

PROJECTED SOFT COST EXPENDITURES FOR THE HUMBOLDT BAY HEAVY LIFT MARINE TERMINAL PROJECT

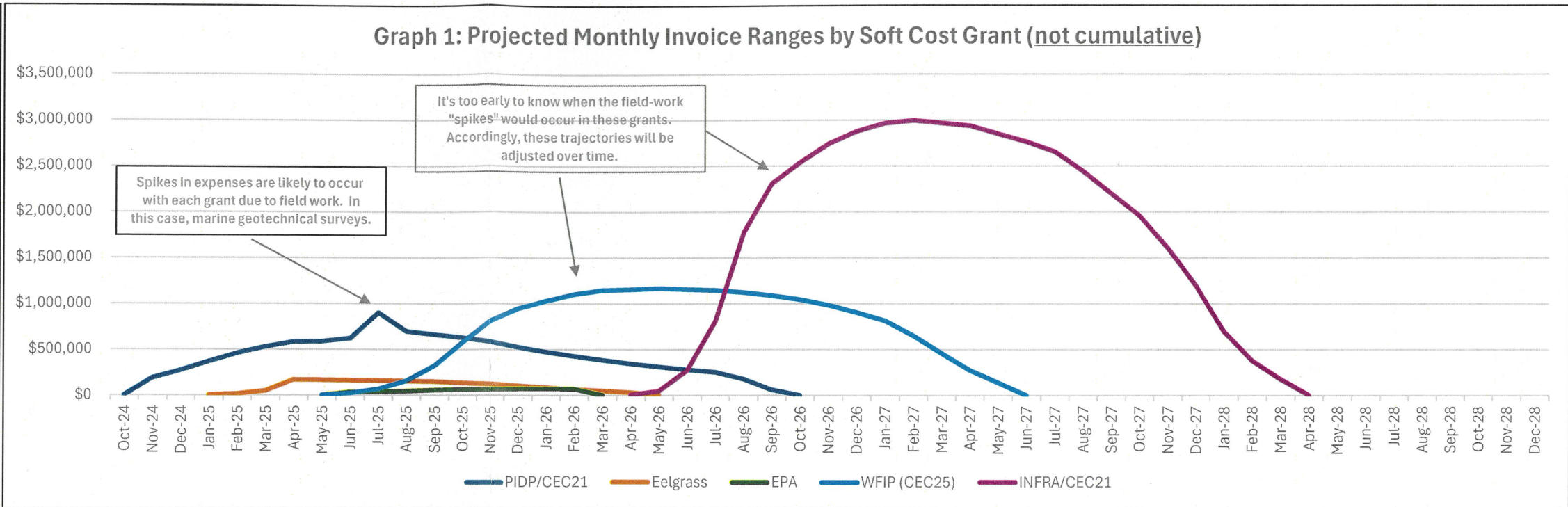
OVERALL SUMMARY

The Harbor District is actively managing six distinct grants associated with the Humboldt Bay Heavy Lift Marine Terminal project. The first grant (CEC21) is used to enhance two of the other grants and is billed concurrently with those. Each of the six grants has different total budgets and different start/end dates. The purpose of this dashboard is to estimate the trajectory of grant expenditures over the coming three years to determine cashflow needs. The contents of this dashboard are rough estimates and subject to change.

Grants	CEC 21	PIDP	Eelgrass Mitigation	EPA Phase 1/2	WFIP (CEC 2025)	INFRA
Funding agency	California Energy Commission	MARAD (Fed DOT)	Caltrans	Federal EPA	California Energy Commission	MARAD (Fed DOT)
Total value (soft)	\$10,450,000	\$8,672,986	\$1,500,000	\$500,000	\$18,250,00	\$426,000,000
Due date						
Purposes	Studies, Permits, Design	Studies, Permits, Design	Studies, Permits, Design	Studies, Sampling	Studies, Design, Engagement	Studies, Design, Construction
Notes	Match to PIDP and INFRA	\$10,997,000 w/ CEC match				Soft costs = \$44,000,000

Summary of Graph 1

Graph 1 displays the projected monthly invoices that the District is likely to receive from consultants associated with each of the six grants. The graph emphasizes how each of the grants overlap with one another in their start and end dates. Note that each grant's peak monthly expenditures occur at different times.



Projected Peak Monthly Expenditure and Month of Peak Expenditure

PIDP (and portion of CEC21):	\$900,946	July 2025
Eelgrass:	\$165,750	April 2025
EPA:	\$71,500	December 2025
WFIP (CEC25):	\$1,167,142	May 2026
INFRA (and portion of CEC21):	\$2,992,961	February 2027

Summary of Graph 2

Graph 2 displays the cumulative cashflow demand from all grants. This establishes the estimated total peak cashflow demand, which presumptively occurs at around \$3,750,000 in late 2026 and early 2027. Through 2025 and early 2026, the estimated peak is around \$1,600,000. The start date and overall schedule of each grant is affected by the others, so a delay early in the sequence could cascade into the future. Such a cascading schedule delay would likely flatten the peak cashflow demands. It is unlikely (and not projected) that all of the grants would be active simultaneously. Though, four of the grants will likely be concurrently active and billing from mid-2025 through mid-2026.

