

BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT, STATE OF CALIFORNIA
Certified Copy of Portion of Proceedings for the Meeting of September 27, 2022

RESOLUTION NO. _____

Resolution of the Board of Supervisors of the County of Humboldt Adopting Findings for Certification of Final Environmental Impact Report, Certifying Final Environmental Impact Report, and Adopting a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Honeydew Bridge Replacement Project Pursuant to the California Environmental Quality Act, Project No. 594055.

WHEREAS, the Humboldt County Department of Public Works (“County”) is responsible for managing, operating, and maintaining the Humboldt County road system; and

WHEREAS, the Mattole Road is classified as a rural major collector and provides the only public road connection between many communities in the Mattole Valley and the southwestern portion of Humboldt County and is the primary vehicle access route between the Mattole Valley and U.S. Highway 101 for residents, visitors, businesses, emergency responders, and maintenance services; and

WHEREAS, the Honeydew Bridge was constructed in 1920 to enable the Mattole Road to cross the Mattole River; and

WHEREAS, structure maintenance inspections conducted by the California Department of Transportation (“Caltrans”) determined that the Honeydew Bridge is structurally deficient, functionally obsolete, and does not comply with modern geometric and seismic standards; and

WHEREAS, the County identified the need to rehabilitate, bypass, or replace the Honeydew Bridge based on its physical condition and the results of the Caltrans structure maintenance inspections.

NOW, THEREFORE, BE IT RESOLVED THAT THE HUMBOLDT COUNTY BOARD OF SUPERVISORS HEREBY MAKES THE FOLLOWING FINDINGS:

1. FINDING: **The County of Humboldt has completed an Environmental Impact Report (“EIR”) in compliance with the California Environmental Quality Act (“CEQA”).**

- EVIDENCE:**
- a) CEQA requires preparation of an EIR if there is substantial evidence in light of the whole record that a project may have a significant effect on the environment.
 - b) The Project is subject to environmental review pursuant to both CEQA and the National Environmental Policy Act (“NEPA”). NEPA applies because the Project receives funding from a federal agency. Caltrans has a programmatic agreement with the Federal Highways Administration (“FHWA”) to administer NEPA compliance. The County and Caltrans determined that the County will serve as lead agency for the purpose of complying with CEQA; Caltrans will serve as the lead agency for the purpose of complying with NEPA on behalf of FHWA; and the County and Caltrans will prepare a joint CEQA/NEPA document

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in the form of an Environmental Impact Report/Environmental Assessment (“EIR/EA”).

- c) During the NEPA and CEQA compliance process, several regulatory and/or responsible agencies were consulted with regarding the Project. Agencies included: National Register of Historic Places (“NRHP”); National Marine Fisheries Service (“NMFS”); U.S. Fish and Wildlife Service (“USFWS”); U.S. Army Corps of Engineers (“USACE”); California State Historic Preservation Officer (“SHPO”); California Register of Historical Resources (“CRHR”); California Department of Fish & Wildlife (“CDFW”); North Coast Regional Water Quality Control Board (“RWQCB”); and local tribes in the project area (Bear River Band of Rohnerville Rancheria and InterTribal Sinkyone Wilderness Council).
- d) A Notice of Preparation (“NOP”) was prepared on February 9, 2017, in accordance with CEQA Guidelines Section 15082, to inform interested parties of the County’s determination that an EIR would be required for the Project. The NOP solicited input about the desired content and scope of the Draft EIR, announced the date and time of a public scoping meeting, and provided information on where documents about the Project were available for review and where comments could be sent regarding the Project. The NOP was posted at the County Recorder’s office; on the County’s website; at the Mattole Grange, the Petrolia Store, the Honeydew Country Store and U.S. Post Office. Reference and availability of the NOP on the County website was published within the Mattole Valley Newsletter and Mattole Valley Google Forum (online). The State Clearinghouse assigned the number SCH #2017022027 to the Project. The NOP was circulated for a period of 30 days, from February 15, 2017, through March 15, 2017.

The County held a scoping meeting at the Mattole Grange No. 569 on March 1, 2017, pursuant to CEQA Guidelines Section 15083 to solicit input from regulatory agencies and the public prior to completing the Draft EIR/EA. Appendix E of the Draft EIR/EA contains copies of the written comments received during the scoping period and a summary of the written comments.

A majority of the commenters expressed value for the aesthetics of the existing truss bridge and did not want to see it replaced. When considering the proposed alternatives, most commenters favored Alternative 1 which proposed a similar truss-like bridge.

- e) The Draft EIR/EA was prepared pursuant to CEQA Guidelines Section 15084. Upon completion of the Draft EIR/EA, a Notice of Availability (dated October 29, 2021) was submitted to the

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State Clearinghouse for circulation to responsible agencies, trustee agencies, and other state, federal, and local agencies with jurisdiction over the Project. The review period for the Draft EIR/EA was October 29, 2021, through December 13, 2021. The Draft EIR/EA and supporting technical studies were posted on the County's project website

(<https://humboldt.gov/2216/Honeydew-Bridge-Replacement>).

A list of supporting technical studies is provided in Appendix H of the EIR/EA. A public notice regarding the availability of the Draft EIR/EA for review was circulated in the local newspaper, the Eureka Times-Standard, on October 29, 2021, and November 15, 2021. Copies of the Draft EIR/EA were made available for public review at Caltrans District 1 Headquarters, Humboldt County Public Works Department, Humboldt County Library, Honeydew Country Store and U.S. Post Office, and Petrolia General Store. A virtual public meeting to discuss the Draft EIR/EA and solicit comments was held on November 16, 2021, based on California's Executive Order N-33-20 mandating the avoidance of large gatherings to reduce the potential spread of Covid-19.

f) Summary of Impacts

Topics that were analyzed in the Draft EIR/EA include aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, paleontological resources, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, utilities and service systems, wildfire, and cumulative impacts.

During preliminary development of project alternatives, including the alternative of replacing the Honeydew Bridge, potential impacts were identified, including impacts that were considered potentially significant and avoidable through mitigation and impacts that were considered potentially significant and unavoidable. Two potentially significant and unavoidable impacts were identified:

- Cultural Resources – The Honeydew Bridge is a historical resource because it is eligible for listing in the National Register of Historic Places and the California Register of Historic Resources. CEQA Guidelines Section 15064.5 specifies that replacement of a historical resource would have a significant effect on the environment.

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- Aesthetics – The visual character of the community of Honeydew would change due to loss of its historic bridge and replacement with a modern structure.

Based on these foreseeable significant impacts, the County decided to prepare an EIR for compliance with CEQA.

- g) During the preparation of the Draft EIR/EA, the County identified measures that would help avoid and minimize potential adverse environmental effects, although these measures are not required to avoid potentially significant impacts. These avoidance and minimization measures were incorporated into the Project.
- h) During the preparation of the Draft EIR/EA, the County identified mitigation measures to avoid or substantially lessen the Project’s significant environmental impacts. The County prepared a Mitigation Monitoring and Reporting Program (“MMRP”) for the Project (final version dated August 10, 2022) to ensure that the measures identified to mitigate or avoid potentially significant impacts will be fully implemented.
- i) Evidence that has been received and considered as part of the record for this proceeding includes: the Draft and Final EIR/EAs for the Project and all documents cited as “References” in those documents; all comments and correspondence submitted to the County with respect to the Project; all reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the County, consultants to the County, or responsible or trustee agencies with respect to the County’s compliance with the requirements of CEQA and with respect to the County’s actions on the Project; and all documents submitted to the County by other public agencies or members of the public in connection with the Project, up through the close of the public review period on December 13, 2021. These documents are incorporated herein by reference.
- j) Final EIR—Response to Comments
- No comments were received during the public review period. Because no new significant information was brought to light as a result of the public review process, no changes were made to the Draft EIR/EA after the close of the public review period. Because no changes were made to the Draft EIR/EA, recirculation was not required prior to certification.
- k) The Final EIR was prepared with a date of January 2022.
- l) The Humboldt County Public Works Department, located at 1106 Second Street, Eureka, California, 95501, is the custodian of the documents comprising the record of proceedings upon

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which the decision to certify the EIR is based.

- 2. FINDING:** **The Final EIR/EA was presented to the Board of Supervisors in its entirety and the Board of Supervisors reviewed and considered it before taking action to certify the Final EIR/EA and approving the Project.**

EVIDENCE: a) The Board of Supervisors was provided a copy of the Final EIR/EA, including appendices, in advance of the Board of Supervisors meeting on September 27, 2022, which was publicly noticed. The Board of Supervisors considered the contents of the Final EIR/EA and received public comments, if any, prior to taking action on the Final EIR/EA.

- 3. FINDING:** **The Final EIR/EA reflects the County of Humboldt's independent judgement and analysis.**

EVIDENCE: a) The County contracted with Stantec Consulting Services, a professional consulting firm, to prepare the Draft and Final EIR/EA under the direction of County staff. County staff have reviewed and analyzed the Draft and Final EIR/EA and concluded that the documents are adequate, complete, and objective.
b) The Board of Supervisors was provided a copy of the Final EIR/EA in advance of the meeting on September 27, 2022. The Board of Supervisors considered the information presented in the record associated with the Final EIR/EA prior to rendering its decision. Based on the evidence in the public record, the Board of Supervisors finds that the Final EIR/EA adequately addresses all potential environmental impacts and presents adequate feasible mitigation to reduce impacts to a less than significant level where possible.

- 4. FINDING:** **Recirculation of the Draft EIR/EA is not required.**

EVIDENCE: a) No comments were received on the Draft EIR/EA and no new information related to the Project, the environmental setting, the significance of potential environmental impacts, or feasible project alternatives or mitigation measures was identified during the public review period. As a result, no new information was incorporated in the Final EIR/EA following the public review period.

- 5. FINDING:** **The Project will have no impact on agriculture and forest resources, energy, land use and planning, mineral resources, population and housing, recreation, and tribal cultural resources.**

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EVIDENCE: a) The Final EIR/EA explains why impacts to agriculture and forest resources, energy, land use and planning, mineral resources, population and housing, recreation, and tribal cultural resources do not apply for the Project.

6. FINDING: **The Project will have less than significant impacts on air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, public services, transportation, and utilities and service systems.**

EVIDENCE: a) The Final EIR/EA explains why the Project will have less than significant impacts to air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, public services, transportation, and utilities and service systems.

7. FINDING: **The Project will incorporate mitigation measures to have less than significant impacts on biological resources, hazards and hazardous materials, noise, and wildfire.**

EVIDENCE: a) Potentially significant impacts to biological resources have been mitigated to a less than significant level with incorporation of mitigation measures that will restrict the project site footprint, limit tree removal, ensure applicable regulatory authorizations, adhere to regulatory compliance conditions and implement revegetation of riparian wetlands at a 3:1 ratio.

b) Potentially significant impacts to hazards and hazardous materials have been mitigated to a less than significant level with incorporation of mitigation measures that identify procedures for inadvertent discovery of hazardous materials or waste; ensure appropriate notifications, removal and disposal of potential asbestos-containing materials; ensure appropriate abatement of lead-based paint; ensure the proper removal and disposal of treated wood waste; and reduce the potential for construction-related wildfire ignition.

c) Potentially significant impacts to noise have been mitigated to a less than significant level with incorporation of mitigation measures that establish measurable noise level limits.

d) Potentially significant impacts to wildfire have been mitigated to a less than significant level with incorporation of mitigation measures that reduce the potential for construction-related wildfire ignition.

8. FINDING: **The Project will have unavoidable significant impacts on aesthetics and cultural resources.**

EVIDENCE: a) The bridge is eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. Rehabilitation of the existing bridge to meet modern

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geometric and seismic standards is both technically infeasible and cost prohibitive. Topography, existing development, and other factors limit the options for alignment of a replacement bridge; therefore, the alignment of the existing bridge is the only feasible alignment for a replacement bridge. Construction of a new bridge on the alignment of the existing bridge requires demolition of the existing bridge.

- b) The unique camelback truss design of the existing bridge is an important part of the visual character of the Honeydew community. Removal and replacement of the bridge with a visually dissimilar bridge structure would be a significant impact to scenic resources and the visual character of the bridge and its surroundings.
- c) The basis for the selection of alternatives in the EIR/EA was previously described.
- d) As part of the consultation process under Section 106 of the National Historic Preservation Act, the County entered into a Memorandum of Agreement (“MOA”) with Caltrans, the State Historic Preservation Officer, and the Mattole Valley Historical Society on January 18, 2019, and amended on August 5, 2021, to identify proposed measures to address the removal of the historic bridge. Measures included the following:
 - Record and document the Honeydew Bridge following the Level 1 standards of the Historic American Engineering Record (“HAER”).
 - Construct a small interpretive area would be constructed near the northwest corner of the new bridge alignment near the Mattole Road and Burrell Road intersection to commemorate the historical significance of the existing Honeydew Bridge. It is anticipated that this area would include interpretive signs and a monument marker (e.g., plaque) that would be placed in a pullout located within existing County right-of-way.
 - Prepare and produce a booklet on the Honeydew Bridge and its use within the broader contextual history of Mattole Valley. The booklet shall be paperback not to exceed 10 pages and shall include high quality black and white images of the Honeydew Bridge, copies of historic photographs and/or drawings, as appropriate, and text describing the Honeydew Bridge, its design, construction, and use.
 - Produce hardcopies for distribution to local libraries, as well as local historical societies, organizations, and

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museums, including but not limited to the Mattole Valley Historical Society, Humboldt County Historical Society, Clarke Historical Museum, and Eureka Heritage Society. The County, working in coordination with Mattole Valley Historical Society, will produce high-quality, large-format photographic prints, high-quality, large-format reproductions of historical documents, and/or textual historical and descriptive information of the Honeydew Bridge for use in a display or curated exhibit by Mattole Valley Historical Society in its future museum.

- Offer the Honeydew Bridge for sale for reuse in an alternate location to interested private entities, public agencies, or non-profits, including the Historic Bridge Foundation located in Austin, Texas. The County shall ensure the preparation of a marketing plan for the sale of the bridge, including: a notification letter, fact sheet, list of intended recipients, as well as provisions for the salvage of smaller components in the case that there is no interest in reuse of the bridge. Advertisements shall be placed in appropriate newspapers of record.

However, even with the incorporation of these measures, the demolition of a historic resource cannot be mitigated to a less than significant level.

9. FINDING:

Alternatives to the Proposed Project were considered and discussed in the EIR/EA. No feasible alternatives that would substantially lessen the significant environmental effects of the Proposed Project were identified.

EVIDENCE:

- a) The County evaluated the no-project alternative and three project alternatives, in accordance with CEQA Guidelines Section 15126.6. The no-project and project alternatives are described below and more fully described in the Final EIR/EA document.
- b) No-Build (Existing Bridge). The no-build alternative assumes that the existing bridge would remain and continue to receive a minimal level of maintenance. However, rehabilitation of the existing bridge to continue serving as a public road is technically infeasible and cost prohibitive due to its design and condition. Under the no-build scenario, the bridge would continue to limit access to fire vehicles and heavy equipment, including road repair equipment needed to repair and reopen rural roads damaged by storms, due to the bridge's low clearance height (14 feet). The bridge would continue to be vulnerable to further structural damage caused by collisions from vehicles and the loads they carry. The bridge would continue to deteriorate, possibly resulting in catastrophic structural collapse during a

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high-water event or earthquake that would close the bridge to the public, because the bridge is considered structurally deficient and non-conforming to modern seismic standards. The bridge would continue to have impaired access for pedestrians and bicyclists because the bridge has only one travel lane and lacks standard shoulders.

The no-build alternative would avoid impacts to potentially significant (but mitigatable) impacts to biological resources, hazards and hazardous materials, noise, and wildfire. The no-build alternative would avoid significant impacts to aesthetics and cultural resources because the existing bridge, as a historic resource, would not be demolished and replaced. However, it is reasonably foreseeable that the existing bridge could be impacted in the future through further structural damage if it is not replaced. Catastrophic failure would likely have significant impacts to aesthetics, biological resources, cultural resources, hazards and hazardous materials, and other environmental factors.

The No-Build Alternative would not meet any of the fundamental project objectives:

- Provide a regional road crossing over the Mattole River that meets modern highway design standards.
- Accommodate local and regional transportation needs including the use of large permit loads and emergency response equipment.
- Provide increased level of public safety for vehicles, pedestrians, and bicyclists.
- Satisfy immediate goals identified by the County under the FHWA, Highway Bridge Replacement and Rehabilitation Program.
- Respond to a 1997 Resolution passed by the County Board of Supervisors that stated the need for the bridge to be replaced.
- Support the County's Strategic Framework by providing for and maintaining infrastructure.

- c) Actions Common to All Project Alternatives. All three Project build alternatives would create a permanent bridge crossing over the Mattole River that would meet all the fundamental project objectives. All three Project alternatives would construct an approximately 375-foot bridge structure consisting of two equal spans supported by a north and south abutment and center pier. The new bridge would consist of two 11-foot-wide lanes; two-

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foot-wide bridge rails; and three-foot-wide shoulders. Staging of equipment during construction would occur along Wilder Ridge Road, just southeast of the intersection with Mattole Road; along the south bank gravel bar near and beneath the existing bridge; and at the north Mattole Road bridge approach. All proposed build alternatives would require a temporary detour bridge approximately 1,600 feet downstream of the existing bridge during construction.

- d) Alternative 1: New Camelback Truss Bridge on Existing Bridge Alignment. Alternative 1 consists of a camelback through-truss structure similar in appearance to the existing bridge. The bridge would have a relatively lightweight steel truss superstructure that would allow for extended maneuverability by the construction cranes, thus avoiding the need for a work trestle over the Mattole River. The bridge would have the greatest freeboard clearance above the river among the build alternatives. However, the bridge would have limited vertical clearance (approximately 15.5 feet) due to the overhead structural members which are inherent to the design of a through-truss bridge. The bridge would require special bridge inspection procedures throughout its life cycle due to the bridge design. Alternative 1 would have a construction time of approximately 163 days, which is more than the 154 days anticipated for Alternative 2, but less than the 183 days needed for Alternative 3. The cost to construct and maintain Alternative 1 would be higher than that of Alternatives 2 and 3.

Alternative 1 would be the most similar in design to the existing bridge but would still have unavoidable and significant impacts on aesthetics and cultural resources that are equivalent to Alternatives 2 and 3. The extended construction period needed for Alternative 1 would increase the level of impact to biological resources.

Bridges with low vertical clearance are vulnerable to collision damage from vehicles. This vulnerability increases the risk of structural damage that could require bridge closure for maintenance and repair. The limited overhead clearance of Alternative 1 makes this alternative not fully consistent with the purpose of the Project, which involves meeting transportation needs on a continuous basis without disruption. Alternative 1 is the most visually and aesthetically consistent with the existing conditions but will result in increased costs of construction and maintenance, and the potentially shorter structural life cycle of this bridge configuration.

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Alternative 1 meets all the fundamental project objectives, however, due to the significant limitations discussed above makes this Alternative a less practical build alternative.

- e) Alternative 2: New Steel Girder Bridge on Existing Bridge Alignment. Alternative 2 consists of a steel girder bridge structure. Alternative 2 has the shortest construction period (approximately 154 days) of the three alternatives and a lower cost to construct and maintain compared to Alternative 1. Other advantages of Alternative 2 are that it allows for crane ranges that are long enough to minimize the need for a work trestle over the Mattole River. For both Alternatives 1 and 2, cranes would be able to work from the north bank or north abutment and the south gravel bar when placing the superstructure sections.

Alternatives 2 and 3 both involve a girder-type bridge structure, however, the steel girders needed for Alternative 2 are shorter, can be transported to the Project site from different transportation routes without logistical issues, and can be welded together on site without increasing the potential for increased environmental impacts (i.e., pouring concrete to form girders as an option in Alternative 3).

Alternative 2 meets all the fundamental project objectives and would have similar unavoidable and significant impacts on aesthetics and cultural resources compared to Alternatives 1 and 3. Its shorter construction period, lack of logistics difficulties in getting the steel girder bridge sections to the construction site, and smaller area of instream work makes Alternative 2 the best practicable build alternative for the Project.

- f) Alternative 3: New Concrete Girder Bridge on Existing Bridge Alignment.

Alternative 3 consists of a concrete girder bridge structure. Structural components comprised of precast-prestressed concrete would be fabricated in a manufacturing facility and transported to the bridge site. Alternative 3 would require a work trestle along the north span to shorten the lift radius for the working range of cranes. Although Alternative 3 would be the least costly build alternative to construct, it would present logistical problems tied to the transport of long (approximately 185-foot) precast concrete girders to the construction site, because the roads leading to the site are narrow, winding, and steep. The preferred construction-related traffic route to and from the project work site is Highway 101 direct through Bull Creek (Mattole Road). Direct access from Highway 101 along Mattole Road is 22 miles, passing through Humboldt Redwoods State Park and Bull Creek. Roadway geometry on this route limits vehicular length to

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approximately 50 feet. The alternative access route is Highway 101 via Petrolia (through Ferndale). However, the George Lindley Memorial Bridge in Petrolia, the railcar bridge over Dry Creek, and an additional railcar bridge near Dry Creek prevent permit trucks from using this route. Alternative 3 would have the longest construction time of the build alternatives (approximately 183 days). One option considered was to avoid precast concrete girders and form the girders on site; however, this option would add considerable time (approximately 30 days) to the construction time as well as increase the potential for environmental impacts to aquatic resources (concrete activities on the Mattole River bar).

Alternative 3 would have similar unavoidable and significant impacts on aesthetics and cultural resources compared to Alternatives 1 and 2. The need for an instream work trestle would have a greater impact on the Mattole River and adjacent wetlands than the other alternatives. The longer construction period would also increase the potential for adverse environmental effects resulting from construction activities and would require extended use of the temporary detour.

Alternative 3 would meet all the fundamental project objectives but would have the greatest potential for adverse environmental impacts of the three build alternatives. Its longer construction period, logistics difficulties in getting the precast bridge sections to the construction site, and larger area of instream work makes Alternative 3 a less practicable build alternative.

- g) Alternative Location. The potential for avoiding or substantially lessening any of the significant effects of the Project by retaining the existing bridge and constructing a new bridge at an alternative location was analyzed in accordance with CEQA Guidelines Section 15126.6(f)(2).

A new bridge on a new alignment was first proposed in 1972. Several potential bridge alignments were analyzed at several locations near the existing bridge. This study analyzed ten alternative routes for a new bridge location based on specific criteria and federal roadway standards to allow for federal funding eligibility. The study eliminated nine of the potential new alignments based on several factors including: substandard alignment and/or grades; excessive bridge height and/or length; and impacts to existing homes.

Initial consideration of a new bridge on a new alignment favored an alignment option located 1,800 feet downstream from the existing bridge. This alignment met the federal roadway standards at the time and warranted further study and analysis. In

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1985, there was a General Plan Amendment to include the new bridge alignment/location and the Framework Plan Public Facility Map was revised. It was determined that a total of 2,500 linear feet of new approach roadway would be required for the new alignment, resulting in substantial amounts of fill being placed within the floodplain. This fill placement would likely increase flood damage risks and also have more significant environmental impacts for which mitigation may not have been feasible. Additionally, the necessary right-of-way south of the river was not secured. For these reasons, a new bridge location was not considered for future analysis.

- h) The County identified and considered two additional alternatives during project development, but these alternatives were deemed infeasible and eliminated during preparation of the Draft EIR/EA.

1. Three-span steel girder bridge on existing alignment. This alternative would have included construction of a new steel girder bridge on the existing alignment like Alternative 2, but with three spans and an additional pier. This alternative would create more obstructions in the river channel than other alternatives, resulting in higher probability of flood debris accumulating and lower hydraulic conveyance. This alternative was eliminated from further consideration due to the increased risks of structural damage and environmental impacts during its lifetime.

2. Alternative two-span bridges in existing alignment. Several additional two-span bridges were proposed for the existing alignment, including cast-in-place and reinforced concrete box girder bridges and a steel tied-arch bridge. The cast-in-place and reinforced concrete box girder bridges were eliminated from consideration due to their excessive construction time, which would have resulted in a higher potential for environmental impacts than the other alternatives. The tied-arch bridge would be significantly more expensive than the other alternatives and would also have an extended construction time. These alternatives were eliminated from consideration due to cost and construction time.

- i) The no-build alternative may be the environmentally superior alternative because it involves the least ground disturbance, at least in the short-term; however, the no-build alternative has a reasonable likelihood of leading to further structural damage and could result in collapse, which would likely be highly environmentally damaging. Alternatives 1 and 2 are nearly comparable in environmental impacts rather than one alternative being clearly superior. However, Alternative 1 has a higher risk

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of continued impact damage from vehicles due to the limited vertical clearance, compared to Alternative 2 which has full vertical clearance.

10. FINDING:

EIR—STATEMENT OF OVERRIDING

CONSIDERATIONS. The benefits of the Project outweigh the significant and unavoidable environmental impacts related to aesthetics and cultural resources for removing a structure that is eligible for listing on the National Register of Historic Places and the California Register of Historic Resources.

In accordance with Section 15093 of the CEQA Guidelines, the County has evaluated the economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the Project against its unavoidable environmental risks in determining whether to approve the Project, and has determined that the specific economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the Project outweigh its unavoidable, adverse environmental impacts so that the identified significant unavoidable impact(s) may be considered acceptable. The proposed Project will provide benefits described herein to the surrounding community and the County as a whole. Each benefit set forth below constitutes a separate, independent, and severable overriding consideration warranting approval of the Project, despite the unavoidable impacts. Substantial evidence in the record demonstrates that the County would derive the following benefits from the Project:

EVIDENCE:

a) CIRCULATION SYSTEM SAFETY AND FUNCTIONALITY

The Humboldt County General Plan provides direction to achieve the goal of a safe, efficient, accessible, and convenient circulation system in and between communities and adjoining regions, taking into consideration the context-specific needs of all users. Replacing the Honeydew Bridge is needed to ensure the integrity of a bridge structure crossing the Mattole River on Mattole Road and to provide uninterrupted road connectivity between the Mattole Valley, southwestern Humboldt County, and U.S. Highway 101. Securing a sustainable and reliable bridge crossing is critical for public safety to allow access for medical assistance, emergency response, and equipment needed for storm damage repairs. The lack of conformance with design standards and low bridge sufficiency rating are evidence that the existing bridge does not meet the General Plan goal of achieving circulation system safety and functionality. The existing bridge cannot be retrofitted to accommodate cyclists and pedestrians due to its

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inherent design; therefore, bridge replacement is needed to provide a bridge that is accessible for all users.

b) PUBLIC SAFETY

Replacing the Honeydew Bridge is needed to avoid further damage and deterioration of the existing bridge structure, which could lead to unsafe conditions for users of the bridge or personnel required to perform maintenance or salvage operations.

c) USE OF ROAD MAINTENANCE FUNDS

The Honeydew Bridge has required significant expenditures of limited County funds to keep the bridge in working order and open to the public, at the expense of other improvements to the County road system. These investments to maintain the Honeydew Bridge generate limited returns because the bridge cannot be rehabilitated to a sustainable condition due to its inherent design and condition. Replacing the Honeydew Bridge is needed to make more effective use of public funds for ongoing maintenance.

DECISION

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

1. Adopts the findings set forth in this resolution;
2. Certifies that the Final EIR/EA for the Honeydew Bridge Replacement Project (SCH#: 2017022027) has been completed in compliance with CEQA, that the Final EIR/EA was presented to the Board of Supervisors, and that the Board of Supervisors has reviewed and considered the information contained in the Final EIR/EA before approving the Project, and that the Final EIR/EA reflects the County's independent judgment and analysis;
3. Adopts the Statement of Overriding Considerations;
4. Adopts the Mitigation Monitoring and Reporting Program for the Project;
5. Approves the Project and directs Public Works to proceed with the next phases of the Project (right-of-way, final engineering, and construction); and
6. Directs Public Works to file a Notice of Determination with the Humboldt County Clerk-Recorder's Office and Office of Planning and Research pursuant to CEQA Guidelines Section 15094 within five working days after approval of the Project.

Dated: September 27, 2022

Virginia Bass, Chair
Humboldt County Board of Supervisors

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Adopted on motion by Supervisor _____, Seconded by Supervisor _____ and the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

STATE OF CALIFORNIA

County of Humboldt

I, KATHY HAYES, 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 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.

I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

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

KATHY HAYES

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