

CALIFORNIA FISHERMEN'S RESILIENCY ASSOCIATION

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August 3, 2023

California Fishermen's Resiliency Association Comments On Humboldt Bay Harbor District's (HBHD) Samoa Heavy Lift Terminal Facility

Who we are.

In January 2022, seven Northern California Port Commercial Fishermen's Associations formed the California Fishermen's Resiliency Association (CFRA), a California Nonprofit Mutual Benefit Corporation. The California Fishermen's Resiliency Association now serves as a "point of contact" and negotiator for fishermen with developers of offshore wind power, telecommunication and energy transmission subsea cables, and offshore mineral extraction projects. The CFRA represents all fisheries and gear types through its member fishermen's associations which include the ports of Crescent City, Trinidad Bay,, Shelter Cove, Fort Bragg/Noyo, Bodega Bay and San Francisco ,Half Moon Bay, Santa Cruz and Santa Barbara. The CFRA is funded by an OPC grant from the State of California.

The CFRA is structured to encourage statewide cooperative policies and protocols related to offshore wind power and cable projects in a way that protects fishermen and fishing communities from impacts that result from these developments and allows California to move towards realistic renewable energy goals statewide.

The Samoa Heavy Lift Terminal Project may have far reaching and extremely long term effects and consequences on the state and health of the Humboldt Bay Estuary, the West Coast fishing fleet and the culture of Humboldt County. The CFRA Board of Directors would respectfully submit this series of inquiries to help broaden the scope of the Environmental Impact Report (EIR) for the Samoa Project. By all of us taking the “wide view” we hope to come away with a better understanding of the Samoa Heavy Lift Terminal Project for California’s State Agencies, the local and west coast fishing fleet and the residents of Humboldt County. Thank you for this. Consideration. Our inquiries are as follows:

1. Turbine units, support and material barges, submersible construction platforms will all require ablative, anti-foulant, biocide, paint coatings on submerged structures.

Question: Please address the introduction of bio-toxins introduced into the bay waters and the possible interactions with oyster and shellfish mariculture, and marine animal populations dependent on the estuarine habitat.

2. The project alone will require large amounts of initial and maintenance dredging in areas which have been subject to 100 years of industrial use.

Question: The EIR should describe the procedure for pre-dredging chemical surveys of areas to be dredged.

Question: Will the EIR also plan for real time chemical monitoring of dredge spoils as dredging takes place?

3. Anoxic turbidity events caused by fine sediment displacement during dredging is known to be lethal to clupeoid schooling fish such as Anchovies, Herring and Sardines.

Question: What procedure will the EIR use to prevent dredging turbidity events both during initial dredging and maintenance dredging?

4. In 1999, a Humboldt Harbor deepening project, costing 15 million dollars, increased federal channel depths to 38 feet, this project resulted in a 300% increase in federal maintenance dredging, increased the tidal prism, current velocities, and resulted in extensive erosion in North Humboldt Bay.

Question: How will the EIR address increased current velocities, erosion and bank sloughing as a result of dredging for the Samoa Heavy Lift Terminal and required channel widening for turbine export?

5. This project will require demolition, upland fill, extensive dredging and construction, all diesel fuel powered.

Question: Will the EIR, working with the Schatz Energy Lab calculate the total carbon footprint of this project.

6. Among other things, preliminary plans include provisions for “high mast lighting” of the Samoa site. The Humboldt Basin and mid-bay ESHA areas are extremely compromised by human generated light pollution. The proposed high mast lighting will be visible 19 miles offshore!

Question: Can the EIR address innovative, less polluting lighting of the site similar to ground level lighting used on airfields?

Question: Can the EIR address, in detail, alternative scenarios for the Samoa site in light of the fact that the Port of Long Beach, CA is dedicating an extensive area for OSW construction?

Question: Can the EIR include an evaluation of the possibility of “no project” as planned?

For the California Fishermen’s Resiliency Association Board of Directors,

Jake Mitchell, President.

Ken Bates, Executive Director

Crescent City Commercial Fishermen’s Association
Trinidad Bay Fishermen’s Association
Shelter Cove Fishing Preservation, Inc.
Salmon Troller’s Marketing Association of Noyo
Bodega Bay Commercial Fishermen’s Association
San Francisco Crab Boat Owners Association
Half Moon Bay Commercial Fishermen’s Association
The Alliance of Communities for Sustainable Fisheries
Commercial Fishermen of Santa Barbara
California Wetfish Producers Association
Santa Cruz Commercial Fishermen’s Association