



Regular Meeting

of the

Board of Commissioners

August 10, 2023

**Item 11a: Consider Adopting Resolution 2023-15, A Resolution Authorizing the Submission of a US Department of Transportation FY 2023-2024 Multimodal Project Discretionary Grant Opportunity for the Humboldt Offshore Wind Terminal Project for the...**

# Staff Recommendation

- Recommendation: Staff recommends the Board: Adopt Resolution 2023-15, authorizing staff to submit a grant application and authorizing the Executive Director to sign an associated Letter of Commitment to the US Department of Transportation for the FY 2023-2024 Multimodal Project Discretionary Grant Opportunity (MPDG) for the Humboldt Offshore Wind Terminal Project.



# HUMBOLDT BAY HARBOR, RECREATION, & CONSERVATION DISTRICT

A Special District of the State of California



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Men

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- Meetings & Notices
- Recreation
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## Meetings & Agendas

- March 9, 2023 Development Association Special Meeting Agenda
- March 9, 2023 Regular Board Meeting Agenda
- February 9, 2023 Regular Board Meeting Agenda
- January 18, 2023 Humboldt Bay Development Association Agenda
- January 12, 2023 Amended Regular Board Meeting Agenda
- January 12, 2023 Regular Board Meeting Agenda
- January 7, 2023 Special Board Meeting Agenda
- December 21, 2022 Humboldt Bay Development Association Agenda
- July 20th 2022 HBDA-Agenda Packet
- July 14th 2022 Agenda
- July 14th 2022 Agenda Packet
- April 27, 2022 Special Board Meeting Agenda
- April 14, 2022 Regular Board Meeting Agenda
- March 10, 2022 Regular Board Meeting Agenda
- February 10, 2022 Regular Board Meeting Agenda
- January 13, 2022 Regular Board Meeting Agenda
- December 9, 2021 Regular Board Meeting Agenda
- November 4, 2021 Special Board Meeting Agenda
- October 14, 2021 Regular Board Meeting



## Public Comment Period for offshore Wind Energy in Humboldt Bay

Please find attached a link to the Federal Register seeking public comment on the Pacific Coast Port Access Route Study, PAC-PARS. There are specific inquires within the Federal Register pertaining to the BOEM Wind Energy Call Area offshore of Humboldt Bay. **Comment period closes May 26, 2022.**

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## Current Items

## Request for Qualifications:

Redwood Marine Multipurpose Terminal Replacement Project - Design and Permitting

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- Offshore Wind
- Liked videos



# Humboldt Bay Harbor District

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## Videos



### Intro to Offshore Wind\_ Why, Who, How, Where, & When (long version)

250 views · 4 days ago

Introduction to offshore wind and a proposed project by the Humboldt Port Authority. Provides general background regarding floating offshore wind, the BOEM lease areas, wind turbines, shipping,...

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## Videos

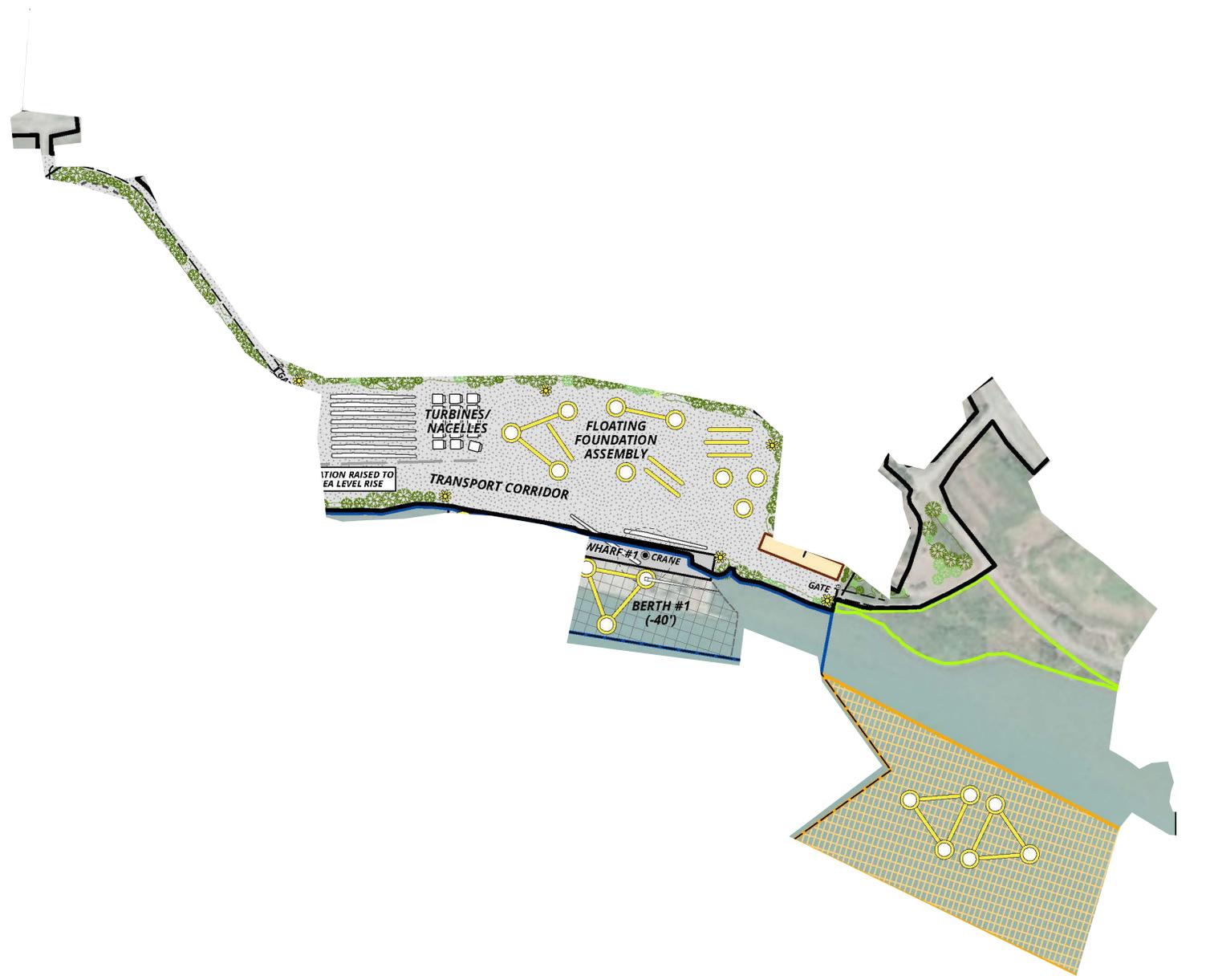


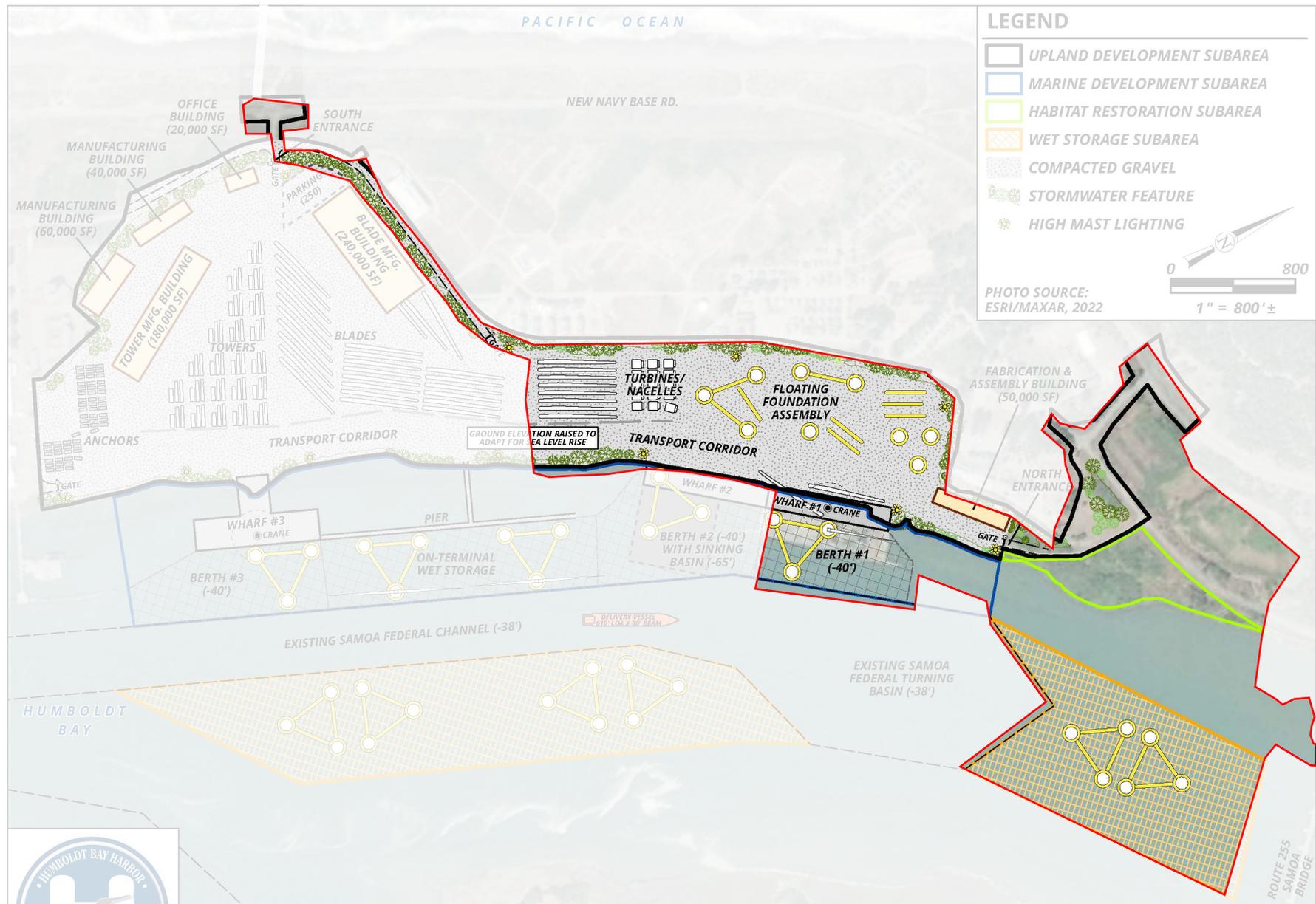
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**Humboldt Bay Offshore Wind Heavy Lift Marine Terminal**

Project Example #1

April 2023

Figure  
**3.1**



Storage yard and component assembly

Berth

Dredge de-watering

Wetland mitigation

Elgrass mitigation

Wet Storage

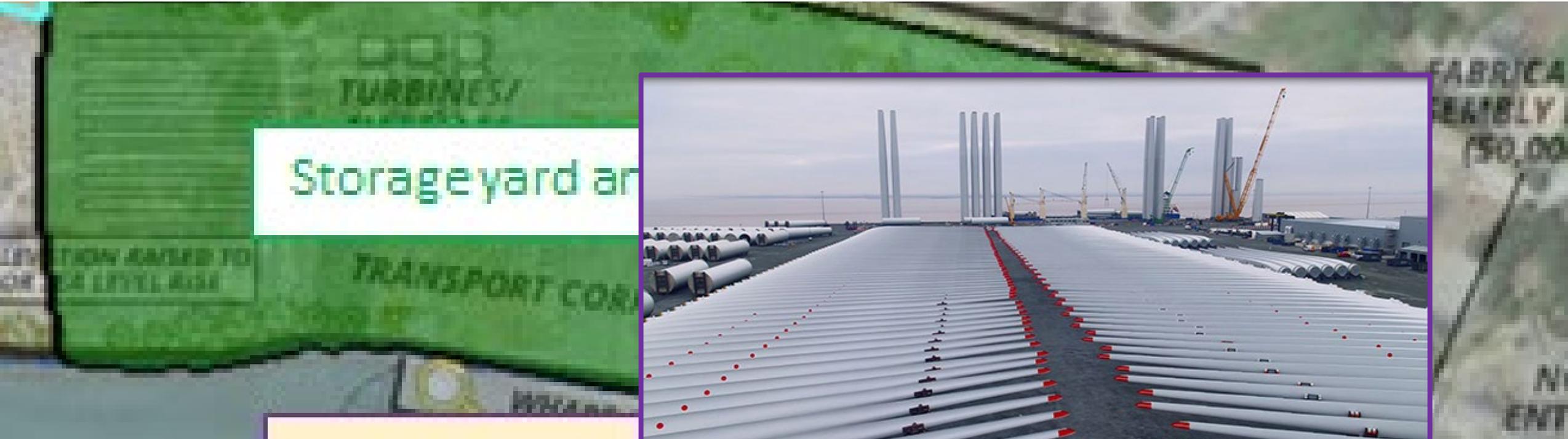
# Soft Costs

- **Costs:** \$40,000,000
- **Description:**
  - Design engineering
  - Baywide Offshore Wind Master Plan
  - Diversity, Equity, Inclusion, and Accessibility (DEIA) Plan





# 40-acre Upland Area



- **Costs:** \$213,280,000
- **Description:** Staging and Integration (S&I) yard and facilities that include: facilities designed to receive, stage, and store offshore wind components.

# Wharf #1

- **Costs:** \$292,000,000
- **Description:** Approximately 1,200 linear feet of a 150' wide 6,000psf wharf terminal.



# Berth #1 and North West Storage Area

- **Costs:** \$62,080,000
- **Description:** Dredging and disposal of approximately 720,000 cubic yards of sand and bay mud.



Berth/wharf

A map showing the layout of Berth #1 and the North West Storage Area. The berth is outlined in yellow and labeled 'BERTH #1 (-40)'. The storage area is a large green polygon to the right.



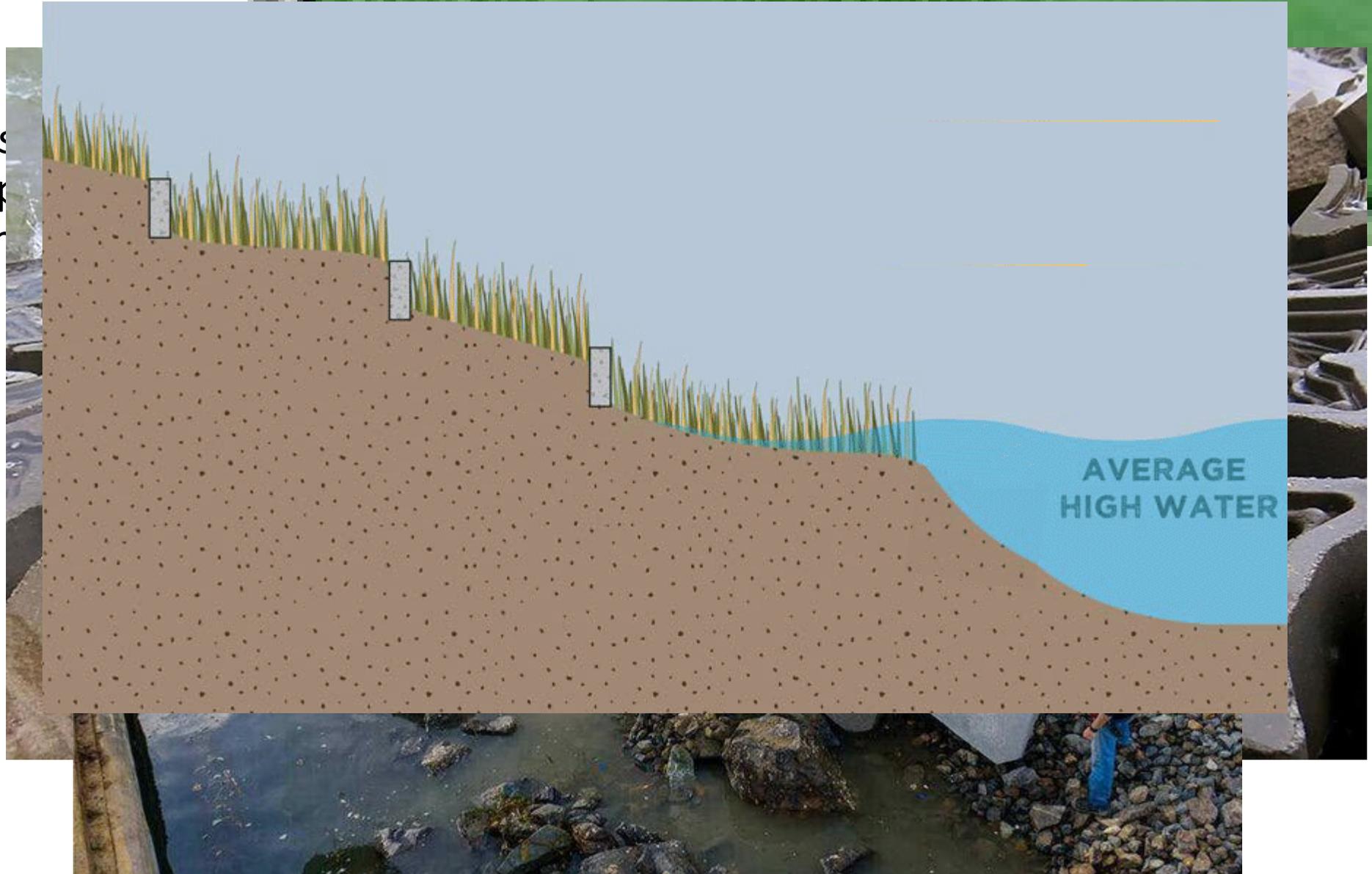
Wet Storage

A map showing the layout of the Wet Storage area. It is a large green polygon with a yellow outline, located to the right of the berth area.

# Eco-shoreline

Storage yard and compo

- **Costs:** \$2,340,000
- **Description:** An eco-shoreline treatment that incorporates nature-based elements



# Attachment B: Rough overview of proposed Phase 0 and Phase 1 construction activities



Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

Project Example #1  
April 2023

Figure 3.1



# Attachment B: Rough overview of proposed Phase 0 and Phase 1 construction activities



Humboldt Bay Offshore Wind Heavy Lift Marine Terminal

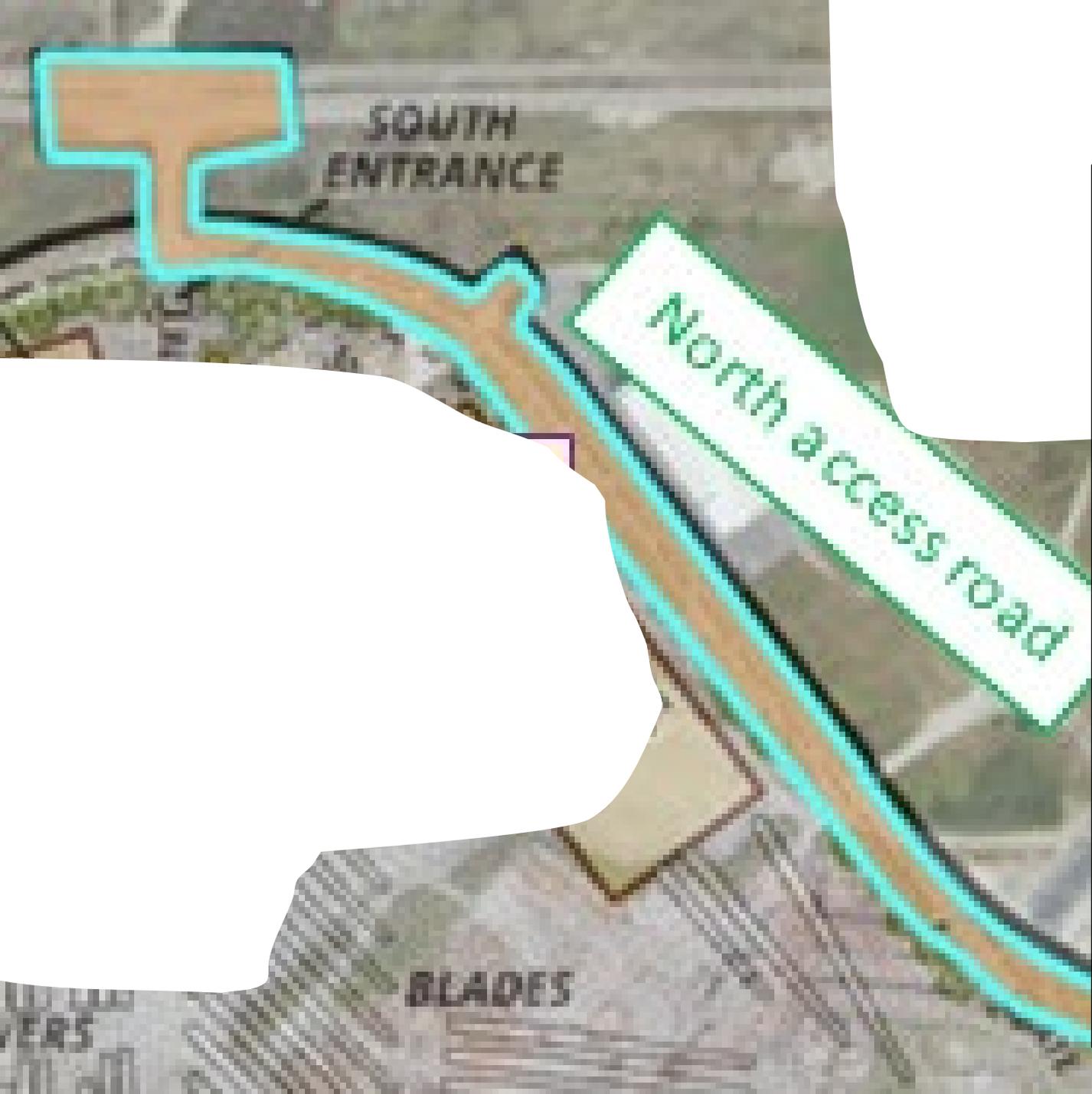
Project Example #1  
April 2023

Figure 3.1

# Access Road Improvements

- **Costs:** \$3,020,000





- **Costs: \$10,330,000**



# Samoa Lagoons dewatering area

- **Costs:** \$3,000,000



# Eelgrass Mitigation

- **Costs:** \$21,000,000



# Offsite Marine and ESHA Mitigation

- **Costs:** \$30,000,000



# Public Recreation Access (fishing pier, kayak launch, or other)

- **Costs:** \$1,200,000



# Class 1 bike path





# Class 1 bike path

- **Costs:** \$1,100,000



# Fishermen Storage Relocation to Woodley Island





# Fishermen Storage Relocation to Woodley Island

- **Costs:** \$2,000,000



# Existing Aquaculture Tenant Relocation

- **Costs:** \$1,000,000



# District Grant Administration

- **Costs:** \$1,000,000
- **Description:** xxx



# Community Benefit Program (CBP) (1 of 3)

- **Initial Funding Source:** FY23/24 Multimodal Project Discretionary Grant (INFRA & MEGA)
- **Initial Funding Amount:** \$6,000,000
- **Program Administration:** Funds will be issued through a competitive program managed by HBHRCD through an Advisory Committee comprised of Intended Grant Beneficiaries. The Advisory Committee will draft the Community Benefit Program policies, guidelines, review projects and programs against the policies and guidelines, and make recommendation to the HBHRCD Board regarding the management and distribution of funds. The HBHRCD Board will manage the program funds and approve their timely distribution.

# Community Benefit Program (CBP) (2 of 3)

- **Intended Grant Beneficiaries:**

1. Wiyot Tribe; Blue Lake Rancheria; Bear River Rancheria; Tribal-owned lands and/or Tribal-owned business officially recognized by resolution by one of the above Tribal governments; projects/programs/activities officially sanctioned by one of the above Tribal governments via resolution.
2. Residents, businesses, schools, neighborhood associations, and NGOs located on the Samoa Peninsula and within 3.5 miles of the project site.
3. Commercial fishing enterprises based in Humboldt Bay, including commercial fishing businesses, aquaculture businesses, and commercial fishing associations.
4. Recreational users of Humboldt Bay (sailing, boating, fishing, kayaking, paddle boarding, rowing, birding, hunting, clamming, tour guiding, etc).

# Community Benefit Program (CBP) (3 of 3)

- **Preferential Grant Activities.** Preference will be given to grant applications that:
  - Directly alleviate, address, and/or relieve impacts (as defined by the CEQA EIR) created by the construction and/or operations of the project, and;
  - Directly benefit one or more of the intended grant beneficiaries as defined above; and
  - Are officially sanctioned by one or more of the intended grant beneficiaries as defined above; and
  - Provide recreational and/or conservation benefits to Humboldt Bay; and
  - Are geographically located in and/or immediately adjacent to Humboldt Bay.
- **Secondary Grant Activities.** Consideration will be given to grant applications that:
  - Indirectly alleviate, address, and/or relieve impacts (as defined by the CEQA EIR) created by the construction and/or operations of the project, and/or;
  - Indirectly benefit one or more of the intended grant beneficiaries as defined above, and/or;
  - Directly benefit other interest groups, interested parties, or affected communities, and/or
  - Are geographically located in the greater Humboldt Bay region.
- **Timing.** Grants will be issued until funds are expired. Grant announcements and awards may occur up to two times annually for up to 10 years.

# Matching

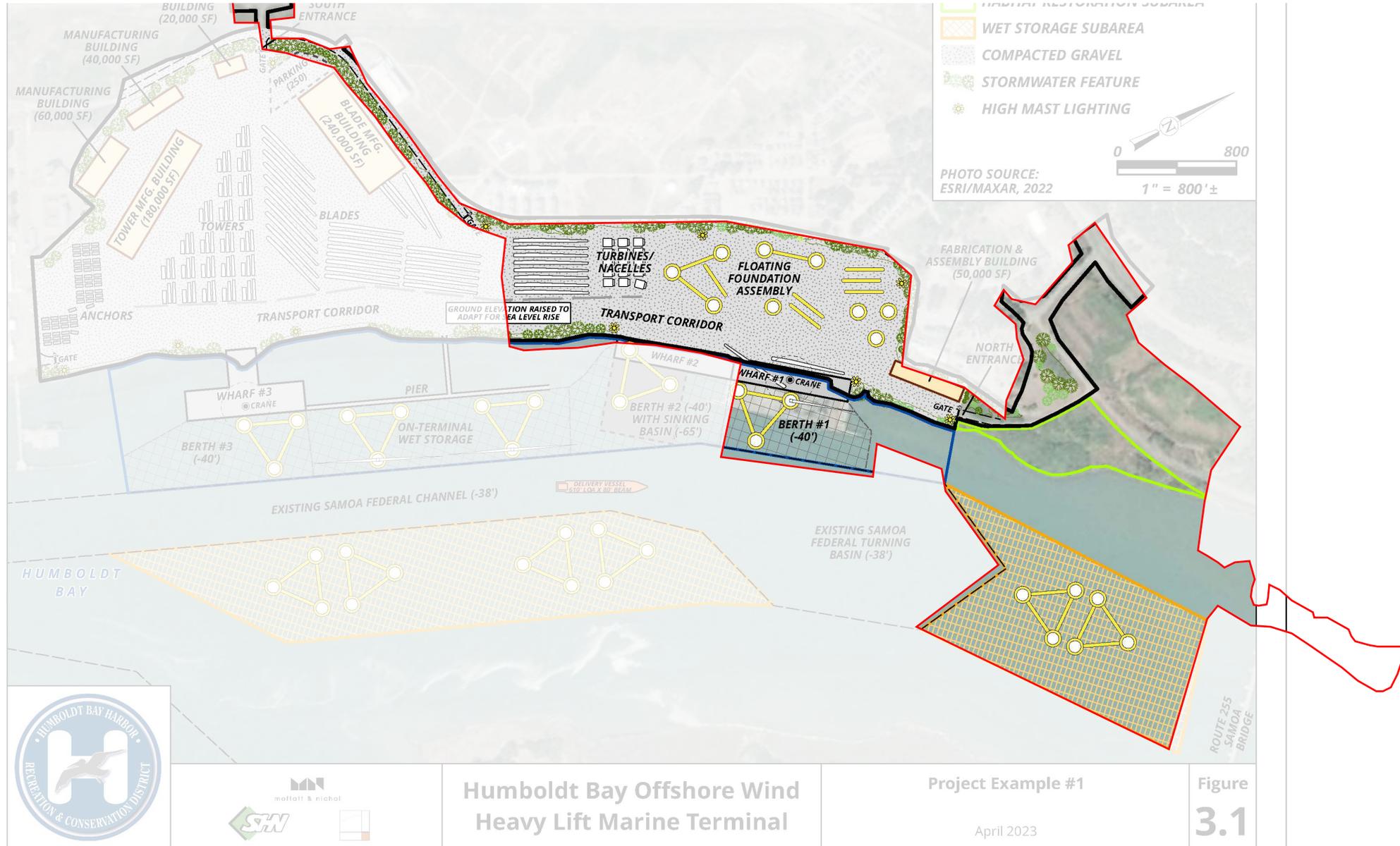
- **“The District intends to match the grant request with a ~~40%~~ 50% match, including a portion of District funds to be drawn from the \$10.45M grant issued to the District by the CEC. The District will rely on Crowley and its partners to provide a contingent Letter of Commitment for the remaining balance of the match share, which could be offset in the future by other grant opportunities, incentives, and/or private investments. The grant application narrative includes a framework that allows for critical project reviews with DOT at which time the project team would verify match source for the next allotment from the award. If future funding is acquired by the Harbor District that can be used as match, then such funding commitments will come before the District Board of Commissioners for consideration. In other words, if any future matching funds for the grant require further financial commitments by the Harbor District, those commitments would come before the Board for Board approval or denial.”**

# Staff Recommendation

- Recommendation: Staff recommends the Board: Adopt Resolution 2023-15, authorizing staff to submit a grant application and authorizing the Executive Director to sign an associated Letter of Commitment to the US Department of Transportation for the FY 2023-2024 Multimodal Project Discretionary Grant Opportunity (MPDG) for the Humboldt Offshore Wind Terminal Project.

Be careful with the term “Project”

# MEGA Grant "Project"

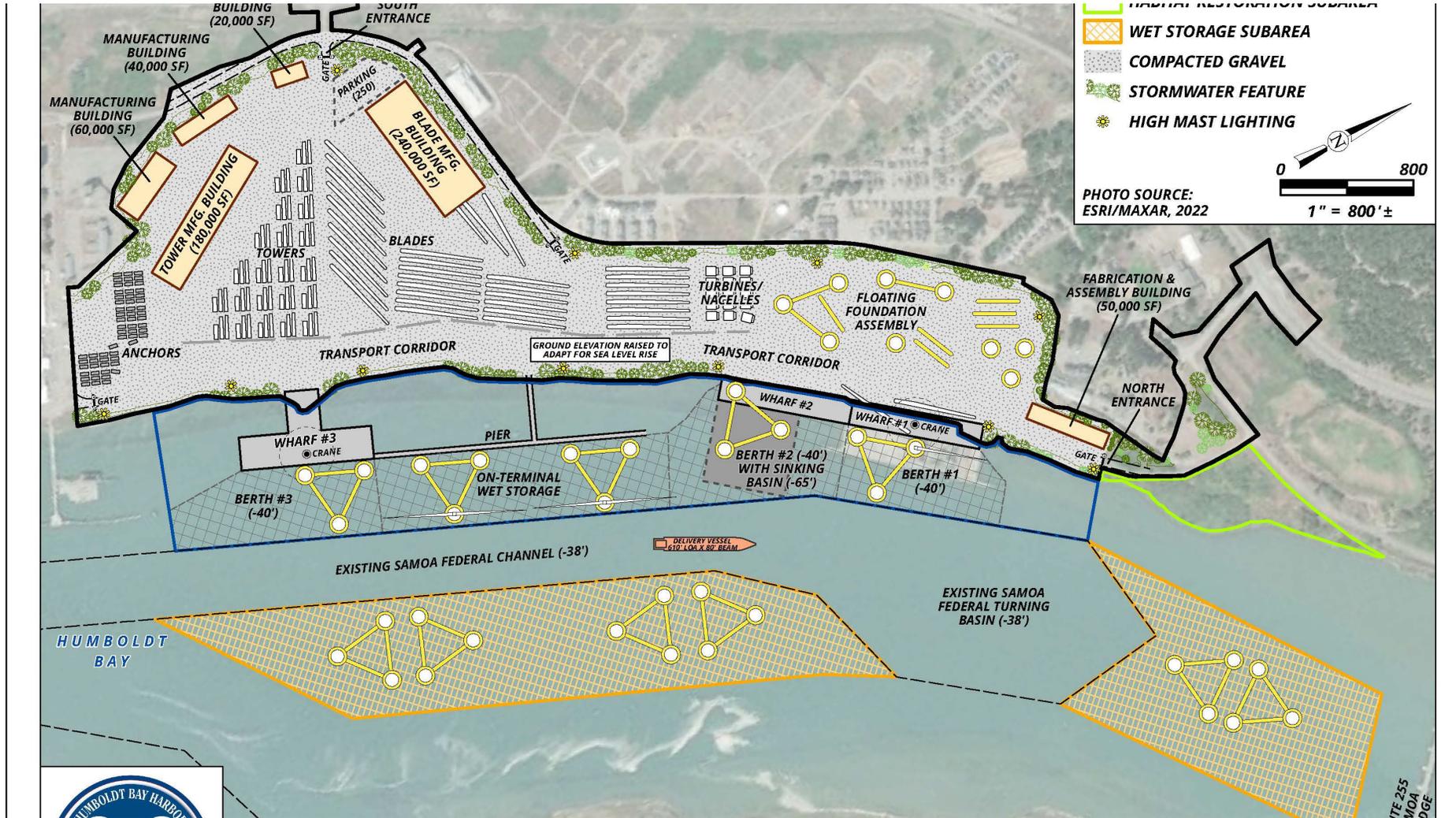


Humboldt Bay Offshore Wind  
Heavy Lift Marine Terminal

Project Example #1  
April 2023

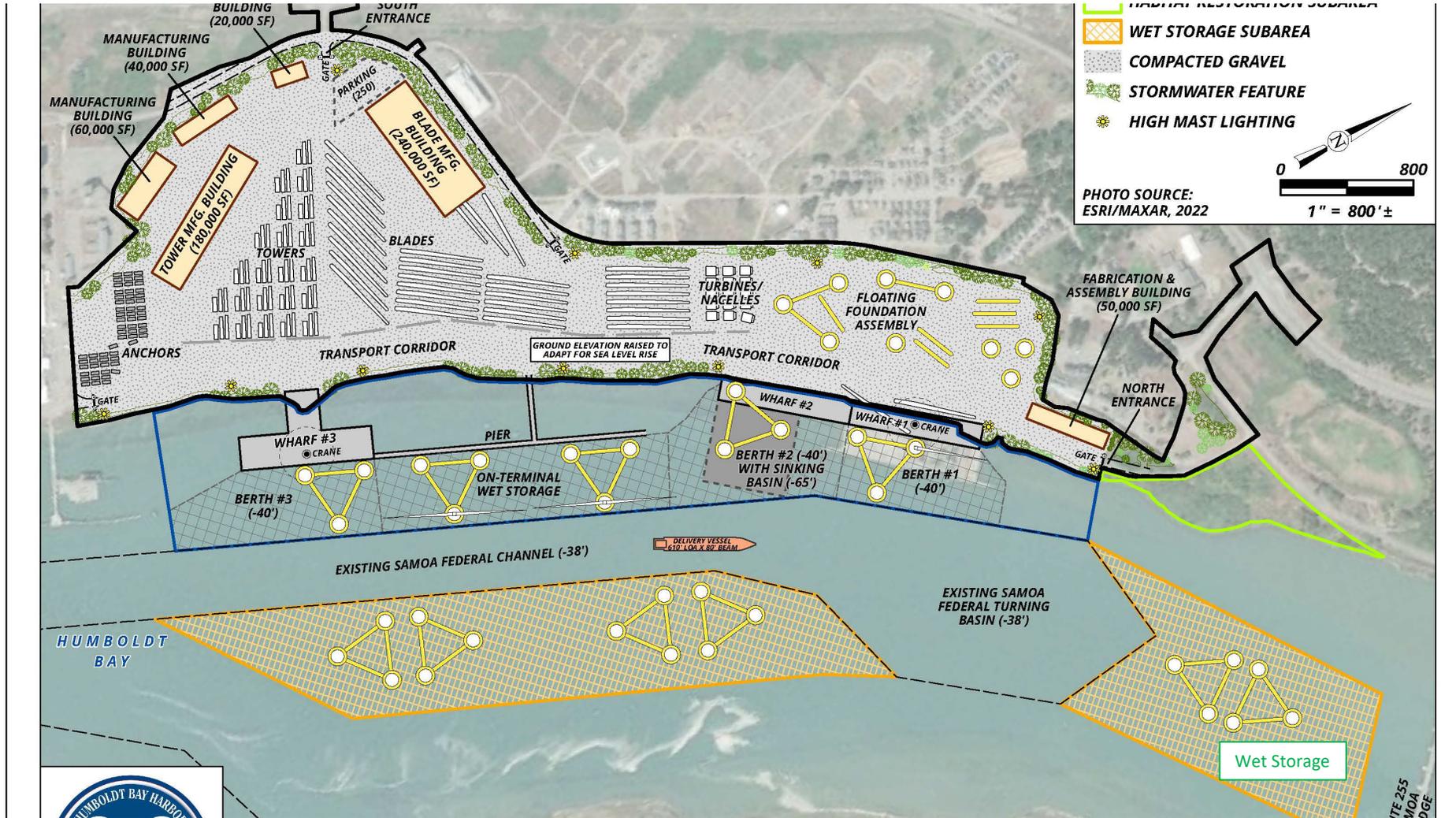
Figure  
3.1

# CEQA, Permitting, Design "Project"



## Construction and Operations

# PLA "Project"



# Construction only

# Staff Recommendation

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**Item 11b: Consider Approval of a Project Labor Agreement...**

Redwood  
Marine  
Terminal  
I & II

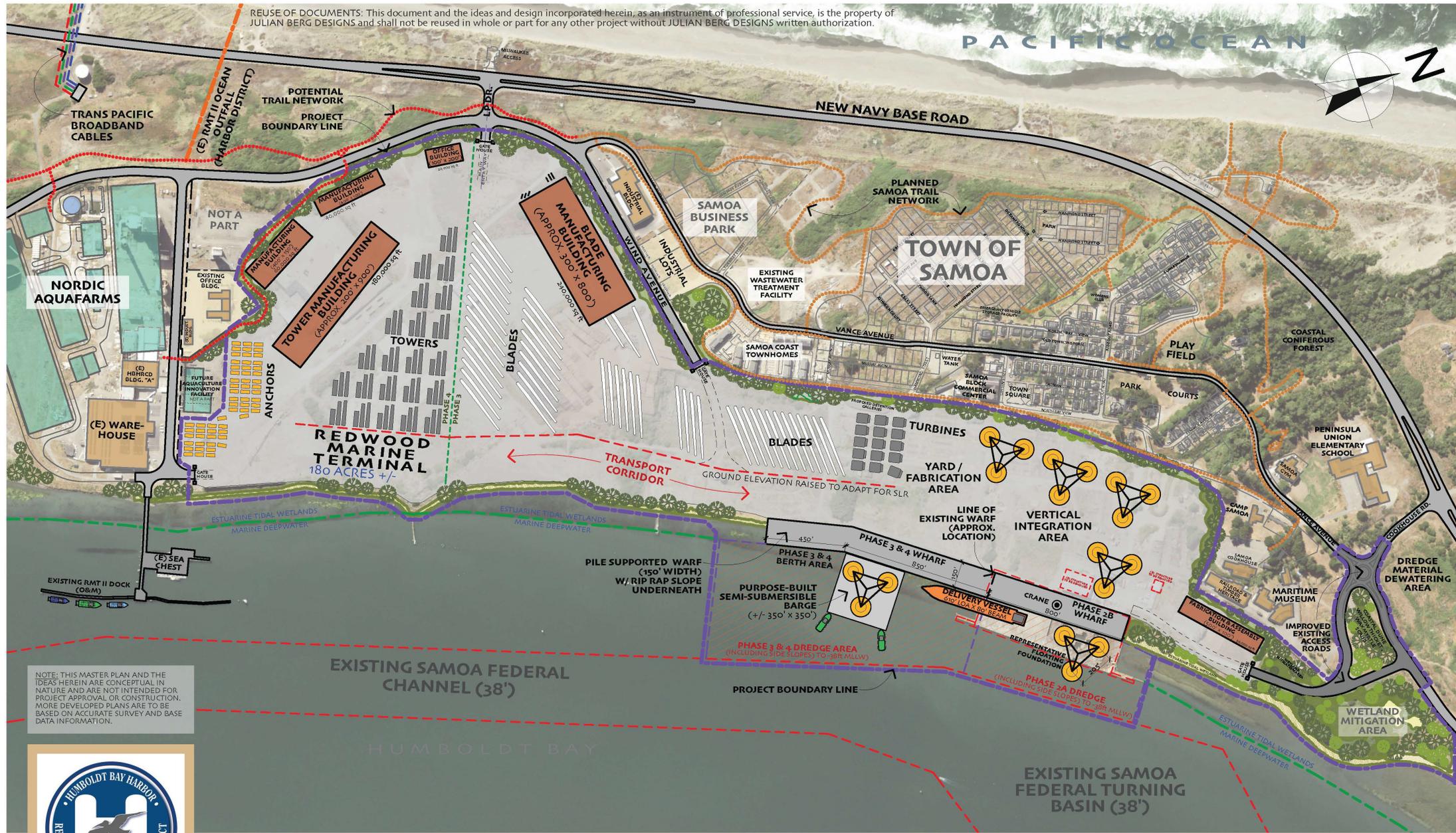
Eelgrass Bed at lower water level; more extensive onsite and is a lower elevation



Revitalization

REUSE OF DOCUMENTS: This document and the ideas and design incorporated herein, as an instrument of professional service, is the property of JULIAN BERG DESIGNS and shall not be reused in whole or part for any other project without JULIAN BERG DESIGNS written authorization.

PACIFIC OCEAN



NOTE: THIS MASTER PLAN AND THE IDEAS HEREIN ARE CONCEPTUAL IN NATURE AND ARE NOT INTENDED FOR PROJECT APPROVAL OR CONSTRUCTION. MORE DEVELOPED PLANS ARE TO BE BASED ON ACCURATE SURVEY AND BASE DATA INFORMATION.



# HUMBOLDT BAY OFFSHORE WIND & HEAVY LIFT MULTIPURPOSE MARINE TERMINAL CONCEPTUAL MASTER PLAN

**JULIAN BERG DESIGNS**  
ARCHITECTURE & PLANNING  
julianbergdesigns.com  
707 • 407 • 8870  
5-7.22



# Humboldt Bay Shipping Terminals



Redwood Marine Terminal Berth 1

Redwood Marine Terminal Berth 2

California Redwood Chip Export Dock

Pacific Affiliates Dock

Fairhaven Business Park

Sierra Pacific Industries Dock

Chevron Oil Terminal

Redwood Hwy

101

Humboldt Bay Forest Product Terminal

# Coordinated & Master Planned Public Infrastructure Repairs & Modernization

- Ocean Outfall Pipe
- Salt Water Intake
- Water Distribution
  - (Fire, Industrial, Domestic)
- Wastewater Treatment
- Electrical System
- Multi Purpose Dock(s)
- Shoreline / Sea Level Rise Adaptation
- Jetty Reconstruction
- Navigation Channel Dredging
- Aids to Navigation (Buoys)

# Samoa Peninsula Revitalization Community Benefits

- Living wage jobs.
- Opportunities for rewarding careers in modern, clean, green industries right here in Humboldt County.
- Break the cycle of ongoing lackluster regional economy.
- Elimination of blight
- Clean up legacy contamination
- Combat climate change
- Increased tax revenues

# County Approved Samoa Peninsula EIFD

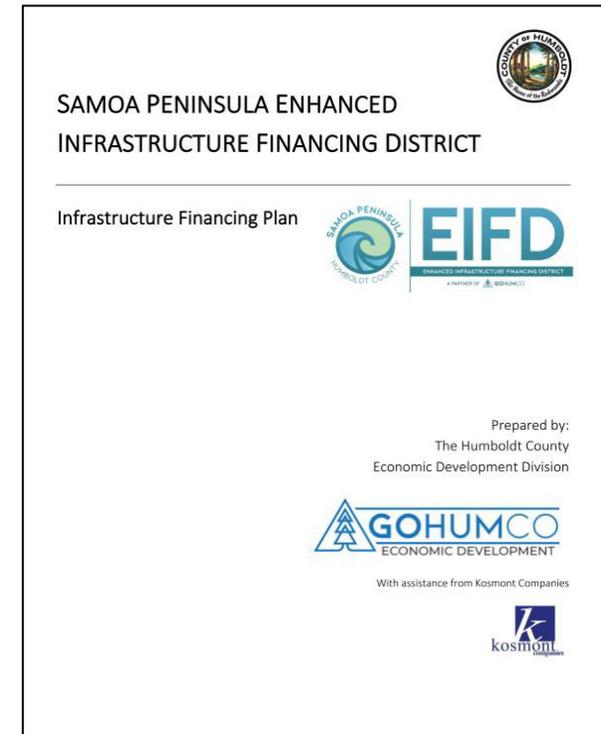
## Samoa Bridge to Fairhaven

## Revenue from property taxes generated from large project

Town of Samoa, Nordic Aquafarms, Offshore Wind Terminal, & other development

### Intended to:

- Encourage private investment
- Help fund infrastructure improvements
- Contribute to job growth and economic prosperity



# Samoa Peninsula Projected Growth in Property Tax Revenues

	Annual Property Tax Revenue			Cumulative Tax Revenue
	2019-20	2031-32	2041-42	2028 - 2045
Humboldt County Roads (8)	\$ 1,112	\$ 474,401	\$ 588,089	\$ 10,891,097
Humboldt County (Library) (9)	\$ 687	\$ 293,166	\$ 363,422	\$ 6,730,383
Peninsula Union School District (10)	\$ 1,103	\$ 470,872	\$ 583,713	\$ 10,810,064
Northern Humboldt Union School District (11)	\$ 3,421	\$ 1,459,918	\$ 1,809,780	\$ 33,516,169
College of the Redwoods (12)	\$ 1,476	\$ 629,850	\$ 780,790	\$ 14,459,823
County School Service (16)	\$ 334	\$ 142,718	\$ 176,919	\$ 3,276,454
Samoa Peninsula Fire Protection District (13)	\$ 1,756	\$ 749,308	\$ 928,876	\$ 17,202,292
Humboldt Bay Harbor, Recreation, & Conservation District (14)	\$ 211	\$ 90,233	\$ 111,857	\$ 2,071,526
Humboldt Bay Municipal Water District (15)	\$ 266	\$ 113,477	\$ 140,672	\$ 2,605,164
<b>TOTAL</b>	<b>\$ 10,366</b>	<b>\$ 4,423,944</b>	<b>\$ 5,484,118</b>	<b>\$ 101,562,974</b>
Enhanced Infrastructure Finance District	\$ -	\$ 3,118,086	\$ 3,865,319	\$ 63,132,458

Source: County of Humboldt EFID Assessment Tables 2.2 and 2.3

# EFID Eligible Projects

1. Sewage treatment and water reclamation plants and interceptor pipes;
2. Facilities for collection and treatment of water for urban uses;
3. Facilities for transfer and disposal of solid waste, including transfer stations and vehicles;
4. Storm water conveyance and collection facilities;
5. Broadband and telecommunications infrastructure;
6. Sidewalks and streetscape improvements;
7. Parks, recreational facilities, and open space;
8. Renewable energy infrastructure;
9. Bicycle lanes and paths;
10. Corporation yards;
11. Brownfield restoration and other environmental mitigation;
12. Highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities;
13. Affordable housing as authorized under the EIFD Law;
14. Projects that implement a sustainable community's strategy and transit priority projects; and
15. Acquisition, construction, or repair of industrial structures for private use.

# PROJECT LABOR AGREEMENT

**BY AND BETWEEN**

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

**AND**

**STATE BUILDING AND CONSTRUCTION TRADES COUNCIL OF CALIFORNIA,**

**BUILDING AND CONSTRUCTION TRADES COUNCIL**

**OF HUMBOLDT AND DEL NORTE COUNTIES**

**AND THE SIGNATORY CRAFT COUNCILS AND UNIONS**

# Affiliates Building and Construction Trades Council Humboldt and Del Norte Counties

- Bricklayers, Tilelayers, and Allied Crafts Local #3 (B.A.C. Local #3)
- Boilermakers Local 549
- Carpenters Local 751
- Cement Masons and Plasterers Local 300 (OPCMIA #300)
- District Council 16
- Elevator Constructors Local #8
- LIUNA Local #324 (Laborers Local #324)
- Heat and Frost Insulators and Asbestos workers Local #16
- IBEW #551 (Electricians)
- Ironworkers Local 377
- Operating Engineers Local #3
- Sheet Metal Workers Local #104
- Sprinklerfitters Local 669
- Teamsters Local# 137
- Underground Utility and Landscape Local 355
- UA Local 290 Plumbers and Steam Fitters

# Executive Order on Use of Project Labor Agreements For Federal Construction Projects more than \$35 Million

By the authority vested in me as President by the Constitution and the laws of the United States of America, including the Federal Property and Administrative Services Act, 40 U.S.C. 101 *et seq.*, and in order to promote economy and efficiency in the administration and completion of Federal construction projects, it is hereby ordered that:

Section 1. Policy. (a) Large-scale construction projects pose special challenges to efficient and timely procurement by the Federal Government. Construction employers typically do not have a permanent workforce, which makes it difficult to predict labor costs when bidding on contracts and to ensure a steady supply of labor on contracts being performed. Challenges also arise because construction projects typically involve multiple employers at a single location, and a labor dispute involving one employer can delay the entire project. A lack of coordination among various employers, or uncertainty about the terms and conditions of employment of various groups of workers, can create friction and disputes in the absence of an agreed-upon resolution mechanism. These problems threaten the efficient and timely completion of construction projects undertaken by Federal contractors.

# Background

- On August 9, 2022, staff received Board direction to negotiate development of a Project Labor Agreement (PLA)
- PLAs are pre-hire collective bargaining agreements between:
  - One or more labor organizations (i.e., Trades Council and multiple labor union signatories representing various trades), and
  - Owner of a project or projects (i.e., the District)
- PLA establishes general terms and conditions of labor employment for the project or projects
- Once executed, contractors/subcontractors who are awarded contracts on a subject project are required to execute an agreement that binds them to the PLA terms and conditions

# General PLA Benefits

- PLAs provide for effective project delivery with minimal labor-related disruptions that could adversely impact District projects
  - PLAs typically include provisions that prohibit the signatory unions, and their workers, from engaging in strikes, work stoppages, and slowdowns for duration of agreement
- In return, PLAs generally require contractors to:
  - Hire local workers from union hiring halls
  - Pay applicable union dues and/or fees
  - Contribute to union trust funds
  - Comply with certain dispute and grievance resolution procedures

# District PLA Development Negotiations Summary

- Offshore Wind Subcommittee, Staff, and District Legal Counsel conducted multiple meetings with the Trades Council to negotiate key terms and conditions
- Reviewed Several PLAs:
  - Port of Oakland
  - City of San Francisco
  - Ca High Speed Rail
  - \* Denver Airport
  - \* Transbay Transit Center Program

# District PLA Development

## Key Issues

- 2.9 Disadvantage Worker
- 2.11 Local Business Area
- 2.12 Local Small Business
- 2.13 Local Hiring Requirement
- 2.14 Local Resident
- 2.15 Targeted Worker
- 3.49 Local Business Utilization
- 4.7 Skilled and Trained Workforce
- 8.61 Core Employees
- 8.8 Craft Request Form (Attachment C)
- 15.21 Apprentices

## District PLA Key Issues

### 2.11 “Local Business Area or Local Impact Area”

Humboldt County

# District PLA Key Issues

## 2.9 "Disadvantaged Worker"

1. is enrolled as a tribal member or a spouse of an enrolled tribal member of a federally recognized Tribe within the Local Impact Area or within Del Norte County;
2. resides on the Samoa Peninsula from the Mad River Slough to the North Jetty;
3. is a Veteran Worker;
4. is a commercial fisherman; or
5. has successfully completed the Building Trades Multi-Craft Core Curriculum Pre-Apprenticeship Program (this includes graduates who reside in Del Norte County).

# District PLA Key Issues

## 2.15 “Targeted Worker”

Goal of 20% of total project workforce from Humboldt County

1. any Disadvantaged Worker;
2. any worker domiciled in the Local Business Area;
3. graduates of Humboldt County local High Schools, College of the Redwoods, and Cal Poly Humboldt; or
4. any workers needed to meet targeted employment requirements pursuant to the Project’s funding sources.

# Changes to Facilitate Hiring Hall Dispatch Prioritization

- Section 2.9 "Disadvantaged Worker" shall mean a Local Resident, who, prior to the commencing Project Work, meets at least one of the following barriers to employment and shall be prioritized in the following order for dispatch: (1) is enrolled as a tribal member or a spouse of an enrolled tribal member of a federally recognized Tribe within the Local Impact Area or within Del Norte County; (2) resides on the Samoa Peninsula from the Mad River Slough to the North Jetty; (3) is a Veteran Worker; (4) is a commercial fisherman; or (5) has successfully completed the Building Trades Multi-Craft Core Curriculum Pre-Apprenticeship Program (this includes graduates who reside in Del Norte County).

- Section 8.8 To facilitate the dispatch of Targeted Workers, all Contractors will be required to utilize the Craft Request Form whenever they are requesting the referral of any employee from a Union referral list for the Project, a sample of which is attached as Attachment "C." When Targeted Workers are requested by the Contractors, the Unions will refer such workers regardless of their place in the Unions' hiring halls' list and normal referral procedures. The Unions will dispatch workers in the following order: (1) workers enrolled as a tribal member or a spouse of an enrolled tribal member of a federally recognized Tribe within the Local Impact Area or within Del Norte County; (2) residents on the Samoa Peninsula from the Mad River Slough to the North Jetty; (3) Veteran Workers; (4) commercial fisherman; (5) those who have successfully completed the Building Trades Multi-Craft Core Curriculum Pre-Apprenticeship Program who reside in Humboldt and Del Norte Counties; (6) any worker domiciled in the Humboldt County; (7) graduates of Humboldt County local High Schools, College of the Redwoods, and Cal Poly Humboldt; and (8) any workers needed to meet targeted employment requirements pursuant to the Project's funding sources. The Project Labor Coordinator shall be copied on all Craft Request Forms at the time of the request for dispatch and will monitor compliance with the referral process.

# Dispatch Prioritization continued...

- Replace second paragraph in Attachment C (Craft Request Form) with the following paragraph:
- Humboldt Bay Harbor, Recreation, and Conservation District Project Labor Agreement (PLA) establishes a 20% goal of all of the hours worked on the Project shall be from Targeted Workers. Qualified workers shall be dispatched in the following order: (1) is enrolled as a tribal member or a spouse of an enrolled tribal members of a federally recognized Tribe within Humboldt or Del Norte Counties; (2) residents on the Samoa Peninsula from the Mad River Slough to the North Jetty; (3) is a Veteran Worker (any person who has served in the armed forces of the United States as demonstrated by a valid Form DD214); (4) is a commercial Fisherman; (5) has successfully completed the Building Trades Multi-Craft Core Curriculum Pre-Apprenticeship Program and resides in Humboldt or Del Norte Counties; (6) residents of the Local Impact Area (i.e., Humboldt County), which is comprised of the zip codes set forth on Attachment D; (7) graduates of Humboldt County local High Schools, College of the Redwoods, or Cal Poly Humboldt; and (8) any workers needed to meet targeted employment requirements pursuant to the Project's funding sources.

# ILWU Clarification

- Section 3.4.4(i) amended as follows:

“This project does not include the loading and unloading of any cargo from vessels, including over the newly constructed terminal or any other port facilities. This project also does not include the movement of any cargo from vessels at any port facilities to the cargo’s point of rest. This work is customarily completed by and shall remain the sole jurisdiction of members of the International Longshore and Warehouse (ILWU), except for work on barges used as construction work platforms and except for the rigging and hoisting of construction materials directly from the barge into the construction process for the Project.”

## District PLA Key Issues

### 3.49 “Local Business Utilization”

Contracts less than \$250,000, up to 1% of total dollar amount of all Project Work, are considered de-minimis and are not subject to PLA.

# District PLA Key Issues

## 4.7 “Skilled and Trained Workforce”

Project is not subject to Section 2600 of Public Contract Code unless required by State Law or funding

# District PLA Key Issues

## 8.61 “Core Employees”

- Contractors that have operated out of Humboldt County for two years and have 15 or fewer employees may have seven (7) core employees
- Other Contractors may have five (5) core employees

# Humboldt County General and Specialty Contractors

Numbers of Contractors	Number of Employees	Percent of Contractors
238	1 to 4	75.3%
46	5 to 9	14.6%
14	10 to 19	4.4%
16	21 to 49	5.1%
1	50 to 99	0.3%
1	100 to 249	0.3%
<b>316</b>	<b>TOTAL</b>	

**Contractors employing less than 15 employees is greater than 90% of all Contractors**

# District PLA Key Issues

## Importance of Training and Outreach to Targeted Workers

- Apprenticeship goal minimum of 20% of total craft work
- 25% of all Apprenticeships shall be performed by Targeted Workers
- Unions give preferential entry to their State approved apprenticeship program for graduates of the MC3 apprenticeship readiness program
  - Six (6) MC3 classes over the next 3 years prioritizing women, native communities, communities of color and other under represented groups as a target population
- Unions & contractors shall utilize the services of Center for Military Recruitment, Assessment, and Veterans Employment “HELMETS TO HARDHATS PROGRAM”
- Unions agree to conduct outreach to Targeted Workers and the communities where they reside to maximize the number of Targeted Workers on the Union referral list.

# District PLA Financial Impact

- Potential financial impacts are expected to be negligible because State law requires contractors to pay prevailing wages for District public works projects.
- PLAs do not preclude any responsive and responsible contractor from bidding on a project.
- There could be cost increases for non-union contractors who will now be required to contribute to union trust funds and other associated programs.
- Other agencies with similar PLAs have not observed discernible, significant cost differentials in construction bid results.

# District PLA Recommendation

- Approve and authorize the Board President to execute a Project Labor Agreement.



Regular Meeting

of the

Board of Commissioners

August 10, 2023

**Item 11d: Consider Adopting Resolution 2023-14  
Establishing Findings Relative to Humboldt Bay Harbor,  
Recreation and Conservation District Permit 2023-03; a  
CEQA Exemption; and Conditional Approval of Permit  
2023-03 for the Caltrans Eureka Slough Bridges  
Geotechnical Investigation Project**

# Agenda Item 11.d

## Permit 2023-03 Caltrans Eureka Slough Bridges Geotech

### **Project Summary**

- Caltrans is planning to replace the Eureka Slough Bridges by Target.
- Caltrans needs to characterize subsurface conditions to support design.
- The current proposed project only includes drilling borings (up to 22) and geophysical surveys (no other construction at this time).
- Work would primarily be conducted from existing Caltrans ROWs.
- Natural Environmental Study was conducted and BMPs to minimize/avoid impacts are incorporated into the project.

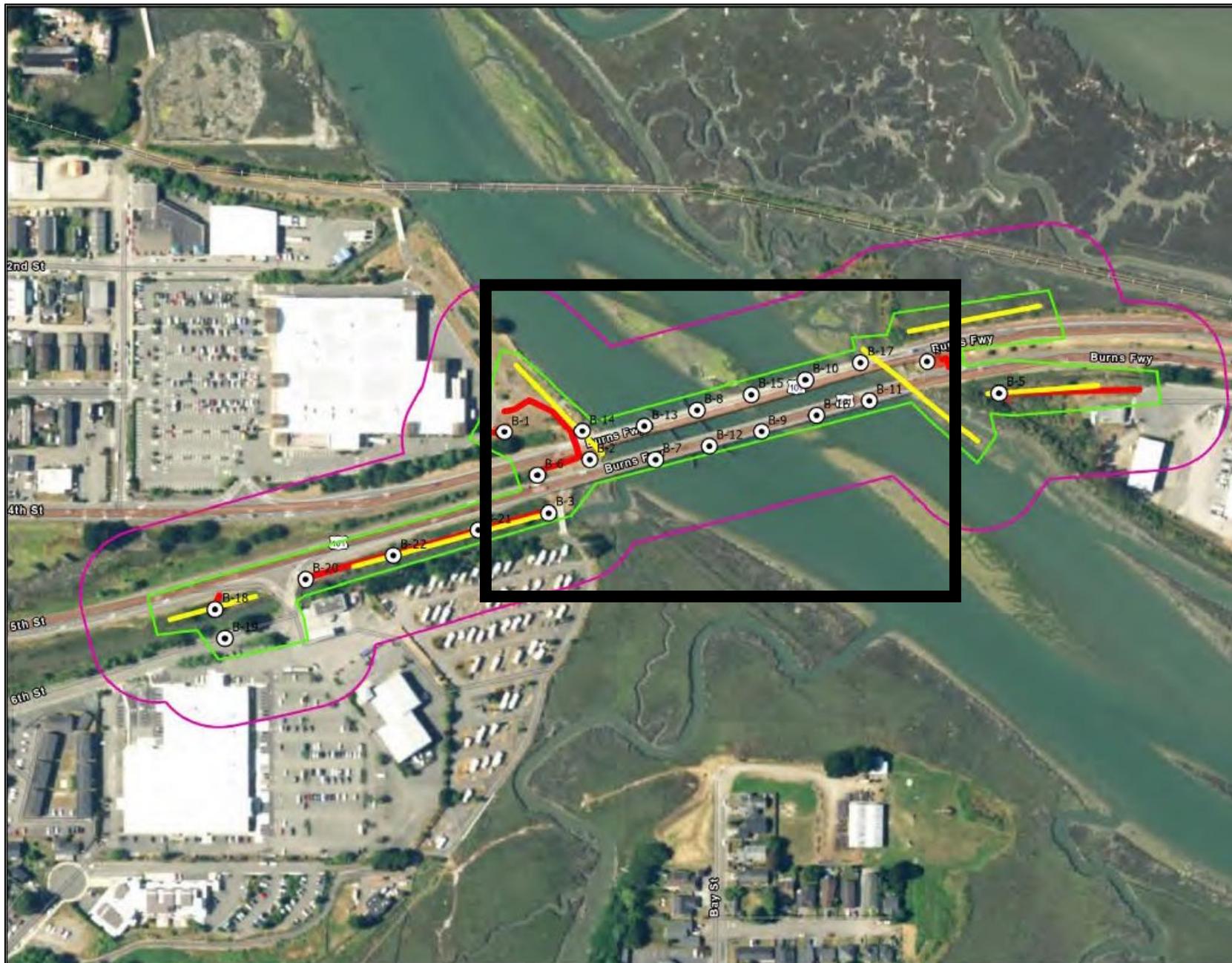
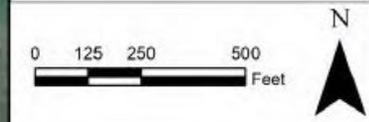
Eureka Slough  
Geotechnical  
Project Layout Map

01-HUM-101  
EA: 01-0F200  
EFIS 0115000088



- GeotechESL
- Geotech Buffer
- Work Area
- Access Path
- Bore Hole
- Seismic Refraction Line

Base Map Source: Caltrans  
Prepared by: Caltrans  
Imagery Source: The National  
Agriculture Imagery Program (NAIP)



ESL = Environmental Study Limits



Burns Fwy

B-17

B-10

B-15

B-8

B-13

B-14

B-1

B-11

B-16

B-9

B-12

B-7

Burns Fwy

B-3

B-2

Burns Rd

B-6

B-2

# Other Permits

Caltrans has obtained other agency permits including:

- CA Department of Fish and Wildlife (CDFW) 1600 (LSA)
  - North Coast Regional Water Quality Control Board 401 Certification
  - Coastal Development Permit (CDP)
  - National Marine Fisheries Service (NMFS) concurrence letter
  - U.S. Army Corps 404 (pending)
- Target schedule is to begin work at the end of August or early Sept.; pending all permit approvals.

# Recommendation:

Receive staff report, accept public comment, and Adopt Resolution No. 2023-14 that:

- Establishes Findings Relative to the Permit Application for the Caltrans Eureka Slough Bridges Geotechnical Investigation Project and the California Environmental Quality Act Exemption
- Approves Permit 2023-03 with conditions for the Caltrans Eureka Slough Bridges Geotechnical Investigation Project