Counties and 2,411 annual jobs over the 5-year wind port project. Governor Newsom recently announce an $11 million in funding for the Port of Humboldt Bay to be used as matching funds for a $56 million-dollar federal Port Infrastructure Development Grant. Based on the press releases from the Governor Newsome Administration, the Harbor District is targeting a port infrastructure to support the deployment of 4.6 GW of offshore wind turbines by 2030 off California (3 GW off Morro Bay and 1.6 GW off Humboldt Bay) as the initial ramp up. Additional offshore wind areas off the Central CA, Northern CA, Oregon, and Washington are proposed to be brought online as transmission/distribution and other obstacles are permitted and the areas are developed in the future.

Humboldt Bay is ideally positioned as the closest offshore wind turbine assembly facility and deployment port to the proposed Bureau of Ocean Energy Management (BOEM) north coast lease areas. Once developed, the facilities on Humboldt Bay can be utilized to construct/ assemble offshore wind turbines and associated components to tow them to other offshore locations on the West Coast. Coastal Humboldt County has world-class offshore wind resources and the Samoa Peninsula has vacant and under-utilized Coastal Dependent Industrial (CDI) lands that are perfectly situated to support the operations necessary to assemble, deploy, repair and maintain wind energy turbines.

According to a federal BOEM report and many industry experts, The West Coast's most viable site for final assembly of offshore turbines is the Port of Humboldt Bay. This port has deep water access with no bridge restrictions and hundreds of acres of empty, available quayside land at the site of pulp and lumber mills that were abandoned when the region's forest industry collapsed in the 1990s. Humboldt Bay's deep draft shipping channels can accommodate the large marine vessels carrying wind turbine components, but the upland facilities must be significantly renovated to allow heavy cranes to assemble the floating platforms.



On March 29, 2021, President Biden announced his initiative to Jumpstarts Offshore Wind Energy Projects to Create Jobs. As part of this initiative, the Administration established a goal of 30 GW of offshore wind off the US by 2030. The Administration issued an Executive Order that calls on our

nation to build a new American infrastructure and clean energy economy that will create millions of new jobs. In particular, the President's Order committed to expand opportunities for the offshore wind industry. The President recognizes that a thriving offshore wind industry will drive new jobs and economic opportunity up and down the Atlantic Coast, in the Gulf of Mexico, and in Pacific waters. The industry will also spawn new supply chains that stretch into America's heartland, as illustrated by the 10,000 tons of domestic steel that workers in Alabama and West Virginia are supplying to a Texas shipyard where Dominion Energy is building the Nation's first Jones Act compliant wind turbine installation vessel.

The Bureau of Ocean Energy Management has already initiated the leasing process for three potential offshore wind sites off the coast of California – in Humboldt Bay, Morro Bay and Diablo Canyon – and two additional sites have been identified in studies for potential future development. If California built all five of these sites to their total generation capacity, they could provide 25% of our electricity needs with clean, pollution-free power.

The offshore wind industry has been closely looking at Humboldt Bay and are evaluating leasing the proposed new multipurpose heavy lift terminal. Initially the industry needs a heavy lift assembly tarmac and terminal to assemble the platforms, towers, turbines, and blades. Once assembled the fully erect wind turbines can be towed to the BOEM lease areas off Humboldt Bay, Morrow Bay, and Diablo Canyon. Humboldt Bay can serve as the West Cost offshore wind assembly port. The Illustrations which were developed by Aker Offshore Wind specifically for Humboldt Bay, show what the offshore wind industry would like to develop on the Samoa Peninsula.

Developing each of these sites will create thousands of jobs through shovel-ready projects. The first step to development – port revitalization – can create up to 6,000 local, full-time equivalent jobs per port right off the bat, according to a report from Brightline Defense. And that's just the beginning – investing in offshore wind will generate thousands of additional jobs in construction, manufacturing, turbine demonstration and transmission line projects.

Many of the jobs created will require mandated apprenticeship training programs – creating new career pathways in the trades for workers who may have been displaced during the COVID-19 downturn. These opportunities will also prepare the state's workforce for building, operating and maintaining California's 100% clean energy electricity grid.

By meeting our electricity needs through clean, pollution-free offshore wind energy, California can also deliver vital air quality improvements in frontline communities. About 78% of California's gas power plants reside in communities identified by CalEPA as having the state's highest burden of poverty and cumulative environmental health burdens.

The establishment of the offshore wind industry immediately off the Coast of Humboldt Bay and the assembly, fabrication, and other industries that are associated with the project will have widespread multiplier and offshoot business opportunities. One example will be the potential to convert offshore electricity generated from offshore wind to hydrogen. This clean burning hydrogen right off our shoreline can greatly assist the State and federal governments to transition the maritime transportation vessel power source from dirty bunker fuel to clean carbon free hydrogen similar to what Germany is spearheading now. The hydrogen can also be transported in pipelines and tankers instead of requiring costly and sometimes unreliable overhead transmission lines. With Humboldt State University in the planning stages to convert from a California State University system to a Polytechnical State University the possibilities are endless for the development and fostering of new industries in California's new clean, green, modern economy.

Phase 4 Offshore Wind Tower Laydown / Fabrication Area

Developing a new West Coast offshore wind industry will require major private investment in manufacture of the towers, hubs, blades, foundations, cable arrays, electric substations and other components required by the offshore wind industry. Many of these components will require similar heavy left terminal capabilities, workforce, and fabrication facilities which will be constructed as part of Phase 3 multipurpose terminal. Humboldt Bay has available vacant underutilized coastal dependent industrial land right next to the heavy lift terminal and tarmac. With additional investment, the Port of Humboldt Bay can be ready to develop a tower manufacturing facility like the one currently in operation at the Port of Rotterdam Netherlands' for Europe's offshore wind industry and the facility which broke ground at the Port of Paulsboro in New Jersey in April 2021 to support the emerging East Coast offshore wind industry.

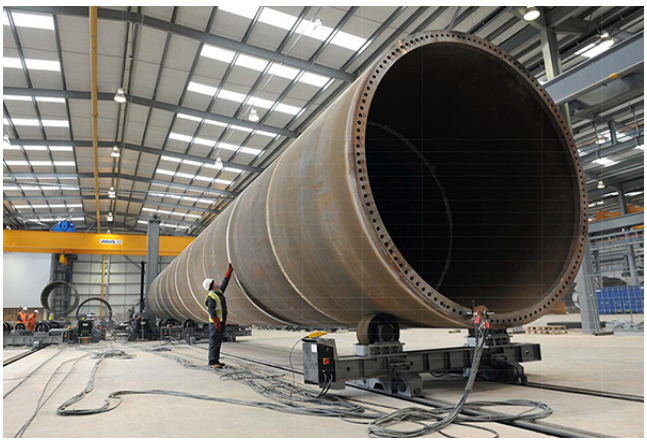
Construction activities in Phase 4 include installing living shoreline features to protect against sea level rise and climate change; leveling and compacting the approximately 78-acre tarmac to handle the 2,500-ton monopiles and other large components. Inside the large buildings, will support circumferential welding, sandblasting, painting, and other high skill metal fabrication. The Port of Paulsboro New Jersey facility was announced to be an approximate $200 million public private investment.

April 20, 2021, by Adnan Durakovic

Ocean Wind and EEW have broken ground for the EEW monopile manufacturing facility at the Port of Paulsboro Marine Terminal in Gloucester County, New Jersey, U.S.

Source: Office of NJ Governor.

The start of construction marks a significant milestone in delivering the largest industrial offshore wind manufacturing facility in the U.S. to date, Ocean Wind said.



Phase 5 Offshore Wind, Broadband Cable, & Aquaculture support facilities

The new water, sewer, fire, and road infrastructure constructed through phase 1 are perfectly suited to support additional 180,000 square feet of manufacturing facilities for the offshore wind, aquaculture, and broadband industries which have emerged through phases 1 through 4. The Harbor District and the adjacent property owners have existing signed lease from local, national, and international companies that are investing capital into Humboldt Bay. These industries need adjacent support facilities at location that has permits to allow the development to occur without significant uncertainties.

These facilities are directly adjacent to a trail system developed as part of Phase 1 Town of Samoa and are also directly adjacent to public access trails and parking areas for the sandy Pacific Oceanfront beaches along the Samoa Peninsula. These beaches are perfect for surfing, sunset viewing, fishing, and a host of other passive and active recreational activities. The Samoa Peninsula and the larger Humboldt County area provides excellent quality of life amenities that modern workforce and industry demand.

Phase 6 Multipurpose terminal

As the area continues to grow, the area can support an additional terminal and additional development at the 100's of acres of other vacant and underutilized former timber industry industrial sites around Humboldt Bay. These facilities need to be modernized to support maritime, manufacturing and other industries.

The first step is to complete a conceptual master plan for the area south of the former pulp mill on the Samoa Peninsula similar to the one on page 2 of this report. This area currently has the Green Diamond Chip Export Facility, DG Fairhaven Power Plan, and former Simpson pulp mill which is now owned by Security National. This area needs new infrastructure, and proper planning to support and expand the wood chip, wood pellet, biomass power plant, PG&E main substation, and two ocean outfall pipes which represent some of the existing assets and new development that need to be considered, analyses and if found to be appropriate pre-permitted.

The proposed offshore wind transmission lines will land at the existing PG&E power plant in King Salmon. Near these landing sites we need to plan for large battery storage facilities and other facilities which will be needed. Site selection, analysis, and prepermitting activities need to begin now to properly plan for these new emerging industries in South Bay.

The Eureka waterfront currently has three of the best terminals in Humboldt Bay (Chevron, Schneider, & Sierra Pacific Terminals). Although the upland areas which support these terminals are smaller than those on the Samoa Peninsula, they are perfectly situated along the federal navigation channel to receive the regions fuel, export forest products, receive cruise ships, and as laydown yards and operations and maintenance support terminals.

Our revitalized maritime industry will need tugboats, bar pilots, work boats, and increased Coast Guard and USACOE presence to keep our Bay clean, healthy, safe, secure, and moving.