

<b>DOCKETED</b>	
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<b>Project Title:</b>	Prop 4 Offshore Wind Ports Development Program
<b>TN #:</b>	270186
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*Comment Received From: Rob Holmlund  
Submitted On: 5/22/2026  
Docket Number: 26-POPD-01*

**Humboldt Bay Harbor District Comments on the Proposition 4  
Offshore Wind Ports Development Program (POPD) Docket No 26-  
POPD-01**

Attached

*Additional submitted attachment is included below.*

**COMMISSIONERS**

1<sup>st</sup> Division: Aaron Newman  
2<sup>nd</sup> Division: Greg Dale  
3<sup>rd</sup> Division: Stephen Kullmann  
4<sup>th</sup> Division: Craig Benson  
5<sup>th</sup> Division: Jack Norton

**Humboldt Bay Harbor,  
Recreation and Conservation District**  
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P.O. Box 1030  
Eureka, California 95502-1030



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**Date: 5/22/26**

**To: California Energy Commission**

Docket No. 26-POPD-01  
715 P Street  
Sacramento, CA 95814

**Cc: Harbor District Board Members**

**Chris Mikkelsen, Executive Director, Harbor District**

**From: Rob Holmlund, Harbor District**

**Re: Humboldt Bay Harbor, Recreation, and Conservation District (HBHRCD)  
Comments on the Proposition 4 Offshore Wind Ports Development Program  
(POPD) Docket No. 26-POPD-01**

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Dear Commissioners,

The Humboldt Bay Harbor, Recreation, and Conservation District appreciates the opportunity to provide comments regarding the California Energy Commission's Proposition 4 Offshore Wind Ports Development Program (POPD). The District encourages the State to continue its commitment to a multiport strategy for offshore wind. No single port is capable of hosting the scope or scale of new development that will be required to manufacture, stage, assemble, and service the volume of offshore wind generators required to achieve the State's renewable energy goals. Staging & Integration (S&I) port terminals, like those planned by Humboldt Bay Harbor District and the Port of Long Beach, will serve an especially critical role. The State has recognized this in several studies and in the language of Proposition 4.

Regarding Prop 4, the District encourages the State to:

- Continue its commitment to a multiport strategy for offshore wind.
- Continue to invest in, support, and encourage robust community engagement.
- Allow Prop 4 funds to be utilized for:
  - Immediate and near-term expenditures, including design and offsite mitigation.
  - Land acquisition as needed to implement needed port terminal projects, including offsite mitigation.
  - Site remediation and environmental contamination clean up, both at marine port terminal sites and the mitigation sub-projects required to meet regulatory requirements.
  - Green terminal and zero/low-emission technologies.
  - The construction of ecological restoration projects that can serve as mitigation for the impacts of constructing marine port terminals.
  - Funding a range of community benefits as needed to implement port terminal projects, including community benefit sub-projects, related community amenities, and relevant investments in local Tribes.

- Community benefit programs established to support aquaculture businesses, nearby residents, Tribes, and recreational users of the bay.
- Building/enhancing Tribal and community capacity.
- Port terminal site preparation, such as access roads, utility connections, and ground improvements.
- Allow ports to be flexible with the utilization of Prop 4 funds, trusting that our objectives are to enable the State to achieve its offshore wind and renewable energy goals.

To date, the Humboldt Bay Harbor District has received over \$28M in funding from the State to design and permit a 180-acre Staging & Integration Heavy Lift Multipurpose Marine Terminal to advance the commercialization of offshore wind. Thanks to those funds, the District initiated a robust community engagement campaign, including the establishment of seven distinct community advisory committees consisting of representatives from aquaculture, nearby residents, fishing, recreation, green terminal, environmental justice, environmental advocacy, and others. Active engagement with seven Federally-recognized Tribal governments is also underway. Funding from the State has also allowed the project to make significant progress towards the completion of field studies, 30% design, CEQA, and permits. The District has publicly announced the intention to bring a CEQA Draft Environmental Impact Report (DEIR) before its elected Board in April of 2027. Unfortunately, the current Federal Administration recently rescinded over \$430M of federal grants that had been awarded to the District by the Biden Administration. Given all of these factors, the timing is ideal to utilize Prop 4 funds for the next several stages of the project.

Humboldt Bay is ready to implement Prop 4 funds, is in a geographically strategic location, and is in need of the economic and employment boosts that will follow the State's investment in offshore wind port infrastructure. The project site is a largely-vacant former marine industrial site that is in need of cleanup. The project is at a key stage in permitting and is ready for the next level of investment. The project also aligns with AB 525, Prop 4, and the interests of many local community groups. Humboldt Bay is uniquely positioned to deliver immediate, high-value returns. The District's strategy makes immediate use of Prop 4 funds, with the objective of utilizing those funds rapidly to ensure the site is ready to serve as a West Coast Staging & Integration site in the early 2030s. As the only California port adjacent to an active federal offshore wind lease area and the only California port north of Los Angeles capable of conducting Staging & Integration for offshore wind, Humboldt Bay represents a critical link in the state's renewable energy goals. By further investing in Humboldt Bay, the state can ensure that California is fully ready when industry demand peaks later this decade.

Thank you for leading us towards a future of renewable energy.

Sincerely,



Rob Holmlund  
Development Director

