

**BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA**

Certified copy of portion of proceedings, Meeting of December 16, 2025

RESOLUTION NO. 25-\_\_\_\_\_

**RESOLUTION BY THE BOARD OF SUPERVISORS OF THE COUNTY OF HUMBOLDT MAKING THE REQUIRED FINDINGS FOR CERTIFICATION OF THE EIR FOR ADOPTION OF THE HUMBOLDT REGIONAL CLIMATE ACTION PLAN, CERTIFYING THE EIR, ADOPTING STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING THE MITIGATION, MONITORING, AND REPORTING PROGRAM**

**NOW, THEREFORE BE IT RESOLVED THAT THE BOARD OF SUPERVISORS MAKES THE FOLLOWING REQUIRED FINDINGS OF APPROVAL:**

**Required Findings of Approval**

**CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

**1. FINDING:** The County of Humboldt has completed a Programmatic Environmental Impact Report (EIR) analyzing the environmental effects of implementing the Humboldt Regional Climate Action Plan (RCAP) and the Humboldt California Environmental Quality Act (CEQA) Greenhouse Gas (GHG) Emissions Thresholds in compliance with CEQA.

- EVIDENCE:**
- a) CEQA requires preparation of an EIR if there is substantial evidence in light of the whole record that the project may have a significant effect on the environment.
  - b) A Notice of Preparation (NOP) was filed with the State Clearinghouse on August 30, 2024, in accordance with CEQA Guidelines Section 15082. The NOP was posted at the County Recorder's office; uploaded to the County website; sent to interested parties; and circulated through the State Clearinghouse (SCH#2024081319). The NOP was circulated for a period of 30 days, ending on September 30, 2024.
  - c) Pursuant to CEQA Guidelines Section 15083, prior to completing the DEIR, the County of Humboldt held a hybrid scoping meeting on September 17, 2024, at the Humboldt County Agricultural Center and on Zoom to solicit input from the regulatory agencies and public. Appendix A of the DEIR includes the NOP, written comments in response to the NOP, and a summary of the comments received during the scoping meeting.
  - d) The DEIR was completed and circulated for public review from

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February 18, 2025, to April 5, 2025 (SCH#:2024081319), a 45-day review period, in compliance with CEQA Guidelines Section 15105; a Notice of Availability of the DEIR was posted at the County Recorder's office; uploaded to the County website; sent to interested parties; and published in the Times Standard on February 18, 2025.

- e) While there is no direct development contemplated in the RCAP, development could occur to implement the RCAP. Some projects promoted by the RCAP include new electricity infrastructure, renewable energy projects, renewable fuel production, organic waste processing, and recycled water facilities. The potential impacts that could be identified associated with these projects have been analyzed, potential impacts identified and mitigation measures adopted.
- f) The DEIR evaluated GHG emissions thresholds that were calculated to achieve 2030 targets using the Association of Environmental Planners (AEP) accepted guidance for establishing GHG emissions efficiency thresholds. As there are no changes to Land Use or Zoning and no development is approved with adoption of thresholds of significance, there are no impacts from adopting GHG emissions thresholds.
- g) All environmental issues under CEQA associated with adoption and implementation of the RCAP and CEQA GHG Emissions Thresholds were analyzed in the EIR.
- h) All project changes required to avoid significant effects on the environment will be incorporated into future RCAP implementation projects.
- i) A Mitigation Monitoring and Reporting Plan has been prepared in accordance with Humboldt County regulations and is designed to ensure compliance during project implementation and is recommended to be adopted in conjunction with project approval.
- j) The County prepared a Final EIR consisting of the Draft EIR, a list of people and organizations commenting on the DEIR, Comments and Responses to Comments made on the DEIR, and changes made to the Draft EIR (including an Erratum) resulting from response to comments.

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- k) The County received five comments on the DEIR and prepared a Final EIR (FEIR). The FEIR considered the comments received during the public review period for the DEIR and provided appropriate responses. The FEIR was released to the public, uploaded on the County's website and sent to all commentors on October 3, 2025.
- l) The Final EIR was presented to the Board of Supervisors for review and consideration prior to the Board taking action on the project.
- m) The Humboldt County Planning and Building Department, located at 3015 H Street, Eureka, CA 95501 is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to certify the EIR is based.

**2. FINDING:** The Final EIR reflects the County of Humboldt's independent judgment and analysis.

- EVIDENCE:**
- a) The EIR (DEIR/FEIR) was prepared by Rincon Consultant's under contract to the County of Humboldt.
  - b) All portions of the DEIR/FEIR were either reviewed by or prepared by County staff prior to release of the DEIR/FEIR for public review.
  - c) The Planning Commission reviewed and considered the FEIR and the information presented in the record relative to the FEIR and considered the public comment on the FEIR prior to recommending the Board of Supervisors Certify the FEIR.
  - d) The Board of Supervisors reviewed and considered the FEIR and the information presented in the record relative to the FEIR and considered the public comment on the FEIR prior to certification of the FEIR.

**3. FINDING:** To address minor areas of concern, an Erratum has been prepared to correct GHG emissions thresholds in the project description of the EIR to reflect those analyzed throughout the EIR and to address state CEQA exemptions related to development of sustainable transportation projects in mitigation measure NOI-2 related to groundborne vibration impacts to surrounding land uses. These are

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minor clarifications and in no way affect the analysis in the DEIR.

- EVIDENCE:**
- a) The per capita emissions figures used in Table 2-7 of the EIR were recommended as part of the Thresholds and Guidelines document but do not reflect the RCAP or the analysis of the RCAP in the DEIR.
  - b) The CEQA Greenhouse Gas Emissions Thresholds and Guidance document identified emissions thresholds consistent with the RCAP 2030 target, but this would result in higher GHG emissions from development than is necessary with existing development techniques.
  - c) The Table in the project description is modified in the Errata to reflect an emissions threshold consistent with the RCAP. This change reflects the analysis in the EIR.
  - d) Mitigation Measure NOI-2 was written to address ground borne vibration during construction of new infrastructure which could affect nearby land uses.
  - e) Senate Bill 71 was signed into law after completion of the FEIR that extended exemptions for sustainable Transportation projects.
  - f) It is appropriate to make a small change in mitigation measure NOI-2 to reflect there could be circumstances when the mitigation measure is superseded by state law.

- 4. FINDING:** RECIRCULATION OF THE DEIR IS NOT REQUIRED. No new information was included in the FEIR as part of responding to the comments on the DEIR. The only minor change to the DEIR was in the project description to reflect that the definition of urban and rural had been refined.

- EVIDENCE:**
- a) The FEIR does not present any new information related to environmental impacts.
  - b) The change refinement of definition of urban and rural as part of the RCAP did not have any effect on any potential environmental impacts.
  - c) The refinement in definition was to an accepted definition from the U.S. Census Bureau.

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**5. FINDING:** EIR - ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT – NO MITIGATION REQUIRED (specific resource impact categories are shown in parentheses) The following impacts have been found to be less than significant, and mitigation is not required to reduce future RCAP-related project impacts: Agricultural and Forestry Resources (forest land conversion), Air Quality (air quality plans and odors), Biological Resources (protection policies and conservation plans), Cultural and Tribal Cultural Resources (human remains disturbance), Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise (airport noise), Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems (water supply, wastewater treatment, and solid waste), and Wildfire.

**EVIDENCE:** a) Agricultural and Forestry Resources: The RCAP includes measures that promote the conservation of forest land and timberland. Additionally, infrastructure facilitated by the RCAP would not be anticipated to result in the conversion of forest land nor conflict with existing zoning for forestry or timberland use.

b) Air Quality: The RCAP includes measures that would reduce air pollutant emissions from the energy and transportation sectors and would be consistent with applicable air quality plans. Projects under the RCAP would not create objectionable odors that could adversely affect a substantial number of people.

c) Biological Resources: Infrastructure facilitated by the RCAP would be required to conform with applicable local policies and ordinances protecting biological resources. The RCAP would not conflict with an adopted or approved local, regional, federal, or State habitat conservation plan. Any future RCAP related infrastructure projects occurring within an adopted or approved local, regional, federal, or State habitat conservation plan would be required to comply with the applicable plan's requirements.

d) Cultural and Tribal Cultural Resources: The discovery of human remains is always a possibility during ground-disturbing activities. Ground disturbance associated with development carried out under

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the RCAP may disturb or damage known or unknown human remains. This impact would be less than significant with adherence to existing regulations for inadvertent discover protocol.

- e) Energy: The RCAP would implement GHG reduction strategies that would promote greater overall energy efficiency. Wasteful, inefficient, or unnecessary consumption of energy would not occur. The RCAP would be consistent with applicable energy efficiency and renewable energy goals and regulations, including relevant provisions of California Energy Code Title 24 and CALGreen.
- f) Geology and Soils: Future RCAP-related projects would be required to comply with California Building Code (CBC) and be required to implement appropriate Best Management Practices and comply with the Humboldt LID Stormwater Manual and the Construction General Permit Order 2009-0009-DWQ of the State Water Resources Control Board, as applicable, as well as general plan policies, zoning regulations, and design and construction standards.
- g) Greenhouse Gas Emissions: Implementation of the RCAP would not generate GHG emissions in a manner that would have a significant impact on the environment through 2030. The RCAP would support applicable plans, policies, and regulations intended to reduce emissions of GHGs.
- h) Hazards and Hazardous Materials: Future RCAP projects would be required to comply with all local, State, and federal regulations regarding hazards and hazardous materials. Furthermore, the RCAP would not include future projects, and land uses that would interfere with emergency response and evacuation plans during operation.
- i) Hydrology and Water Quality: All projects facilitated by the RCAP would be required to comply with all applicable federal, State, and local regulations to ensure that potential hydrology and water quality impacts of construction or operation of future projects facilitated by the RCAP would be less than significant. Additionally, the RCAP includes Measure WW-2 that seeks to decrease community water use by promoting water efficiency retrofits, sustainable landscaping, efficient landscaping irrigation, and increased recycled water production and use. As such, the RCAP is anticipated to reduce the

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use of water, including groundwater supplies.

- j) Land Use and Planning: Implementation of the RCAP would not physically divide an established community. No impact would occur. The RCAP would be consistent with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect.
- k) Mineral Resources: The RCAP is a policy document to reduce GHG emissions in Humboldt and would not result in extraction or use of mineral resources. In addition, goals, policies, and implementation measures included in the general plan facilitate the continued operation of local mining sites and protection of mineral resource areas from incompatible land uses and, thus, prevent loss of availability of known and locally important mineral resources.
- l) Noise: Project and infrastructure facilitated by the RCAP may experience increased noise levels from nearby airports. Airports in the plan area have generally minor noise contours; in addition, construction contractors and maintenance employers would be required to comply with Cal OSHA noise regulations. Construction workers and maintenance employees would not be exposed to excessive noise levels from aircraft noise.
- m) Population and Housing: Implementation of the RCAP would not result in substantial unplanned population growth in Humboldt or the displacement of people or housing.
- n) Public Services: The RCAP would not result in new habitable development requiring the provision or expansion of public services. Rather, the RCAP would promote improvements and infrastructure such as renewable energy, renewable fuel production, organic waste processing, recycled water, and active transportation and public transit infrastructure. There is also no aspect of the RCAP that would significantly impact the ability of the County, or other local services providers to continue to provide public services in Humboldt.
- o) Recreation: The RCAP would not result in new habitable or recreational development requiring the provision or expansion of parks or other recreational facilities. Implementation of the RCAP, including associated improvements or subsequent infrastructure to

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occur because of the plan, would not be expected to significantly increase the use of neighborhood and regional parks or other recreational facilities, create new recreational facilities, nor require the construction or expansion of existing recreational facilities.

- p) Transportation: Implementation of the RCAP would not conflict with a program, plan, or ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities; would result in reduced VMT and, therefore, would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b); would not substantially increase hazards because of a geometric design feature or incompatible uses; and would not result in inadequate emergency access.
- q) Utilities and Service Systems: Implementation of the plan would not be anticipated to substantially increase population in Humboldt or the demand for water services during normal, dry, and multiple dry years, and would result in an overall reduction in water demand; would not be anticipated to substantially increase wastewater treatment demand such that the respective wastewater treatment providers would not have sufficient capacity to serve the plan's projected demand in addition to the providers' existing commitments; and would not be anticipated to substantially increase solid waste generation such that state or local standards or capacity of local infrastructure would be exceeded or otherwise impact the attainment of solid waste reduction goals. Additionally, there is no element of the plan that would result in noncompliance with federal, State, and local management and reduction statutes and regulations related to solid waste.
- r) Wildfire: Future RCAP-related facilities occurring in wildfire hazard areas would be required to implement BMPs, such as defensible space and vegetation clearance zones, in compliance with the respective local jurisdiction's general plan policies, zoning regulations, fire code regulations, design and construction standards, and the CBC Wildland-Urban Interface Building Standards, as well as the adopted Fire Safe Regulations for any development specifically to occur within the SRA. In addition, the RCAP contains Measures T-10 and CS-3, which include actions to sustainably manage forest biomass



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such as through understory clearing, that would reduce the risk of wildfire within Humboldt's forested areas.

**6. FINDING:** EIR - ENVIRONMENTAL IMPACTS MITIGATED TO LESS THAN SIGNIFICANT (specific resource impact categories are shown in parentheses) The EIR identified potentially significant impacts to Aesthetics (light and glare), Air Quality (toxic air contaminate (TAC) emissions during construction), Biological Resources (riparian habitat, sensitive natural communities, and wetlands), Cultural Resources and Tribal Cultural Resources (archaeological and tribal cultural resources), and Noise (ground borne vibration), which could result from future RCAP-related projects. Mitigation Measures have been required to ensure potential impacts are limited to a less than significant level.

- EVIDENCE:**
- a) Aesthetics: Potentially significant impacts caused by light and glare have been mitigated to a less than significant level with incorporation of a mitigation measure (AES-3) that requires implementation of light and glare reduction design measures.
  - b) Air Quality: Potentially significant impacts caused by TAC emissions during construction have been mitigated to a less than significant level with incorporation of a mitigation measure (AQ-3) that requires the developer conduct a construction health risk assessment and implement diesel particulate matter emissions reductions.
  - c) Biological Resources: Potentially significant impacts to riparian habitat, sensitive natural communities, and protected wetlands have been mitigated to a less than significant level with incorporation of mitigation measures (BIO-5, BIO-6, and BIO-7) that require the preparation of aquatic environmental documentation prior to project approval, the implementation of aquatic environment avoidance and minimization measures, and compensation for loss of aquatic environments.
  - d) Cultural Resources and Tribal Cultural Resources: Two potentially significant impacts to archaeological and tribal cultural resources have been mitigated to a less than significant level with incorporation of mitigation measures (CR-2 and CR-3) that require the preparation

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of an archaeological resources assessment prior to project approval and implementation of mitigation prior to and during construction, and the suspension of work around tribal cultural resources identified during construction.

- e) Noise: Potentially significant impacts from the generation of ground borne vibration during construction have been mitigated to a less than significant level with incorporation of a mitigation measure (NOI-3) that requires the preparation and Implementation of a construction vibration control plan.

**7. FINDING:**

EIR- ENVIRONMENTAL IMPACTS NOT MITIGATED TO LESS THAN SIGNIFICANT The proposed implementation of the RCAP and GHG Emissions Thresholds would result in significant and unavoidable impacts that would not be mitigated to a less than significant level even with incorporation of mitigation measures, as further described in the evidence below. The EIR has evaluated mitigation that will mitigate the environmental effects to the extent feasible. There are specific economic, legal, social, technological or other considerations which make mitigating these impacts to a less than significant level infeasible. (CEQA Guidelines section 15091(a)(3).)

- EVIDENCE:**
- a) The DEIR found Large-scale renewable energy and renewable fuel production projects and other projects facilitated by the RCAP could have aesthetic resources impacts on scenic vistas, scenic routes and public views within Humboldt that would be significant and unavoidable even with mitigation. The siting and design of future projects facilitated by the RCAP is unknown at this time, the feasibility and effectiveness of required mitigation measures is unknown, and impacts remain significant and unavoidable with mitigation.
  - b) The DEIR found future projects implementing the RCAP would result in generation of air pollutants which could affect local air quality even with mitigation resulting in impacts to air quality resources being significant and unavoidable.
  - c) Infrastructure facilitated by the RCAP could result in direct or indirect impacts to special-status species or their associated habitats including impacts to migratory bird nest sites. Significant indirect

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impacts on special-status species would occur due to the loss of common, nonsensitive habitat. With the development facilitated by RCAP measures and actions, habitat and biological resources to support special-status species could be reduced. Construction impacts near wildlife movement corridors and wildlife nursery sites may not be feasibly reduced, and impacts remain significant and unavoidable.

- d) Infrastructure facilitated by the RCAP has the potential to convert Farmland into non-agricultural use and conflict with existing zoning for agricultural use or a Williamson Act contract. Mitigation measures would not ensure that the conversion of Farmland could be avoided. As such, impacts remain significant and unavoidable with mitigation.
- e) Existing and eligible historical resources could be materially impaired by future development that would be carried out under the proposed plan. While Historic American Building Survey (HABS) documentation would reduce impacts to the greatest extent feasible, in cases where compliance with the standards or avoidance is not possible, legal precedent has established that such a measure cannot mitigate impacts to a level of less than significant, because the loss of historical fabric cannot be readily compensated for by commemorative mitigation. Therefore, RCAP construction impacts related to historical resources would be significant and unavoidable with mitigation.
- f) Construction noise from projects and infrastructure under the RCAP may not be able to be reduced below applicable FTA, or County thresholds, and impacts would remain significant and unavoidable with mitigation. New or expanded transit services could impact nearby noise sensitive receptors and exceed acceptable standards. Therefore, operational noise impacts related to transit projects remain significant and unavoidable with mitigation.
- g) The relocation or construction of new or expanded water supply, wastewater, and/or electric power infrastructure and facilities within Humboldt, which would involve ground disturbing activities that could result in significant environmental effects. Without specific plans or projects for water, wastewater, and/or electric power infrastructure and facilities, it cannot be concluded with certainty that the application of mitigation measures would fully reduce all

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impacts associated with construction or expansion of existing infrastructure to a less than significant level. Therefore, the RCAP construction and operation impacts related to water, wastewater, and/or electrical power infrastructure and facilities remain significant and unavoidable with mitigation.

- 8. FINDING:** The County has prepared a Mitigation Monitoring and Reporting Plan which will be implemented along with the RCAP in compliance with CEQA Guidelines 15097.

**EVIDENCE:** a) Mitigation Monitoring and Reporting Plan adopted by the Board of Supervisors.

- 9. FINDING:** TRIBAL CONSULTATION – The requirements for providing the opportunity for government-to-government consultation under the provisions of AB 52 were satisfied as part of the EIR process.

**EVIDENCE:** a) On September 5, 2024, letters were sent offering government to government consultation to the Bear River Band of the Rohnerville Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Cher-Ae-Heights Indian Community of the Trinidad Rancheria, Elk Valley Rancheria, Estom Yumeka Maidu Tribe of the Enterprise Rancheria, Grindstone Rancheria of Wintun-Wailaki, Hoopa Valley Tribe, Karuk Tribe, Melochundum Band of Tolowa Indians, Pulikla Tribe of Yurok People, Quartz Valley Indian Community, Round Valley Reservation/Covelo Indian Community, Scotts Valley Band of Pomo, Shasta Indian Nation, Tolowa Dee-ni' Nation, Tsnungwe Council, the Wiyot Tribe, and Yurok Tribe.

b) Representatives of the Shasta Indian Nation, Quartz Valley Indian Community and Karuk Tribe responded that no further consultation was desired or that they did not have the capacity to review the project.

c) No other Tribes responded to the offer of AB 52 consultation.

- 10. FINDING:** EIR - CEQA ALTERNATIVES TO THE PROPOSED PROJECT

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The DEIR complies with CEQA Guidelines section 15126.6, by evaluating three alternatives to the proposed RCAP, including a No Project Alternative, a Sustainable Communities Alternative to focus on infill development and an enhanced carbon sequestration alternative. There are specific economic, legal, social, technological or other considerations which make infeasible the environmentally superior project alternative identified in the EIR. The environmentally superior alternative is the carbon sequestration alternative, which would revise RCAP Measures CS-1 to expedite the development of a carbon stock study by 2027. This is not financially feasible and is a much longer-term endeavor and is thus not a feasible alternative. The No Project Alternative does not achieve any of the basic project objectives of the RCAP and is thus not a feasible Alternative. Alternative 2 – Sustainable Communities is being implemented as part of the RCAP.

- EVIDENCE:**
- a) The 2017 Humboldt County General Plan calls for a multi-jurisdictional Climate Action Plan in line with state carbon reduction goals and mitigating the Greenhouse Gas Emissions impacts of the 2017 General Plan. The goals and objectives stated in the DEIR are focused on achieving the ambition of the General Plan.
  - b) The No Project Alternative assumes that no adoption or implementation of the RCAP or CEQA GHG Emissions Thresholds would occur.
  - c) Implementation of the RCAP could result in new projects with environmental impacts as evaluated in the DEIR, and the No Project Alternative would avoid these impacts, but the no project alternative would not achieve the reductions in Greenhouse Gas Emissions contemplated in the RCAP and so the No Project alternative is not a feasible alternative to reduce environmental impacts.
  - d) The Sustainable Communities Alternative 2 builds upon the RCAP's focus on infill development patterns and developing regional mobility hubs and would modify RCAP measures T-3 to encourage mixed-use development in infill priority areas and RCAP Measure T-4 to commit the local jurisdictions to initiate the planning and development of Mobility Hub projects by 2027.

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- e) Alternative 2 would further reduce VMT and associated GHG emissions, air pollutant emissions, and transportation energy use in Humboldt in comparison to the proposed plan.
- f) Alternative 2 impacts have similar levels of impact significance to the proposed plan but greater benefits related to air quality, energy use, GHG emissions, and transportation.
- g) Alternative 2 would also meet all the plan objectives and would meet both the State 2030 and 2045 emission reduction goals.
- h) While Alternative 2 was not found to be the environmentally superior alternative in the DEIR, much of this work is already being done by the partners of the RCAP.
- i) Based on the evidence in d) – i) Alternative 2 is being implemented as part of the RCAP.
- j) The Enhanced Carbon Sequestration (3) Alternative would include the adoption of policies, programs and regulations for maintaining and enhancing carbon sequestration in natural and working lands and implementing tracking mechanisms by 2027.
- k) Alternative 3 would also modify RCAP Measure CS-3 to expedite the completion of feasibility studies to assess the capacity and suitability of potential sites for industrial carbon sequestration by 2027 and require the County to initiate project planning and development processes based on the findings of the feasibility studies by 2030. The remainder of the RCAP would also be implemented as laid out in the RCAP document, and Alternative 3 would meet the Statewide 2030 and 2045 GHG emissions reduction goal.
- l) Alternative 3 would not result in greater GHG emissions reductions compared to the RCAP, it would advance Humboldt's climate action goals to a greater extent than the proposed plan; however, the expedited timelines for studies and implementation of actions identified under Measures CS-1 and CS-3 are infeasible at this time
- m) While the County has recently submitted a grant application and is working towards obtaining funding to develop a Natural and Working Lands Carbon Stock Inventory and a Carbon Sequestration Feasibility Study, the soonest anticipated date for the Inventory would be 2027, and 2028 for the Feasibility Study. The grant is \$500,000 which is not

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expected to be sufficient to complete the contemplated work. Therefore, based upon chronological and financial realities, Alternative 3 is infeasible.

**11. FINDING:**

**EIR - STATEMENT OF OVERRIDING CONSIDERATIONS**

The Board of Supervisors have considered the potentially significant environmental impacts identified in the DEIR associated with Aesthetics, Air Quality, Biological, Agriculture, Cultural and Tribal Resources, Noise, and Utilities and services systems and find the beneficial economic, legal, social, technological, and other benefits of the project are of such magnitude that the significant environmental effects are acceptable. The benefits include Humboldt County's contribution to addressing a global climate challenge, a blueprint for achieving the state requirements for Greenhouse Gas Emissions reductions in a regional context and complying with the 2017 Humboldt County General Plan.

- EVIDENCE:**
- a) Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The accumulation of GHGs in the atmosphere regulates the Earth's temperature is known as the "greenhouse gas effect." The greenhouse effect is integral to sustaining life on Earth. However, human activities emit GHGs more than natural ambient concentrations, thereby contributing to the enhancement of the natural greenhouse effect. This enhanced greenhouse effect contributes to global warming, an accelerated rate of warming of earth's average surface temperature. More specifically, by burning fossil fuels to power homes, businesses, and automobiles, we increase the amount of GHGs emitted into the atmosphere, which, in turn, leads to increased absorption of infrared radiation by the earth's atmosphere and increasing temperatures near the surface.
  - b) In California, the impacts of climate change are already being felt, and will continue to become more severe throughout the twenty-first 21st century. Higher temperatures, more extreme heat events and wildfires, and rising sea levels are all effects of climate change experienced in California.

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- c) In California the following legislation has been passed to achieve important Greenhouse Gas Emission reductions:
  - i. Assembly Bill (AB) 32 set a target for achieving a 40 percent reduction in GHG emissions below 1990 levels by 2030.
  - ii. Executive Order S-3-05 was accelerated by EO B-55-18, which established a goal of achieving carbon neutrality by 2045 and was codified by AB 1279.
  - iii. AB 1279 requires a direct reduction in GHG emissions by 85 percent below 1990 levels by 2045.

The RCAP addresses each of these targets, first achieving the 2030 target and setting the stage to update the RCAP in 2030 to achieve the 2045 goals.

- d) The RCAP implements Humboldt County General Plan Policy AQ-P9 and Implementation Measure AQ-IM3 of the Air Quality Element. The RCAP is a mitigation measure for the 2017 General Plan. The RCAP is a policy requirement of the 2017 General Plan update and the RCAP has been prepared to address this policy.
- e) The RCAP is a regional approach to addressing Greenhouse Gas Emissions and pulling together the cities and county to reduce GHG emissions. This blueprint allows each decision maker to have a clear understanding of the actions that need to be taken and the responsibility for that action in addressing the Greenhouse Gas Emissions issue. This will facilitate good decision making on the part of the local jurisdictions to ensure adequate measures are taken to reduce GHG emissions.
- f) It is recognized that by moving away from carbon-based fuels alternative sources of fuel and facilities will be necessary resulting in the need to construct new facilities. The potentially significant environmental effects associated with the RCAP are related to the prospect of these new facilities.



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**DECISION**

**NOW, THEREFORE, based upon the above findings and evidence, the Humboldt County Board of Supervisors does hereby:**

1. Certify that the Final Environmental Impact Report for the Humboldt Regional Climate Action Plan and CEQA GHG Emissions Thresholds (SCH# 2024081319) has been completed in compliance with CEQA; and
2. Adopt the Statement of Overriding Considerations; and
3. Adopt the Mitigation Monitoring and Reporting Program.

Dated:

\_\_\_\_\_

Supervisor Mike Wilson, Chair

Humboldt County Board of Supervisors

Adopted on motion by Supervisor\_\_\_\_\_, seconded by Supervisor\_\_\_\_\_, and the following vote:

AYES: Supervisors --

NAYS: Supervisors --

ABSENT: Supervisors --

ABSTAIN: Supervisors --

STATE OF CALIFORNIA )

County of Humboldt )

I, Kaleigh Maffei, Clerk of the Board of Supervisors, County of Humboldt, State of California, do hereby certify the foregoing to be a full, true, and correct copy of the original

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made in the above-entitled matter by said Board of Supervisors at a meeting held in Eureka, California as the same now appears of record in my Office.

IN WITNESS WHEREOF, I have hereunto  
set my hand and affixed the Seal of said  
Board of Supervisors.

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By Kaleigh Maffei

Deputy Clerk of the Board of Supervisors  
of the County of Humboldt, State of  
California