

Field Name	Response
Name of applicant	Crescent City Harbor District
Is the applicant applying as a lead applicant with any private entity partners or joint applicants? What is the project name?	No.
Project description	This project will fund construction of a new seawall to protect Citizen's Dock Road; repair and renovate the seafood packing and trucking area damaged by seawater inflow; and replace the aged cargo handling equipment atop the seawall to improve the safety, efficiency, and reliability of loading and unloading of goods at the port and improve port resilience.
Is this a planning project?	No.
Is this a project at a coastal, Great Lakes, or inland river port?	Coastal port.
GIS Coordinates (in Latitude and Longitude format)	Longitude: -124.182 Latitude: 41.747894
Is this project in an urban or rural area?	Rural area
Project Zip Code	95531
Is the project located in a Historically Disadvantaged Community or a Community Development Zone? (A CDZ is a Choice Neighborhood, Empowerment Zone, Opportunity Zone, or Promise Zone.)	Yes. Historically Disadvantage Community. Opportunity Zone.
Has the same project been previously submitted for PIDP funding?	No
Is the applicant applying for other discretionary grant programs in 2022 for the same work or related scopes of work?	Yes. CalOES/FEMA HGMP for design and permitting of the project.
Has the applicant previously received TIGER, BUILD, RAISE, FASTLANE, INFRA or PIDP funding?	Yes, 2011
PIDP Grant Amount Requested	\$7,366,565.60
Total Future Eligible Project costs	\$ 9,208,207
Total Project Cost	\$9,208,207
Total Federal Funding	\$7,366,565.60
Total Non-Federal Funding	\$1,841,641.40
Will RRIF or TIFIA funds be used as part of the project financing?	No

# **Crescent City Harbor District – Seawall Replacement PIDP Grant Application Narration**

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## Section I. Project Description

The Crescent City Harbor District (CCHD), a public agency, is requesting a PIDP grant for a construction project which will improve the safety, efficiency, and reliability of:

- (I) the loading and unloading of goods at the port,
- (II) the movement of goods into, out of, and within the port,
- (III) operational improvements, including projects to improve port resilience; and
- (IV) environmental and emissions mitigation measures, including projects for
  - (b) harbor craft or equipment replacements or retrofits;
  - (d) provision of idling reduction infrastructure;
  - (e) purchase of cargo handling equipment and related infrastructure;

The challenges this project intends to address is to replace and elevate an aged steel sheet pile seawall, so that it can withstand 50-year tsunami flow and predicted sea level rise. The project will also repair and renovate the commercial seafood loading and transportation area behind the seawall and replace the aged cargo handling equipment that is atop the seawall.

There is historic precedent at the harbor for infrastructure failure from tsunamis. Over the past 80 years, thirty-nine tsunamis have been detected in the Harbor; four of which caused more than \$37 million in damage to the harbor. In addition, eight disaster declarations have been declared from storm surges and flooding in the past 30 years, resulting in additional millions of dollars of damage.

In 1964, the Alaskan earthquake triggered a tsunami that destroyed the Crescent City Harbor and killed 12 people. The Harbor was rebuilt in the years after the tsunami, but it took decades for the harbor and fishing industry to recover from that event.

In 2011, a tsunami caused by the Tohoku earthquake destroyed the commercial and recreational boat slips and docks in the Crescent City Harbor. The physical and economic damage from the tsunami was severe. A decade later only 75% of the commercial boats and industry have returned to the harbor.

After the 2011 tsunami, the commercial boat basin was rebuilt to withstand a 50-year tsunami event. Replacement of the seawall was not part of that project.

The seawall was built in 1965, after the tsunami, to protect the following key pieces of port transportation infrastructure: entrance to Citizen's Dock Road, the trestle that connects the dock to Citizen's Dock Road, the seafood unloading hoist, the seafood packing, freezing and long-haul transportation area and the Harbor District Office.

Citizens Dock Road is the key transportation corridor in the Crescent City Harbor. It is the only road that connects the commercial fleet seafood unloading hoists, the seafood packing and truck loading area to U.S. Highway 101.

Citizens Dock is the only working dock in the harbor and is used by the commercial crab, shrimp and fish buyers to unload seafood catch from the fishing fleet and to transport it to the land part of the road where the packaging and loading area is located.

The packing loading area, which is behind the seawall where the sinkholes form, is used to load semi-trailers for transport to market. The semi-trucks then enter back onto Citizen's Dock Road and drive 0.3 miles to U.S. Highway 101 to take the product to market.

Since its construction, the seawall has been subjected to the impacts of tsunamis, severe winter storms, and tidal surges. The seawall is now rusted, full of holes and most of the bottom of the wall has rusted away. Water is coming in through the seawall on a daily basis, infiltrating and undermining the ground behind the seawall. At low tide, seawater flows out of the ground through the holes in the seawall and back into the bay. As the tide rises, the cycle repeats. This regularly forms sinkholes in the road and the truck loading areas, which must be filled and asphalted over on a regular basis. Parts of land area protected by the seawall are closed due to safety concerns, this includes the hoist previously used to unload commercial fishing catch, and a section of the truck loading area.

Failure of the seawall would endanger the safety of all harbor users and critically damage fish and animal, result in the commercial fishing fleet being unable to use the harbor, causing job loss throughout the commercial fishing industry and in the businesses and services which support the commercial fleet.

Failure would irreparably damage the financial health of the Crescent City Harbor District, the City of Crescent City and Del Norte County.

This proposed project: the reconstruction and elevation of the seawall will increase the port's resilience to climate-related hazards as it will replace the Citizen Dock Seawall with a structure that will withstand 50-year tsunami event tidal surges and other climate related natural hazards.

In addition, this project has the added benefits of proactively addressing a community adversely affected by persistent poverty by promoting work force opportunities in project delivery.

The Harbor District is in a Historically Disadvantaged Community. This project will support the creation of good-paying jobs with the free and fair choice to join a union. The project will incorporate strong labor standards, promote workforce opportunities in planning and project delivery. In addition, we will adopt an equity and inclusion program/plan and partner with training and placement programs that create opportunities for all workers, including underrepresented workers.

In addition, the project will incorporate electrification infrastructure to reduce truck idle times in the seafood packing area.

We are requesting \$7,366,565.60 to replace and repair the seawall and its related transportation and cargo handling elements. The total estimated project cost is \$9,208,207. The balance of the project will be funded by CCHD from a local revenue funded program.



All elements of the Scope of the Work of the project to be undertaken by applicant with PIDP funds are as follows:

1. Meet with DOT, and other Federal, State and Local Agencies and community stakeholders at the start of the process to get input on potential repair/ replacement projects, ensuring project process meets all applicable Federal requirements and meets any and all Federal transportation requirements.
2. Hold public involvement meetings, which will continue throughout the project.
3. Complete final technical and engineering design of the seawall project.
4. Finalize project costs. Review costs with DOT.
5. Complete NEPA process.
6. Secure all state and local approvals and construction permits.
7. Prepare final construction bid packages.
8. Release the construction bid package and advertise project and bid construction availability.
9. Receive bid responses. Review bid responses for inclusion of all required submission documents and requirements. Review bid responses with DOT and key stakeholders to ensure they comply with applicable Federal requirements.
10. Review past performance of bid responders, meet with responders to answer technical questions, bid items, etc.
11. CCHD holds public meeting and Award bids.
12. Finalize and sign all project partnership and implementation agreements.
13. Hold pre-construction meetings and job construction meetings every two weeks and as needed during the project.
14. Perform Construction Oversight
15. Construct a new seawall which will withstand 50-year tsunami event tidal surges and other climate related natural hazards. Ensure all materials meet domestic preference requirements.
16. Demolition of the existing seawall.
17. Demolition of the existing rusted hoist which is atop the current seawall.

18. Remove the asphalt/cement parking layer of the land behind the seawall.
19. Refill that area to replace the dirt, rocks, and fill that have washed out of it.
20. Apply new asphalt to that area and seal the asphalt.
21. Redesign the truck parking and seafood packing area to increase the number of trucks the area can hold.
22. Install EV infrastructure to power the cold storage trailers eliminating truck idling which is the current situation.
23. Install two new hoists to improve movement of goods in the port.
24. Perform Construction Project Close-Out Phase activities.
25. Perform PIDP Construction Grant Closeout activities.

As part of the project elements, applicant will also

- incorporate an equity impact analysis into the project,
- adopt an equity and inclusion program/plan,
- document equity-focused community outreach and public engagement in the project's planning and project elements in underserved communities,

We anticipate the project NEPA class of action will be FONSI as the construction will occur inside the same footprint as the existing seawall and land area behind the seawall.

Applicant will be able to meet the September 30, 2025 obligation deadline. During 2022 and 2023, CCHD will be able to meet applicable administrative requirements, including transportation planning and environmental review requirements. Applicant understands that unless approved by ODOT, funds spent by applicant prior to obligation are ineligible to count as match for cost share requirements

We anticipate the PIDP construction activities will take approximately 32 months to complete from the time of obligation.

The project will be managed by the Harbor Master and Assistant Harbor Master. Additional CCHD staff will perform project activities as per their specialty. PIDP funds will be used to hire expert design and construction contractors.

This project is included in numerous local plans.

The Del Norte Local Transportation Commission completed a Climate Change and Stormwater Management Plan in 2015, which identified local risks to long term climate change. "[C]limate stressors that may pose a potential hazard to transportation assets in Del Norte County are identified as precipitation, sea level rise, and coastal storm surges, all of which are projected to increase frequency or severity in the future." The

study identified areas critical levels of risk related to climate change include the Crescent City Harbor.

The guiding principle of the Del Norte County Operational Area Hazard Mitigation Plan is “Reduce the vulnerability to natural hazards in order to protect the health, safety, welfare and economy of Del Norte County.” The Plan identified tsunamis, severe weather, earthquake, sea level rise, and flooding as hazards Harbor District needs to mitigate against.

The Hazard Mitigation Plan and the Crescent City Harbor District Sea-Level Rise Assessment identify Citizen’s Dock and the seawall as crucial parts of the local infrastructure which must be repair/replaced before they suffer catastrophic failure from natural hazards.

Repair/replacement of Citizen’s Dock and the seawall are also identified as a priority activity in the Crescent City Harbor District 10-Year Strategic Plan and Crescent City Harbor Coastal Land Use Plan and the Del Norte County Comprehensive Economic Development Strategic Plan.

The Mitigation Plan and the Crescent City Harbor District Sea-Level Rise Assessment documents both detail that failure of harbor infrastructure will endanger the safety of all harbor users; critically damage fish and animal habitat; disrupt, and possibly end the Dungeness crab industry in the harbor and potentially end the commercial fishing fleets use of the harbor for years to come.

The PIDP activities and the infrastructure replacement projects they facilitate, will reduce the impact of natural hazards, protect an area of persistent poverty, advance whole community risk reduction, protect high-impact critical transportation infrastructure, enhance resilience by complimenting previously implemented infrastructure investments and create additional well-paying job opportunities.

This project will contribute to a state of good repair by restoring and modernizing core infrastructure assets of the Crescent City Harbor and address current system vulnerabilities. The vulnerabilities as previously described, if left unimproved, will threaten future transportation network efficiency, mobility of goods, accessibility and mobility of people, and of economic growth.

The Harbor District will maintain in good repair all the new assets constructed as part of the project though the use of its maintenance fund.

## Section II: Project Location

The Crescent City Harbor District is a political subdivision of the State of California and is located along the Pacific Ocean in rural Del Norte County, the northernmost county in California. The County has a population of 27,552. The population of Crescent City, the county seat is 6,400.

The CCHD is governed by a five-member Board of Commissioners who are elected by voters throughout Del Norte County. The Board of Commissioners serve four-year terms and appoint the Harbormaster who oversees the day-to-day operations and staff. Currently, the District employs 8 full-time and 13 part-time employees.

The harbor is shallow draft and considered critical as it is the only “harbor of refuge” between Humboldt Bay, California, and Coos Bay, Oregon.

The Harbor is the economic engine for the local community, supporting two local business clusters: commercial fishing and tourism. It also offers sport fishing, recreational boating, restaurants, retail, and commercial businesses.

The Harbor project area is in Census Tract 1.02. According to the Transportation Disadvantaged Census Tracts, the Harbor District is in a Historically Disadvantaged Community. Census Tract 1.02 has an SVI rating of .95 from the CDC.

The Harbor District is located in an Opportunity Zone number 06015000102, and covers all of Census Tract 1.02. Census Tract 1.02 is a Low-Income Community Opportunity Zone located in Bertsch-Oceanview, California. This 8.7 square mile census tract has a population of approximately 3,300 and is one of two Opportunity Zones in Del Norte County.

This Opportunity Zone has a median household income of approximately \$42,000, which is 47% lower than the median household income for the state of California of \$80,000.

The percentage of households below the poverty line in this Opportunity Zone is 30%, which is 18% higher than the rate for the state of California of 12%. This Opportunity Zone has a median home value of approximately \$190,000, which is 67% lower than the median home value for the state of California of \$570,000.

The Crescent City Harbor District was created in 1931 with the expressed purpose to “aid and promote the economic development of the harbor for the citizens of the county.”

On June 24, 1963, the District received a Land Grant from the State of California under Chapter 1510 of the statutes of 1963. These granted lands, were approved of “for the establishment, improvement, and conduct of a harbor, for the construction, maintenance and operation of wharves, docks, piers, slips, quays and other utilities, structures, facilities, and appliances necessary or convenient for commerce, navigation and fisheries, and for public recreation purposes” (Statutes of California, 1963).

The Harbor District consists of approximately 4,052 acres of land and water area.

The Districts property line extends from the mouth of Nickel Creek in the National Park to the south, then north along the mean high tide line of the coast for approximately 4.6 miles, along U.S. Highway 101. From that point, the Districts boundary extends to a point in the center of the harbor water way and then due west to appoint one mile out into the Pacific Ocean. From that point in the Pacific Ocean, the Districts boundary line then extends south back to the original point of beginning at Nickle Creek. The District includes South Beach and North Beach in the Harbor. The redline on Map A shows the current boundaries of the District.

The Harbor District's property is bounded by a series of breakwaters -- a 4,100-foot outer breakwater, a 12,000-foot inner breakwater, and a 2,400-foot sand barrier -- except to the north where the boundary becomes less linear.

Approximately 150 acres of the District is land, including the developed area of the Harbor where the entirety of the Harbor's built infrastructure is located on approximately 35 acres within the port.

Citizens Dock Road runs east to west through the center of the port. The land portion of the road is approximately 1,400 feet. The dock portion is "Y" shaped with a total length of approximately 900 feet. Citizens Dock Road is the only road in the harbor that connects the commercial seafood industry to US Highway 101.

Along Citizen's Dock road are the entrance to the commercial boat basin, several restaurants and retail buildings, two RV parks, the Harbor District office and the parking and loading area for the long-haul trucks, which package crab and seafood to transport out of the community for wholesale and retail sales.

Citizen's Dock Road crosses an Approach Trestle on its way to Citizens Dock. The approach trestle is 260 foot long by approximately 34-foot-wide timber structure that spans the existing Harbor seawall and connects to Citizens Dock.

Citizens Dock is a timber structure composed of a west wharf and a south wharf. The structure is pile supported and constructed of timber piles, timber beams, and concrete decking. South Wharf is 210 foot long by approximately 62-foot wide. structure. The west wharf is 260 foot long by approximately 40-foot wide.

Located on Citizens Dock are the following key parts of harbor/port operations which are at risk of hazards: crab buying buildings; hoists; boat tie ups, product loading area. Businesses located on the Dock are Nor-Cal Seafood, Pacific Choice Seafood Company, Caito Fisheries, Global Quality Foods and LCZ Unloaders. The Dock infrastructure is also used by more than 100 commercial boat owners, most of which are small businesses.

Citizen's Dock is also home to the Ice House, which is used by all the commercial fishermen, seafood buyers and seafood processors.

Trucks, forklifts and other vehicles carry the crab and other seafood processed at Citizens Dock, across the approach trestle, over the seawall, to the packing area behind the seawall.

Citizen's Dock Rd, the approach trestle and Citizens Dock are key transportation infrastructure elements and are crucial to the operations of the commercial seafood industry in the Harbor. They are all protected by the seawall, which is failing.

The protective seawall is "L" shaped and runs perpendicular to Citizen's Dock Rd. The total length of the seawall is approximately 500 feet.

Behind the seawall is the seafood unloading hoist, the seafood packing area, the freezing and long-haul transportation area and the Harbor District Office.

Sections of this area, from the seawall back 20 feet are now closed for safety reasons and there is fear that any weight close to the seawall may make it fail. The hoist atop the seawall is not in use as it is old and it is feared using it may cause the seawall to fail.

The entire parking lot and loading area is showing signs of damage from water and sink holes are appearing throughout the surface area. As sink holes appear they are filled with rock, gravel and sand and then cold patched. That fixes the hole, but not the problem nor the hazard risk.

The Harbor District is located in a low-income community in an Area of Persistent Poverty. Incomes in the County and City are significantly lower than State averages, while poverty rates are higher.

The importance of the Harbor to the county's economy is easy to measure during the 2011 harbor shutdown, the local unemployment rate rose two points. Voters passed a local tax measure to pay the annual loan costs to rebuild the commercial boat basin after the 2011 tsunami. Because they understand, a strong local economy relies on a harbor that is resilient to natural hazards.

(A) Harbor District Boundary Map





(b) Project Area Map





## SECTION III: Grant Funds, Sources and Uses of Project Funds

### (1) Project Budget

#	ACTIVITY	UNIT COST	CCHD Match Share \$	CCHD Match Share %	PIDP Share \$	PIDP Share %	Other Federal Share \$	Other Federal Share %
1	Meet with DOT, and other Federal, State and Local Agencies and community stakeholders at the start of the process to get input on potential repair/replacement projects, ensuring project process meets all applicable Federal requirements and meets any and all Federal transportation requirements.	\$ 2,500.00	\$ 2,500.00	100		0	\$ -	0
2	Hold public involvement meetings, which will continue throughout the project.	\$ 5,000.00	\$ 5,000.00	100	\$ -	0	\$ -	0
3	Complete final technical and engineering design of the seawall project.	\$ 350,000.00	\$ 70,000.00	20	\$ 280,000.00	80	\$ -	0
4	Finalize project costs. Review costs with DOT.	\$ 10,000.00	\$ 10,000.00	100	\$ -	0	\$ -	0
5	Complete NEPA process.	\$ 125,000.00	\$ 25,000.00	20	\$ 100,000.00	80	\$ -	0
6	Secure all state and local approvals and construction permits.	\$ 125,000.00	\$ 25,000.00	20	\$ 100,000.00	80	\$ -	0
7	Prepare final construction bid packages.	\$ 25,000.00	\$ 5,000.00	20	\$ 20,000.00	80	\$ -	0
8	Release the construction bid package and advertise project and bid construction availability.	\$ 5,000.00	\$ 5,000.00	100	\$ -	0	\$ -	0
9	Receive bid responses. Review bid responses for inclusion of all required submission documents and requirements. Review bid responses with DOT and key stakeholders to ensure they comply with applicable Federal requirements.	\$ 5,000.00	\$ 5,000.00	100	\$ -	0	\$ -	0
10	Review past performance of bid responders, meet with responders to answer technical questions, bid items, etc.	\$ 1,500.00	\$ 1,500.00	100	\$ -	0	\$ -	0
11	CCHD holds public meeting and Award bids.	\$ -	\$ -	100	\$ -	0	\$ -	0
12	Finalize and sign all project partnerships and project implementation agreements.	\$ 1,500.00	\$ 1,500.00	100	\$ -	0	\$ -	0
13	Hold pre-construction meetings and job construction meetings every two weeks and as needed during the project.	\$ 5,000.00	\$ 5,000.00	100	\$ -	0	\$ -	0
14	Construction Oversight	\$ 189,000.00	\$ 37,800.00	20	\$ 151,200.00	80	\$ -	0
15	Construct a new seawall which will withstand 50-year tsunami event tidal surges and other climate related natural hazards. Ensure all materials meet domestic preference requirements. (see breakout below)	\$ 3,849,402.00	\$ 769,880.40	20	\$ 3,079,521.60	80	\$ -	0
16	Demolition of the existing seawall.	\$ 195,000.00	\$ 39,000.00	20	\$ 156,000.00	80	\$ -	0
17	Demolition of the existing rusted hoist which is atop the current seawall.	\$ 65,000.00	\$ 13,000.00	20	\$ 52,000.00	80	\$ -	0
18	Remove the asphalt/cement parking layer of the land behind the seawall.	\$ 2,500,000.00	\$ 500,000.00	20	\$ 2,000,000.00	80	\$ -	0
19	Refill that area to replace the dirt, rocks, and fill that have washed out of it.						\$ -	0
20	Apply new asphalt to that area and seal the asphalt.						\$ -	0
21	Redesign the truck parking and seafood packing area to increase the number of trucks the area can hold.	\$ 65,000.00	\$ 13,000.00	20	\$ 52,000.00	80	\$ -	0
22	Install EV infrastructure to power the cold storage trailers eliminating truck idling which is the current situation.	\$ 148,000.00	\$ 29,600.00	20	\$ 118,400.00	80	\$ -	0
23	Install two new hoists to improve movement of goods in the port.	\$ 280,000.00	\$ 56,000.00	20	\$ 224,000.00	80	\$ -	0
24	Perform Construction Project Close-Out Phase activities.	\$ 35,000.00	\$ 7,000.00	20	\$ 28,000.00	80	\$ -	0
25	Perform PIDP Construction Grant Closeout activities.	\$ 20,000.00	\$ 4,000.00	20	\$ 16,000.00	80	\$ -	0
	<b>Subtotal</b>	<b>\$ 8,006,902.00</b>	<b>\$ 1,629,780.40</b>	<b>20</b>	<b>\$ 6,377,121.60</b>	<b>80</b>	<b>\$ -</b>	<b>0</b>
	Contingency - 15%	\$ 1,201,305.00	\$ 240,261.00	20	\$ 961,044.00	80	\$ -	0
	<b>TOTAL</b>	<b>\$ 9,208,207.00</b>	<b>\$ 1,841,641.40</b>	<b>20</b>	<b>\$ 7,366,565.60</b>	<b>80</b>	<b>\$ -</b>	<b>0</b>

### Seawall Construction Items Breakout Sub Budget

Item Name	Unit Quantity	Unit of Measure	Unit Cost	Cost Estimate Total
Contractor Mobilization	1	EA	\$ 210,000.00	\$ 210,000.00
Excavation (80% usable, 20% unusable)	6000	CY	\$ 42.00	\$ 252,000.00
Water management for excavation and stockpiling	15000	SF	\$ 4.20	\$ 3,000.00
Crushed Rock Borrow	5400	CY	\$ 35.00	\$ 189,000.00
Crushed Aggregate Surface Course	500	CY	\$ 58.80	\$ 29,400.00
Furnish and Place 5"t HMA Surface	34	TON	\$ 203.00	\$ 6,902.00
Replace Armor Rock	500	CY	\$ 105.00	\$ 52,500.00
Vibrocompaction of Fill	7000	SF	\$ 21.00	\$ 147,000.00
Construction Surveying	25	DAY	\$ 1,680.00	\$ 42,000.00
Dredging and Disposal	1000	CY	\$ 63.00	\$ 63,000.00
Furnish Galvanized Sheet Piles for Seawall	320	TON	\$ 3,010.00	\$ 963,200.00
Furnish Uncoated Sheet Piles for Seawall	240	TON	\$ 2,380.00	\$ 571,200.00
Install Sheet Piles for Seawall	560	TON	\$ 1,120.00	\$ 627,200.00
Furnish and Install Anodes	50	EA	\$ 840.00	\$ 42,000.00
Install Concrete Cap on Seawall	400	CY	\$ 560.00	\$ 224,000.00
Furnish and Install Bollards	10	EA	\$ 2,100.00	\$ 21,000.00
Furnish and Install Fenders	20	EA	\$ 8,050.00	\$ 161,000.00
Install Electrical Utilities	500	LF	\$ 140.00	\$ 70,000.00
Install Water Utilities	500	LF	\$ 98.00	\$ 49,000.00
Install Fire Line Utilities	150	LF	\$ 140.00	\$ 21,000.00
Contractor Demobilization	1	EA	\$ 105,000.00	\$ 105,000.00
<b>TOTAL</b>				<b>\$ 3,849,402</b>

### (3) Budget Narration

The budget shows each activity we plan to undertake as part of the PIDP construction activities. Each activity is listed in the column labeled “Activity.”

The “Unit Cost” column shows the amount of funds which will be spent on each Activity. Unit Costs were developed in multiple ways.

The amounts for design, NEPA process, permitting are new estimates given by a 3<sup>rd</sup> party engineering firm.

Activities which are 100% funded by the CCHD, were determined by estimating the number of hours the activity would take and then using the staff time amounts of \$75 /hr for the Harbor Master, \$50/hr for Assistant Harbor Master; \$40/hr for other harbor staff.

The Construction, Materials, Demolition unit costs were prepared by the Harbor in 2019. The project did not move forward at that time. For this project, we used those estimates and updated them to capture labor and materials increases over past three years.

A second chart, “Seawall Construction Items Breakout” breaks down all of the construction costs which are shown in this budget on the line named “Construct a new seawall which will withstand 50-year tsunami event tidal surges and other climate related natural hazards. Ensure all materials meet domestic preference requirements.”

The column labeled “CCHD Match Share \$” shows the amount the Crescent City Harbor District proposes to spend on each activity. These funds will be from CCHD revenue including a recently passed 2% Transient Lodging Tax on RV parks in the unincorporated area of Del Norte County, which is a dedicated funding stream for the Harbor District to be used only for disaster debt repayment and repair and maintenance to improve infrastructure. These funds are 100% controlled by the CCHD. This project meets all funding conditions.

The column labeled “CCHD Match Share %” shows the percentage the Crescent City Harbor District proposes to spend toward the total Unit Cost on each activity.

The column labeled “PIDP Share \$” shows the amount we are requesting from the PIDP program for each activity.

The column labeled “PIDP Share %” shows the percentage of PIDP funding to be spent toward the total Unit Cost on each activity. The total amount of PIDP funds requests is 80% of the project budget.

The two columns labeled “Other Federal Share \$” and “Other Federal Share %” are both blank at this time as we do not currently have other federal funds dedicated to this project.

This budget does not include any previously incurred expenses. No State funds or other funds are being committed as match to for these activities.

“Seawall Construction Items Breakout” breaks down all the construction costs which are shown in the full project budget on the line named “Construct a new seawall which will withstand 50-year tsunami event tidal surges and other climate related natural hazards. Ensure all materials meet domestic preference requirements.”

This chart includes, Item Name, Unit Quantity, Unit Measure, Unit Cost and the Cost Estimate total and all anticipated work and materials for the physical part of the seawall construction. Each of these unit costs were prepared by the Harbor in 2019. For this project, we used those estimates and updated them to capture the increases in labor and materials which have occurred in the past two years.

## Section IV: Merit Criteria

(1) Achieving Safety, Efficiency or Reliability Improvements

(a) Loading and unloading of goods at a port

The current layout of the seafood loading area is underutilized because of these issues:

- 1) A large portion of the area is closed due to water infiltration through the existing seawall.
- 2) The layout is inefficient for today’s trucks and transportation methodologies.
- 3) The current hoist atop the seawall is closed because of safety reasons.

This project provides the following remedies to those issues to improve transport of the local and regional freight connectivity to the national and global economy:

- 1) Replacement of the seawall, putting new fill into the loading area and repaving makes the area 100% usable.
- 2) Redesigning the layout of the area will make it more efficient for loading and transport. In addition, we to install electric trucks plug ins to eliminate idle times as currently the trucks need to run to keep their refrigeration trailers cools.
- 3) Replace the one hoist with two hoists, allowing multiple boats to be unloaded in the same time frame it took for one boat to be unloaded. This will help reduce current supply chain bottle necks at the crab/fish hoist areas on Citizen’s Dock. Currently during the height of any given fish, crab or shrimp season, some boats have to wait several days to get their catch unloaded because so many boats arrive at the hoists during the day. This not only increases the velocity of unloading the boats, but also increases the amount of catch delivered to the truck loading and packing area in a shorter amount of time.

(b) Movement of goods into, out of, around, or within a port

This project improves the movement of goods out of and around the port by fixing current transportation related deficiencies in the harbor and by keeping a key transportation route open.

Citizen's Dock Road is the only connecting road to U.S. Highway 101 for the commercial fishing industry. Failure of any part of the seawall will close some or all of road, which would severely damage the commercial fishing industry, the businesses which buy and ship seafood, the jobs and livelihood local fishermen, regional commercial fisherman, who use the dock and the businesses that support them.

If the seawall were to fail, blocking access to Citizens Dock, the boats and industry would have to relocate to another harbor. The two closest harbors that serve the crab industry are both in Oregon, resulting in lost jobs and tax dollars for the local community and the State of California.

If the seawall were to fail, the truck loading area would be shut down, eliminating the ability of the commercial seafood to get to market. Replacing the seawall will keep Citizen's Dock Road, the Access Trestle and Citizen's Dock open and the commercial fishing fleet operating.

(c) Operational improvement, including project to improve port resilience

There is historic precedent at the harbor for infrastructure failure. In 1964, the Alaskan earthquake triggered a tsunami that destroyed the Crescent City Harbor and killed 12 people. The Harbor was rebuilt in the years after the tsunami, but it took decades for the harbor and fishing industry to recover from that event.

In 2011, a tsunami caused by the Tohoku earthquake destroyed the commercial and recreational boat slips and docks in the Crescent City Harbor. During the two years it took to rebuild the commercial and recreational harbor area, the harbor and community experienced severe economic impacts. There was no crab and fish processing as the entire industry had to leave the harbor, resulting in lost wages, lost revenue to the harbor district, lost local tax revenue and a 2-point increase in the unemployment rate. A decade later only 75% of the commercial boats and have returned to the harbor.

CCHD used grant and loan money to rebuild the inner boat basin to withstand 50-year tsunami events. That project cost \$32 million, which was much more than what would have been the cost of repair and replacement of the infrastructure if the work did not also have to include clean-up and other disaster caused elements.

CCHD did not have the financial resources to rebuild any of the other areas of the at that time. CCHD wants to replace the seawall and its related infrastructure to withstand a 50-year tsunami event, tidal surges and other climate related natural hazards.

This project improves the resilience of port operations to enable ports to better withstand, respond to and recover from natural disruptions.

The project will achieve resilience by fixing documented safety problems within the project area and add new seawall designed to withstand 50-year tsunami event.

It is well documented that the seawall, is already failing and it and the land behind it and the entrance to Citizen's Dock are all subjected to future damage and failure risks from weather events, natural disasters, including tsunamis, coastal flooding, coastal erosion, wave action, storm surge, and rising sea levels.

Among the evidence to support the claimed level of effectiveness of the project is a) the condition of the seawall, and b) the previous destruction of harbor infrastructure from natural disasters, the results of that destruction, the impacts of that destruction and long recovery times from those disasters.

Construction of a new seawall to withstand a 50-year tsunami event would improve the state of resiliency of port operations.

## (2) Section B: Supporting Economic Vitality at the Regional or National Level

### (b) Small Projects at Small Ports

The project dramatically improves the economic advantage of the port. In any given time of the year there are 300-500 people directly employed in the local fishing industry. Approximately 100 crab boats use harbor berths. Many are locally owned by multi-generational fishing families. Another 200 boats use the harbor during crab season. The fishing and fishing products cluster has the highest average local wage: \$78,050.

The value of fish landings fluctuates each year. 2013 had the highest landed value of \$34MM; 2015, the lowest with \$6.5MM, because there was no crab season that year. Using the local multiplier, the value of the commercial fishing industry to the local economy ranges from \$100MM to \$200MM per year. Working harbor transportation infrastructure is crucial to a successful commercial fishing industry.

There are also other populations which use Citizen's Dock Road as transportation infrastructure. The Crescent City Harbor District plays an important role in supporting the county's economic health through job creation, business development, commercial activities, and tourism.

Tourism is the largest business cluster in the county. The largest concentration of motels in the County are along the Harbor frontage on U.S. 101. For tourists, the harbor is unique as they can watch a working commercial fishing fleet and ocean wildlife close-up. Many tourists staying in those motels use Citizen's Dock Road to enter the harbor and visit the boat basin and the seawall to watch the fishing fleet up close.

Tourism spending in 2018, represented \$130 million in direct taxable sales. Though travel spending was down in 2020 and 2021, in Q1 2022, travel spending was way up. Having working harbor transportation infrastructure is key to grow local tourism.

The Harbor's primary role in the development and retention of business is the availability of Harbor property which is suitable and ready for commercial and retail businesses. The Harbor also has undeveloped property that can be made shovel-ready or developed into additional Harbor District owned businesses. Most of these businesses and the shovel ready land is accessed by Citizen's Dock Road.

Once constructed, this project will improve the quality of life by increasing equity and accessibility for travelers, reducing transportation cost burdens, including by facilitating greater public and private investments in commercial development in the harbor.

The project helps us overcome a competitive disadvantage of the port, risk of the port closing because of failure of the seawall. Without a working seawall, there is no commercial fishing industry in the Crescent City Harbor. Benefits of this project include avoided damage, avoided loss of function, and avoided displacement of the local commercial fishing industry.

If the seawall or Citizens Dock fails, it would be economically catastrophic for the commercial fishing fleet. This crab season, four million pounds of crab were delivered in the Port. At the wholesale price of \$5 a pound, that is \$20 million that was paid to local fishermen. Without a working seawall and Citizen's Dock, the crab catch will go somewhere else, eliminating much of that revenue for local fishermen.

The impact on the revenues of the harbor district includes loss of the following income: 2 cents a pound from crab buyers; monthly slip fees from the fishing boats; rents from the four crab buying companies; 6% on gross revenue from the industry serving the fleet and 4% from the boat repair business.

Losing the commercial fishing industry would be catastrophic to the local economy. Mitigation would protect \$100,000,000 to \$200,000,000 in local annual revenue. This revenue starts with the commercial fleet and then cycles through the local economy via all the places they shop and services they purchase. If the commercial fleet is unable to use the harbor, this local economic engine would not exist.

The local job loss that would result from not having the commercial fleet in the harbor is easy to measure, as it occurred in 2011 after a tsunami damaged the harbor. During the year the commercial fleet was closed, the local unemployment rate increased 2 points, which was a 15% increase in the number of local residents becoming unemployed.

The CCHD Sea Level Rise Assessment report estimated replacement costs of harbor resources and facilities that could be impacted by sea level rise and climate change processes at \$112,116,000. Mitigating these projects before that would cost much less.

The project also enhances the unique characteristics of the community. We are a commercial fishing community. Much of our economy is based directly on the commercial fishing industry and indirectly on tourists who visit the harbor to watch the fishing industry.

### (3) Section C: Addressing Climate Change and Environmental Justice Impacts

The proposed project incorporates considerations of climate change in the construction and in project delivery through incorporation of specific design elements to address climate change impacts and improve the resilience of infrastructure.

CCHD wants the PIDP activities to result in construction of a seawall designed to withstand 50-year tsunami events.

The project incorporates resiliency, disaster preparedness and mitigation and will be constructed consistent with the Federal Flood Risk Management Standard.

The project is incorporated in two climate action plans, Climate Change and Stormwater Management Plan and the Crescent City Harbor District Sea-Level Rise Assessment.

An equitable development plan has not been prepared. However, the results of planning tools will be incorporated into the project through the public hearing process and the project bid documents.

There has been public involvement in this process and there will continue to be meaningful engagement of the community affected by this project.

Protecting the environment is an explicit project purpose of this construction project.

The Crescent City Harbor District has previously undertaken climate actions including installing solar panels throughout the harbor, installing energy efficiency lighting throughout the harbor and is investigating wind energy options.

In addition, proactively addressing the repair and replacement of Citizen's Dock infrastructure prevents environmental damage to fish and sea life, include crustacean habitat, which would be covered by debris if the seawall was to fail. Recovering from failure of infrastructure would require dredging the material out of the harbor. However, there are currently no local permitted sites for dredge materials.

In the design of the seafood packing and trucking area, the CCHD plans to incorporate electrification for EV truck infrastructure to reduce air pollution and greenhouse gas emissions from transportation that is idling to run refrigerants during the hours the seafood is being loaded into refrigerant trucks before it leaves the harbor on its way to market. This project element would meet the California Air Resources Board proposed zero-emission options for trailers.

CCHD will pursue construction consistent with the Federal Flood Risk Management Standard, and incorporate lower-carbon pavement and construction materials. A redesign of this area would also support fiscally responsible land use and transportation efficient design as the area is currently not well designed creating very inefficient use of the area and problems with ingress and egress of semi-trucks.



#### (4) Section D: Advancing Equity and Opportunity for All

This project advances equity and opportunity for all and promotes workforce opportunities.

No private parties have yet been chosen to participate in the project. Once awarded grant funds, the CCHD will ensure that local business, disadvantaged community members and Disadvantaged Business Enterprises will have the opportunity to respond to the RFPs and bids for the development and construction of this project.

As part of the construction project, CCHD will work to incorporate private sector entities, particularly Disadvantaged Business Enterprises.

In addition, as completion of this project increases business opportunities in the Harbor, we will work with local community and development agencies to ensure that Disadvantaged Business Enterprises have opportunities to do more business in the harbor.

The Census Tract that the harbor is in has a median household income of approximately \$42,000, which is 47% lower than the median household income for the state of California of \$80,000.

The percentage of households below the poverty line in this Tract is 30%, which is 18% higher than the rate for the state of California of 12%. And it has a median home value of approximately \$190,000, which is 67% lower than the median home value for the state of California of \$570,000.

Creating jobs for local workers will be included in the bid documents released for this project.

In addition, when the construction projects go out to bid the CCHD will require implementation of local hire agreements and the use of registered apprenticeships by contractors and subcontractors on the projects. The CCHD has a history of supporting unions. Our maintenance workers are all members of the United Brotherhood of Carpenters Local Union 751.

#### (5) Section E: Leveraging Federal Funding to Attract Non-Federal Sources of Infrastructure Investment

The CCHD will leverage Federal Funding by bringing in 20% of the project costs from its revenue and tax sources.

## Section V: Project Readiness

### Project Schedule

#	ACTIVITY	START MONTH	DURATION (MONTHS)	END MONTH
1	Meet with DOT, and other Federal, State and Local Agencies and community stakeholders at the start of the process to get input on potential repair/replacement projects, ensuring project process meets all applicable Federal requirements and meets any and all Federal transportation requirements.	1	2	2
2	Hold public involvement meetings, which will continue throughout the project.	1	30	32
3	Complete final technical and engineering design of the seawall project.	2	2	3
4	Finalize project costs. Review costs with DOT.	4	1	4
5	Complete NEPA process.	4	3	6
6	Secure all state and local approvals and construction permits.	6	4	9
7	Prepare final construction bid packages.	9	2	10
8	Release the construction bid package and advertise project and bid construction availability.	11	2	32
9	Receive bid responses. Review bid responses for inclusion of all required submission documents and requirements. Review bid responses with DOT and key stakeholders to ensure they comply with applicable Federal requirements.	13	1	13
10	Review past performance of bid responders, meet with responders to answer technical questions, bid items, etc.	13	1	13
11	CCHD holds public meeting and Award bids.	14	1	14
12	Finalize and sign all project partnership and implementation agreements.	15	2	16
13	Hold pre-construction meetings and job construction meetings every two weeks and as needed during the project.	17		32
14	Construction Oversight	17		32
15	Construct a new seawall which will withstand 50-year tsunami event tidal surges and other climate related natural hazards. Ensure all materials meet domestic preference requirements.	18	6	23
16	Demolition of the existing seawall.			
17	Demolition of the existing hoist which is atop the current seawall.			
18	Remove the asphalt/cement parking layer of the land behind the seawall.	24	4	27
19	Refill that area to replace the dirt, rocks, and fill that have washed out of it.			
20	Apply new asphalt to that area and seal the asphalt.			
21	Redesign the truck parking and seafood packing area to increase the number of trucks the area can hold.	26	2	27
22	Install EV infrastructure to power the cold storage trailers eliminating truck idling which is the current situation.	26	2	27
23	Install two new hoists to improve movement of goods in the port.	28	1	28
24	Perform Construction Project Close-Out Phase activities.	28	3	30
25	Perform PIDP Construction Grant Closeout activities.	30	3	32

## (2) Project Schedule Narration

The Project Schedule shows each Project Activity, the month we will start it, how many months it will take, and the month it will be completed.

The CCHD is ready to undertake the design and permit process as soon as construction financing is available.

The design and process is expected to take 24-36 months. We describe in the Technical Capacity section how we are mitigating risk on this design and permit process.

We have applied for a grant from Cal OES and FEMA for the design and permitting work and expect to hear back on that application prior to hearing back on this grant.

If that grant is not funded and CCHD is awarded PIDP construction funds, CCHD will finance the design and permit process from its own funds.

Among the preliminary work completed to date is survey of work area.

## (3) Technical Capacity

The applicant has experience working with Federal agencies, previous experience with Federal grant funded construction projects, has the technical experience and resources dedicated to the project, has the technical capacity to implement the project based on experience, and has an understanding of Federal requirements.

Applicants and current applicant employees have undertaken and successfully completed numerous Federal funded projects in the past.

In similar projects in the past, CCHD and current employees working with other ports and government entities, have hired key project consultants, engineers and designers to successfully implement construction grants and studies. We will be undertaking similar processes in the PIDP construction project.

CCHD and current employees have project managed similar port construction project. They have undertaken all the tasks in the scopes of work on numerous occasions and for federal projects.

They have experienced managing grants, payments, draws, tracking and reporting.

This project is feasible as construction of seawalls are common in all ports. Many companies have experience constructing seawalls. In the bid process, the CCHD will seek responders with experience constructing seawalls.

The project schedule is based on other seawall construction projects reviewed by applicant.

Throughout the process, applicant will work with Federal agencies to ensure design and construction will comply with applicable Federal requirements. The CCHD will also work with all of the local agencies on development, design and permitting of the project.

The project is part of an ongoing planning effort at the local and State level to mitigate ports from the impacts of climate change. The seawall project is the key transportation infrastructure investment being pursued by CCHD and is supported by all of the other local governments.

The project is included in a local freight plan: The Del Norte Local Transportation Commission Local Transportation Plan.

It is also included in the CCHD Strategic Plan and Del Norte County Comprehensive Economic Development Strategic Plan; the Climate Change and Stormwater Management Plan; Del Norte County Operational Area Hazard Mitigation Plan; Crescent City Harbor District Sea-Level Rise Assessment; and the Crescent City Harbor Coastal Land Use Plan.

#### (4) Environmental Risk

Applicant is confident that the project will receive environmental approvals and all permits and approvals allowing the construction project to proceed.

The repair and replacement of the seawall and its key elements is anticipated to take place in the same footprint as the existing infrastructure. Given this, we are anticipating the permitting process will result in a Finding of No Significant Impact.

Applicant has applied for grant funds to undertake NEPA review. If this project is funded, and that grant is not funded, the applicant will fund the first part of the NEPA process and use the PIDP funds to complete the process.

We anticipate completion of all environmental plan milestones in a timely manner. We estimate final NEPA determination will take approximately 9 months.

Applicant has performed previous construction projects in the harbor and has experience getting all environmental approvals and permits for the construction of those projects. In each of those projects, no unusual environmental issues arose, nor were there any delays in permitting approval.

The CCHD anticipates receipt of all environmental approvals and permits necessary for the project to proceed to construction within the project schedule and the PIDP award schedule.

- i. Information on reviews, approvals, and permits by other agencies.

This project is still in the planning stages and has not applied for local approvals for construction. The CCHD will apply for permits and approvals prior to construction.

The CCHD has met with local agencies to discuss this project. Applicant will continue meeting with all local, state and federal agencies which will be reviewing project and permitting documents throughout this process.

CCHD will consult with DOT to determine any and all Federal transportation requirements that may impact this project.

The CCHD owns all the project construction area, no right-of-way acquisition is necessary.

#### (5) Public Engagement

Discussion about repair/replacement of Harbor infrastructure has been a large part of local public meetings and workshops for the past 10 years. Concerns about the condition of harbor transportation and safety infrastructure have been identified at public workshops as the number one threat facing the harbor.

CCHD will solicit public involvement throughout the construction process. We will engage all community and harbor users including environmental justice communities and disadvantaged communities.

The CCHD holds two public meetings a month. During projects, the District holds public workshops and scoping sessions. CCHD will undertake that process for this project.

#### (6) Risk Mitigation

The Harbor District has planned for this project for multiple years and have considered achievable risk mitigation strategies in design of the project.

The following are risks related to project readiness and the risk mitigation strategy.

1) Permitting and planning not completed in a timely manner – CCHD has applied for grant funds to do the planning and permitting of the project. If grant funding is not available, CCHD will fund those elements themselves.

2) Environmental approvals delayed by environmental issues - Flora and Fauna in the harbor are well documented and there does not appear to be any environmental issues that would delay this project.

3) Technical challenges in design - The design of seawalls are common place in ports. We plan to use design of seawalls that can be completed on schedule and within budget.

4) Procurement delays, - During the design process, CCHD will make sure the materials to be used in the construction of the project are available.

5) Potential increases in project costs – Costs for labor and material just increased fairly significantly, The budget contained in this project incorporates those cost increases.

6) Construction delay caused by seawall collapsing during construction – Construction of the new seawall will take place from the water side of the seawall. The CCHD has already surveyed the water side of the seawall in preparation of these activities.

7) Construction delay caused by unforeseen circumstances – every major construction project has unforeseen circumstances which impact it. Project applicant team has experience with construction projects and will stay on top of the process and deal with issues as they arise.

## Section VI: Domestic Preference

CCHD will ensure that the project complies with PIDP's domestic content requirements' All iron, steel, manufactured products, and construction materials to be used in the project are produced in the United States. In addition, the pieces of heavy equipment will be sourced domestically and produced in the United States.

All project bid documents will include the requirements that construction materials are produced in the United States.

Throughout the construction process, prior to each material order, CCHD team will review the materials order and require the vendors to show documentation the construction materials to be used in the project are produced in the U.S.

## Section VII: Determinations

### **1.The project improves the safety, efficiency, or reliability of the movement of goods through a port or intermodal connection to the port.**

The replacement of the seawall and its related infrastructure will improve the safety, efficiency, or reliability of the movement of goods through the port. The specific elements of the project are described in other sections of the narrative.

### **2. The Project is cost effective.**

The is a project in a small port and this determination is not applicable to small projects.

### **3.The eligible applicant has the authority to carry out the project.**

The Crescent City Harbor District has the authority to carry out the project. CCHD is an eligible applicant and is the government in control of the property where the grant funds will be spent.

The Crescent City Harbor District is a political subdivision of the State of California. The CCHD is governed by a five-member Board of Commissioners who are elected by voters throughout Del Norte County. The Board of Commissioners serve four-year terms and appoint the Harbormaster who oversees the day-to-day operations and staff.

### **4. The eligible applicant has sufficient funding available to meet the matching requirements.**

The Crescent City Harbor District has funding sources to meet the matching requirements. The sources are stable and dependable.

The matching funds will be available and committed by resolution prior to obligation of the Federal funds.

### **5. The project will be completed without unreasonable delay.**

Please provide expected obligation date and construction start date, referencing project budget and schedule as needed. If the project has multiple independent components, or will be obligated and constructed in multiple phases, please provide sufficient information to show that each component meets this requirement. DOT will base its determination on the project risk rating assessed as part of the evaluation of the Project Readiness criterion.

### **6. The project cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor.**

This project cannot be completed without federal funds. At this time the CCHD has no other funding options for this project.

Without federal funds the seawall may collapse anytime in the near future. Failure of the seawall would endanger the safety of all harbor users and critically damage fish and animal, result in the commercial fishing fleet being unable to use the harbor, causing job loss throughout the commercial fishing industry and in the businesses and services which support the commercial fleet.

Failure would irreparably damage the financial health of the Crescent City Harbor District. And, as the Harbor is the economic engine for the community, seawall failure would also severely damage the financial health of Crescent City and Del Norte County.

## Section VIII: Photos of Project Area

### Citizens Dock Seawall; Parking and loading area for the long-haul trucks





Long shot of entire Seawall



Top of Seawall, Hoist and Approach Trestle to Citizens Dock



**Citizen's Dock Road, Approach Trestle and Citizen's Dock in the distance**



**Harbor District Office and Parking and loading area for the long-haul trucks**





## Application for Federal Assistance SF-424

<b>* 1. Type of Submission:</b> <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		<b>* 2. Type of Application:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		<b>* If Revision, select appropriate letter(s):</b> <input type="text"/> <b>* Other (Specify):</b> <input type="text"/>	
<b>* 3. Date Received:</b> 05/12/2022		<b>4. Applicant Identifier:</b> J2TBA1ALH3Q6			
<b>5a. Federal Entity Identifier:</b> <input type="text"/>			<b>5b. Federal Award Identifier:</b> <input type="text"/>		
<b>State Use Only:</b>					
<b>6. Date Received by State:</b> <input type="text"/>		<b>7. State Application Identifier:</b> <input type="text"/>			
<b>8. APPLICANT INFORMATION:</b>					
<b>* a. Legal Name:</b> Crescent City Harbor District					
<b>* b. Employer/Taxpayer Identification Number (EIN/TIN):</b> (b)(4)			<b>* c. UEI:</b> (b)(4)		
<b>d. Address:</b>					
<b>* Street1:</b>		101 Citizen's Dock Road			
<b>Street2:</b>		<input type="text"/>			
<b>* City:</b>		Crescent City			
<b>County/Parish:</b>		Del Norte			
<b>* State:</b>		CA: California			
<b>Province:</b>		<input type="text"/>			
<b>* Country:</b>		USA: UNITED STATES			
<b>* Zip / Postal Code:</b>		95531-4435			
<b>e. Organizational Unit:</b>					
<b>Department Name:</b> <input type="text"/>			<b>Division Name:</b> <input type="text"/>		
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>					
<b>Prefix:</b> Mr.		<b>* First Name:</b> Tim			
<b>Middle Name:</b>		<input type="text"/>			
<b>* Last Name:</b>		Petrick			
<b>Suffix:</b>		<input type="text"/>			
<b>Title:</b>		CEO/Harbormaster			
<b>Organizational Affiliation:</b> <input type="text"/>					
<b>* Telephone Number:</b> 707-464-6174			<b>Fax Number:</b> <input type="text"/>		
<b>* Email:</b> tpetrick@cccharbor.com					

## Application for Federal Assistance SF-424

### \* 9. Type of Applicant 1: Select Applicant Type:

D: Special District Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

### \* 10. Name of Federal Agency:

Maritime Administration

### 11. Catalog of Federal Domestic Assistance Number:

20.823

CFDA Title:

Port Infrastructure Development Program

### \* 12. Funding Opportunity Number:

MA-PID-22-001

\* Title:

2022 Port Infrastructure Development Program Grants

### 13. Competition Identification Number:

Title:

### 14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

### \* 15. Descriptive Title of Applicant's Project:

Crescent City Harbor District Seawall Replacement Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424****16. Congressional Districts Of:**

\* a. Applicant

2

\* b. Program/Project

2

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

09/01/2022

\* b. End Date:

08/30/2027

**18. Estimated Funding (\$):**

* a. Federal	7,366,565.60
* b. Applicant	1,841,641.40
* c. State	0.00
* d. Local	0.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	9,208,207.00

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☐ a. This application was made available to the State under the Executive Order 12372 Process for review on☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☒ c. Program is not covered by E.O. 12372.**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ \*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:

Mr.

\* First Name:

Tim

Middle Name:

\* Last Name:

Petrick

Suffix:

\* Title:

CEO/Harbor Master

\* Telephone Number:

707 464-6174

Fax Number:

\* Email:

tpetrick@ccharbor.com

\* Signature of Authorized Representative:

Timothy Petrick

\* Date Signed:

05/12/2022

# DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013

Expiration Date: 02/28/2025

<b>1. * Type of Federal Action:</b> <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	<b>2. * Status of Federal Action:</b> <input type="checkbox"/> a. bid/offer/application <input checked="" type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	<b>3. * Report Type:</b> <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
<b>4. Name and Address of Reporting Entity:</b> <input checked="" type="checkbox"/> Prime <input type="checkbox"/> SubAwardee * Name <input type="text" value="Crescent City Harbor District"/> * Street 1 <input type="text" value="101 Citizens Dock Road"/> Street 2 <input type="text"/> * City <input type="text" value="Crescent City"/> State <input type="text" value="CA: California"/> Zip <input type="text" value="95531-4435"/> Congressional District, if known: <input type="text"/>		
<b>5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:</b>     		
<b>6. * Federal Department/Agency:</b> <input type="text" value="Department of Transportation"/>		<b>7. * Federal Program Name/Description:</b> <input type="text" value="Port Infrastructure Development Program"/> CFDA Number, if applicable: <input type="text" value="20.823"/>
<b>8. Federal Action Number, if known:</b> <input type="text"/>		<b>9. Award Amount, if known:</b> \$ <input type="text"/>
<b>10. a. Name and Address of Lobbying Registrant:</b> Prefix <input type="text"/> * First Name <input type="text" value="NONE"/> Middle Name <input type="text"/> * Last Name <input type="text" value="NONE"/> Suffix <input type="text"/> * Street 1 <input type="text" value="101 Citizens Dock Road"/> Street 2 <input type="text"/> * City <input type="text" value="Crescent City"/> State <input type="text" value="CA: California"/> Zip <input type="text" value="95531-4435"/>		
<b>b. Individual Performing Services</b> (including address if different from No. 10a) Prefix <input type="text"/> * First Name <input type="text" value="NONE"/> Middle Name <input type="text"/> * Last Name <input type="text" value="NONE"/> Suffix <input type="text"/> * Street 1 <input type="text" value="101 Citizen's Dock Road"/> Street 2 <input type="text"/> * City <input type="text" value="Crescent City"/> State <input type="text" value="CA: California"/> Zip <input type="text" value="95531-4435"/>		
<b>11.</b> Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.  * Signature: <input type="text" value="Timothy Petrick"/> * Name: Prefix <input type="text" value="Mr."/> * First Name <input type="text" value="Tim"/> Middle Name <input type="text"/> * Last Name <input type="text" value="Petrick"/> Suffix <input type="text"/> Title: <input type="text" value="CEO/Harbormaster"/> Telephone No.: <input type="text" value="707 464-6174"/> Date: <input type="text" value="05/12/2022"/>		
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