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2 Project Description

As part of a regional climate planning process, Humboldt County (also referred to as “the County”) proposes to adopt a regional climate action plan (RCAP) that addresses greenhouse gas (GHG) emissions generated within Humboldt, including the unincorporated County and the seven incorporated cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, and Trinidad.¹ The RCAP includes a 2022 GHG emissions inventory, 2030, 2035, 2040, and 2045 GHG emissions forecasts, 2030 and 2045 GHG emissions targets, and GHG emissions reduction measures to achieve those targets. In addition, the County proposes to adopt California Environmental Quality Act (CEQA) GHG Emissions Thresholds for use in CEQA GHG analyses as part of future CEQA assessments of projects and plans within the County.

This chapter provides an overview of the plan area location and setting as well as the proposed plans’ objectives, components, and measures. Intended uses of this EIR by agencies with permitting and approval authority over the proposed plans, in addition to required permits and approvals, are also discussed.

2.1 Plan Location and Physical Setting

The RCAP and CEQA GHG Emissions Thresholds apply to all areas and plans/projects within Humboldt County limits (unincorporated and incorporated portions). Figure 2-1 shows the regional location, and Figure 2-2 shows the plan location. The plan location includes all of Humboldt County’s unincorporated and incorporated lands.

2.1.1 Regional Location and Setting

Humboldt covers an approximately 4,050 square-mile area within the northern California coastal area (see Figure 2-1), and the plan area involves all land within unincorporated and incorporated Humboldt County (see Figure 2-2). Humboldt is bound by Del Norte and Siskiyou Counties to the north, Trinity County to the east, and Mendocino County to the south. The Pacific Ocean is located to the west of Humboldt, forming a natural barrier to development. Principal regional transportation facilities serving Humboldt are Highway (Hwy) 101, State Route (SR) 36, SR 299, SR 96, and the Arcata/Eureka Airport. Regional bus service is also provided by the Humboldt Transit Authority, including the Southern Humboldt Intercity, Arcata and Mad River, Redwood Transit System, Eureka Transit Service, Willow Creek, Redwood Coast Express and Ride Humboldt Flex transit service routes.

2.1.2 Local Setting

Humboldt currently has a population of 133,100 according to the California Department of Finance estimates.² Eighty percent of the County’s 2.3 million acres are forested. Fifty percent of this acreage is private commercial timberland and 35 percent is State of California or federal public land, including Redwood National and State Parks, Six Rivers National Forest, the King Range National

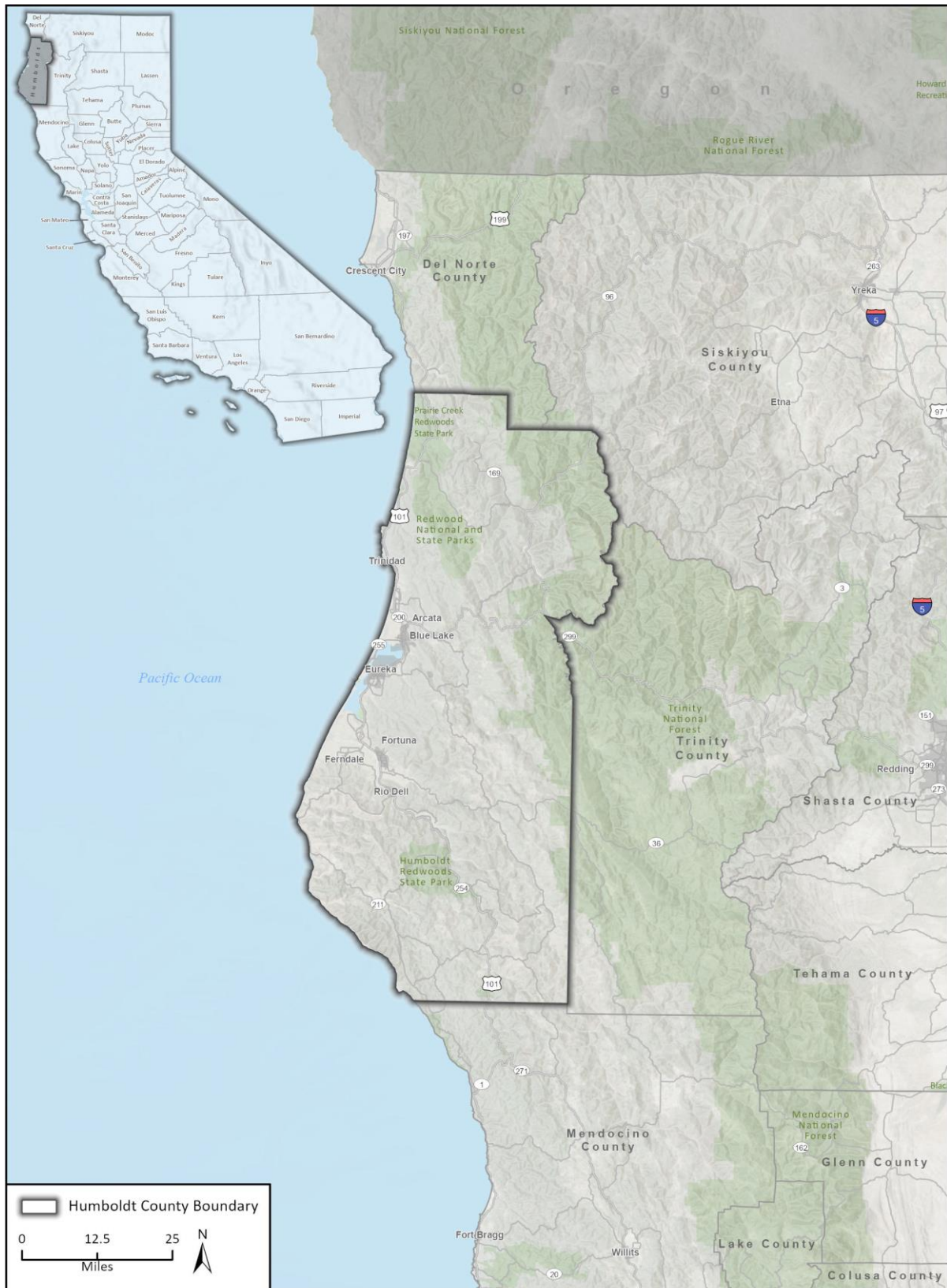
¹ “Within this EIR, reference to “Humboldt” refers to the region made up by the unincorporated County and incorporated cities, collectively.

² California Department of Finance. 2024. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2024. <https://dof.ca.gov/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/> (accessed August 2024).

Conservation Area, and Humboldt Redwoods State Park. The County also contains several areas of Tribal lands, including the approximately 89,400-acre Hoopa Valley Reservation, 56,370-acre Yurok Reservation, and 76-acre Blue Lake Rancheria. Approximately one-quarter of Humboldt (634,000 acres) remains agricultural.³ The remaining twenty percent of the County's land consists of a mix of residential, commercial, and industrial uses.

³ Humboldt, County of. 2017. Humboldt County General Plan. <https://humboldt.gov/DocumentCenter/View/61984/Humboldt-County-General-Plan-complete-document-PDF> (accessed April 2023)

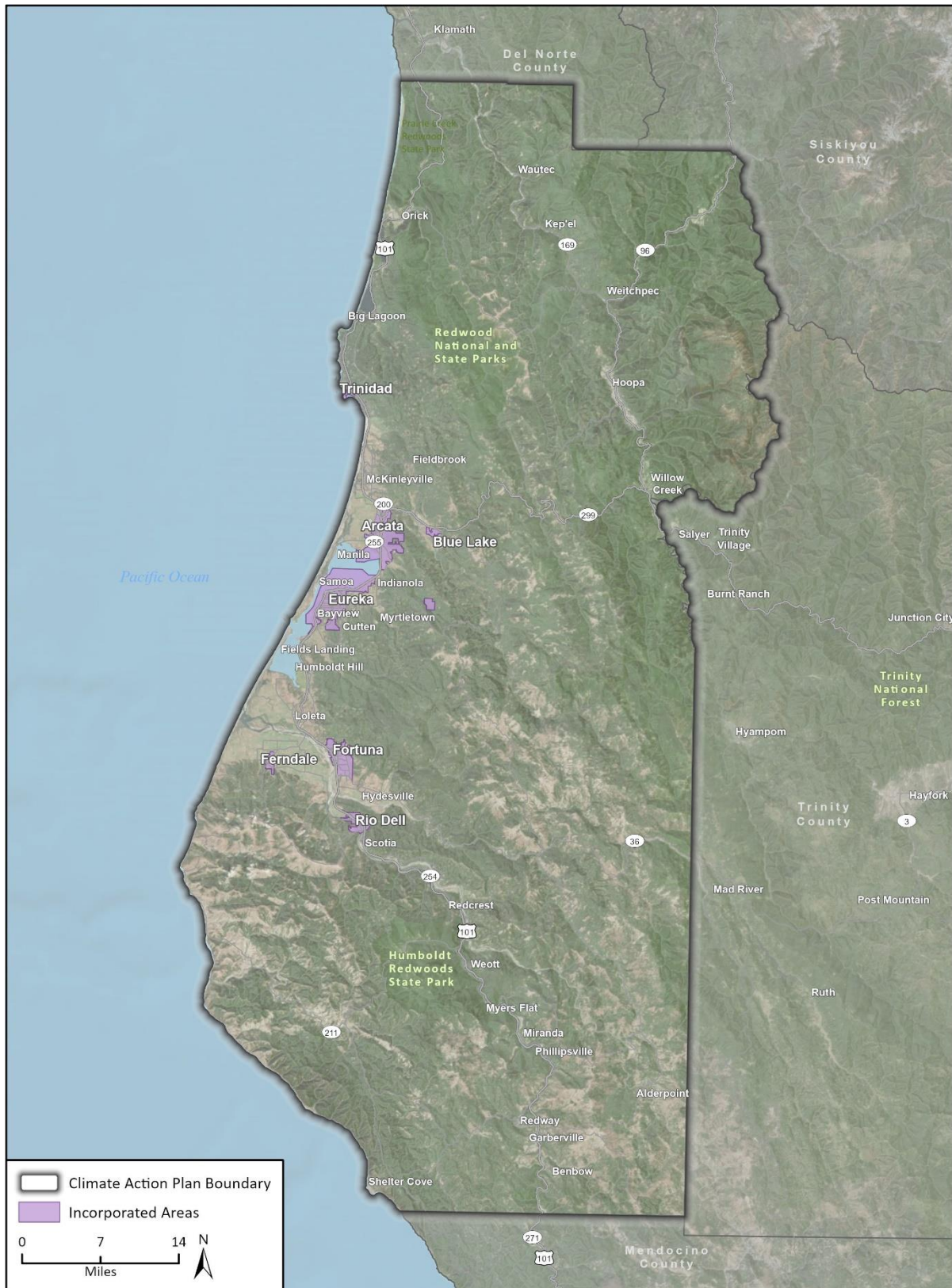
Figure 2-1 Regional Location



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2.2-234710-01's Link 1 Project Description
Fig 2.1 Regional Location

Figure 2-2 Plan Area Location



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22-13470 EPS EIR Project Description
Fig 2.2 Plan Location

2.2 Existing Sustainability Setting

2.2.1 Humboldt Sustainability and GHG Emissions Reduction Efforts

The County has actively implemented a variety of environmental programs since 2003 contributing to GHG emissions reductions. The following is a listing of the County's primary sustainable and climate protection programs:

- Participates in North Coast Resource Partnership sustainability programs (2004)
- Arcata Community GHG Reduction Plan (2006)
- Cal Poly Humboldt University Climate Action Plan adopted (2016)
- Redwood Coast Energy Authority (RCEA) community choice aggregator RePower Humboldt Plan (2019)
- Humboldt County Association of Governments (HCAOG) VMT reduction programs (2023)
- Humboldt Transit Authority zero-emissions fleet transitioning
- RCEA North Coast Medium-Duty and Heavy -Duty Zero-Emission Vehicle (ZEV) Blueprint Plan (2023)

2.2.2 Regional Sustainability and GHG Emissions Reduction Efforts

In coordination with the State of California and the federal government, Humboldt has committed to implementing regional and State policies related to GHG emissions reduction. As follows is a summary of the regional GHG emissions reduction efforts, which the RCAP is intended to be consistent with or exceed.

Humboldt County Regional Transportation Plan – VROOM 2022 - 2042

In 2022, the Humboldt County Association of Governments (HCAOG) adopted the Regional Transportation Plan (RTP) to provide the County with a long-range plan for establishing the vision and priorities for transportation over a 20-year planning horizon. The policies in the RTP serve to guide the development of a sustainable transportation landscape in which people can safely, comfortably, and reliably get to the places they want to go. The RTP is intended to identify and document specific actions to address the region's needs for connectivity, mobility, equity, and accessibility for the next 20 years, and for addressing climate change.⁴

Redwood Coast Energy Authority

RCEA is a local not for profit government agency that procures electricity for the Humboldt region as a community choice aggregator. RCEA is implementing several initiatives to reduce GHG emissions through the energy sector. RePower Humboldt⁵, RCEA's Comprehensive Action Plan for Energy in the region, lays out a strategy to provide 100 percent clean and renewable energy by 2025. Based

⁴ Humboldt County Association of Governments. 2023. Regional Transportation Plan – VROOM 2022-2042. https://www.hcaog.net/sites/default/files/vroom_2022-2042_full_report_0.pdf (accessed April 2023).

⁵ Redwood Coast Energy Authority (RCEA) (2019). *RePower Humboldt*. <https://redwoodenergy.org/wp-content/uploads/2020/06/RePower-2019-Update-FINAL-.pdf> (accessed August 2024).

on community input, the final report outlines policies and goals to lower utility rates and offer clean energy from local sources. RCEA's long-term energy portfolio aims to be 100 percent renewable produced by local resources by 2030. RCEA's power mix in 2022 was 51 percent renewable, 45 percent carbon free, and 5 percent from other sources. In addition, RCEA offers several energy efficiencies, fuel switching, and clean transportation programs to convert household and vehicle energy use from fossil fuels to renewable (low-carbon) sources.

State Sustainability and GHG Emissions Reduction Efforts

As follows is a summary of the State GHG emissions reduction efforts, which the RCAP is intended to be consistent with or exceed.

California Executive Order S-3-05

In 2005, the California governor issued Executive Order (EO) S-3-05, which identifies Statewide GHG emissions reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020
- Reduce GHG emissions to 80 percent below 1990 levels by 2050

In response to EO S-3-05, California Environmental Protection Agency (CalEPA) created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report"). The *2006 CAT Report* identified a recommended list of strategies that the State could pursue to reduce GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the State agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, among others.

California Assembly Bill 32, California Global Warming Pollution Solutions Act

In 2006, the California legislature signed Assembly Bill (AB) 32 – the Global Warming Solutions Act – into law, requiring a reduction in Statewide GHG emissions to 1990 levels by 2020 and California Air Resources Board (CARB) preparation of a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 required CARB to adopt regulations to require reporting and verification of Statewide GHG emissions. Based on this guidance, CARB approved a 1990 Statewide GHG level and 2020 limit of 427 metric tons (MT) of carbon dioxide equivalent (CO₂e).

California Senate Bill 375, Sustainable Communities and Climate Protection Act

In 2008, Senate Bill (SB) 375) enhanced the State's ability to reach AB 32 targets by CARB to develop regional GHG emissions reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPO) to prepare a sustainable community's strategy (SCS) that contains a growth strategy to meet such regional GHG emissions reduction targets for inclusion in the respective regional transportation plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing

GHG emissions from 2005 levels by 2020 and 2035. HCAOG is not one of the 18 MPOs required to implement an SCS and was not assigned GHG emissions reductions targets by CARB.

California Climate Change Scoping Plan (2008)

In 2008, CARB approved the original California Climate Change Scoping Plan, which included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted and implemented since approval of the Scoping Plan.

California Climate Change Scoping Plan Update (2013)

In 2013, CARB approved the first update to the California Climate Change Scoping Plan. The 2013 Scoping Plan Update defined CARB climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide GHG emissions reduction goals. The 2013 Scoping Plan Update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use.

California Executive Order B-30-15

In 2015, the California governor issued Executive Order B-30-15, which established a Statewide mid-term GHG reduction target of 40 percent below 1990 levels by 2030.

California Senate Bill 32, California Global Warming Pollution Solutions Act Update

In 2016, the California legislature signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring further reduction in Statewide GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 350 and SB 1383 (see below).

California Climate Change Scoping Plan Update (2017)

In 2017, CARB approved the second update to the California Climate Change Scoping Plan. The 2017 Scoping Plan put an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan Update does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with Statewide per-capita goals of 6 MT of CO₂e by 2030 and 2 MT of CO₂e by 2050. As stated in the 2017 Scoping Plan Update, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects, because they include all GHG emissions sectors in the State.⁶

⁶ California Air Resources Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf (accessed August 2024).

Assembly Bill 1279

In September 2022, AB 1279 was approved, which established a legally binding requirement for California to achieve and maintain carbon neutrality no later than 2045. Assembly Bill 1279 also established the requirement to achieve a Statewide reduction in GHG emissions of 85 percent below 1990 levels by 2045. This indicates that the remaining 15 percent to achieve carbon neutrality can be achieved via carbon sequestration and other non-direct-GHG-emissions-reductions techniques.

California Climate Change Scoping Plan Update (2022)

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB adopted the Final 2022 Climate Change Scoping Plan in November 2022. The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action in natural working lands to reduce emissions and sequester carbon, and the capture and storage of carbon. The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work.⁷

California Executive Order B-55-18

In 2018, the California governor issued Executive Order B-55-18, which established a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing Statewide GHG reduction targets established by SB 32.

For more information on the Senate and Assembly Bills, Executive Orders, and Scoping Plans discussed above, and to view reports and research referenced above, please refer to the following websites: www.climatechange.ca.gov and www.arb.ca.gov/cc/cc.htm.

Assembly Bill 1493, Pavley Bill Vehicle Efficiency Standards

In 2002, the California State Legislature enacted Assembly Bill 1493 (aka "the Pavley Bill"), which directs the CARB to adopt standards that will achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles," taking into account environmental, social, technological, and economic factors. In September 2009, CARB adopted amendments to the "Pavley" regulations to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The Pavley Bill is considered to be the national model for vehicle emissions standards. In January of 2012, CARB approved a new emissions control program for vehicle model years 2017 through 2025. The program combines the control of smog, soot, and GHGs and the requirement for greater numbers of zero emission vehicles into a single package of standards called Advanced Clean Cars.

⁷ CARB. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. <https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf> (accessed August 2024).

California Energy Efficiency Strategic Plan of 2008

In September 2008, the California Public Utilities Commission (CPUC) adopted California's first Long Term Energy Efficiency Strategic Plan, presenting a single roadmap to achieve maximum energy savings across all major groups and sectors in California. The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter. The Strategic Plan sets goals of all new residential construction and all new commercial construction in California to be zero net energy (ZNE) by 2020 and 2030, respectively. In 2018, the California Energy Commission voted to adopt a policy requiring all new homes in California to incorporate rooftop solar. This change went into effect in January 2020 with the adoption of the 2019 California Code of Regulations (CCR) Title 24 Code and is a step towards the State achieving its goal of all residential new construction being ZNE by 2020. Additionally, the Strategic Plan sets goals of 50 percent of existing commercial building to be retrofit to ZNE by 2030 and all new State buildings and major renovations to be ZNE by 2025.

California Code of Regulations Title 24 (California Building Code)

Updated every three years through a rigorous stakeholder process, Title 24 of the CCR requires California homes and businesses to meet strong energy efficiency measures, thereby lowering their energy use. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code). The California Building Code is applicable to all development in California. (Health and Safety Code §§ 17950 and 18938(b).)

The regulations receive input from members of industry, as well as the public, with the goal of "[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy." (Pub. Res. Code § 25402.) These regulations are carefully scrutinized and analyzed for technological and economic feasibility (Pub. Res. Code § 25402(d)) and cost effectiveness (Pub. Res. Code § 25402(b)(2) and (b)(3)). The 2022 Title 24 standards went into effect on January 1, 2023.

Part 6 – Building Energy Efficiency Standards

CCR Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. The Building Energy Efficiency Standards is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission.

Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective on January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local

jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards applicable to air quality require:

- Minimum 20 percent reduction in indoor water use relative to specified baseline levels;⁸
- Waste Reduction:
 - Minimum 65 percent non-hazardous construction/demolition waste diverted from landfills;
 - Non-residential and multi-family dwellings with five or more units: Provide readily accessible areas identified for the depositing, storage and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastic, organic waste, and metals; and/or
 - Non-residential: Reuse and/or recycling of 100 percent of trees, stumps, rocks, and associated vegetation soils resulting from primary land clearing;
- Inspections of energy systems to ensure optimal working efficiency;
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards; and
- EV Charging for New Construction:⁹
 - One- and two-family dwellings and town houses with attached private garages: Dedicated circuitry to facilitate installation of electric vehicle (EV) charging;
 - Multi-family dwellings and hotels/motels with less than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable and at least 25 percent of the total number of parking spaces shall be EV-ready;
 - Multi-family dwellings and hotels/motels with greater than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable, at least 25 percent of the total number of parking spaces shall be EV-ready, and at least 5 percent of the total number of parking spaces shall be equipped with a Level 2 charging station;
 - Non-residential land uses shall comply with the following EV charging requirements based on the number of passenger vehicle parking spaces:
 - 0-9: no EV capable spaces or charging stations required;
 - 10-25: 4 EV capable spaces but no charging stations required;
 - 26-50: 8 EV capable spaces of which 2 must be equipped with charging stations;
 - 51-75: 13 EV capable spaces of which 3 must be equipped with charging stations;
 - 76-100: 17 EV capable spaces of which 4 must be equipped with charging stations;
 - 101-150: 25 EV capable spaces of which 6 must be equipped with charging stations;
 - 151-200: 35 EV capable spaces of which 9 must be equipped with charging stations; and
 - More than 200: 20 percent of the total available parking spaces of which 25 percent must be equipped with charging stations;

⁸ Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

⁹ EV Capable = a vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging; EV-ready = a vehicle space which is provided with a branch circuit and any necessary raceways to accommodate EV charging stations, including a receptacle for future installation of a charger (see 2022 California Green Building Standard Code, Title 24 Part 11 for full explanation of mandatory measures, including exceptions).

- Non-residential land uses shall comply with the following EV charging requirements for medium- and heavy-duty vehicles: warehouses, grocery stores, and retail stores with planned off-street loading spaces shall install EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s), or subpanel(s) at the time of construction based on the number of off-street loading spaces as indicated in Table 5.106.5.4.1 of the California Green Building Standards;
- Bicycle Parking:
 - Non-residential short-term bicycle parking for projects anticipated to generate visitor traffic: permanently anchored bicycle racks within 200 feet of visitor entrance for 5 percent of new visitor motorized vehicle parking spaces with a minimum of one 2-bike capacity rack; and/or
 - Non-residential buildings with tenant spaces of 10 or more employees/tenant-occupants: secure bicycle parking for 5 percent of the employee/tenant-occupant vehicle parking spaces with a minimum of one bicycle parking facility.
- Shade Trees (Non-Residential):
 - Surface parking: minimum No. 10 container size or equal shall be installed to provide shade over 50 percent of the parking within 15 years (unless parking area covered by appropriate shade structures and/or solar);
 - Landscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years; and/or
 - Hardscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years (unless covered by applicable shade structures and/or solar or the marked area is for organized sports activities).

Senate Bill 97, CEQA Guidelines for Addressing GHG Emissions

CEQA requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans, and specific kinds of development projects. In February 2010, the California Office of Administrative Law approved the recommended amendments to the State CEQA Guidelines for addressing GHG emissions. The amendments were developed to provide guidance to public agencies regarding the analysis, mitigation, and effects of GHG emissions in draft CEQA documents.

Assembly Bill 117, Community Choice Aggregation

Assembly Bill 117 establishes the creation of Community Choice Aggregation (CCA) that fosters clean and renewable energy markets. CCA allows cities and counties to aggregate the buying power of individual jurisdictions. The California CCA markets were created as an answer to the brownouts and energy shortages of the early 2000's. AB 117 was passed in 2002 as an answer to California's increased energy independency by incorporating more alternative and renewable energy sources into its energy portfolio. With AB 117, municipalities can provide alternative energy choices to their local carrier (e.g., the Pacific Gas and Electric Company, PG&E). Marin Clean Energy was the first CCA in the State of California to go online with a 50 percent to 100 percent clean energy portfolio in 2010. In 2003, RCEA began supplying communities in Humboldt with renewable energy-sourced electricity. CCAs are governed by the California Public Utilities Commission (CPUC). SB 790 further ensures fair and transparent competition by creating a code of conduct and guiding principles for entrants into the CCA field.

Senate Bill 1275, Charge Ahead Initiative

In 2014, Senate Bill 1275 established a State goal of one million zero-emissions and near-zero-emissions vehicles in service by 2020 and directed CARB to develop a long-term funding plan to meet this goal. SB 1275 also established the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs and increasing access to and benefits from zero-emissions vehicles for disadvantaged, low- and moderate-income communities and consumers.

Senate Bill 350, Clean Energy and Pollution Reduction Act of 2015

In 2015, SB 350 established new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codified Governor Brown’s aggressive clean energy goals and established the State 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 increases California’s renewable electricity procurement goal from 33 percent by 2020 (legislation originally enacted in 2002) to 50 percent by 2030. Renewable resources include wind, solar, geothermal, wave, and small hydroelectric power. In addition, SB 350 requires the State to double State-wide energy efficiency savings in electricity and natural gas end uses by 2030 from a base year of 2015.

Assembly Bill 197, State Air Resources Board GHGs Regulations

In 2016, AB 197, a bill linked to SB 32, increased legislature oversight over CARB and directs CARB to both prioritize disadvantaged communities in its climate change regulations and evaluate the cost-effectiveness of measures it considers. AB 197 requires CARB to protect the State’s most impacted and disadvantaged communities [and] consider the social costs of the emissions of GHGs when developing climate change programs. The bill also adds two new legislatively appointed non-voting members to CARB, increasing the Legislature’s role in CARB’s decisions.

Senate Bill 100, The 100 Percent Clean Energy Act of 2018

In September 2018, Governor Brown signed SB 100, requiring that the State’s load serving entities (including energy utilities and community choice energy programs) must procure energy generated 100 percent from Renewables Portfolio Standard for eligible renewable resources by 2045.

Senate Bill 1020, Clean Energy, Jobs, and Affordability Act of 2022

Established in 2002 under SB 1078, and accelerated by SB 107 (2006), SB X 1-2 (2011), SB 100 (2018), and SB 1020, California’s Renewable Portfolio Standard (RPS) obligates investor-owned utilities, energy service providers, and community choice aggregators to transition the electricity supply to renewable resources. The RPS requires energy service providers to supply renewable energy as follows: 90 percent of retail sale electricity and 100 percent of electricity procured to serve State agencies by 2035, 95 percent by 2040, and 100 percent by 2045. The CPUC and the CEC are jointly responsible for implementing the program.

2.3 General Plan Designation and Zoning

The RCAP and CEQA GHG Emissions Thresholds would be implemented throughout Humboldt and would occur in all relevant County and Cities General Plan designations and zoning designations. The RCAP and CEQA GHG Emissions Thresholds would not alter any existing land use or zoning designations.

2.4 Plan Purpose and Objectives

The overall purpose of the RCAP and CEQA GHG Emissions Thresholds is to prepare, adopt, and implement a qualified GHG reduction plan that may be utilized for mitigating and tracking Countywide GHG emissions as well as for streamlining CEQA GHG analyses for future projects within the County that are required to undergo CEQA review. A qualified GHG reduction plan must meet CEQA Guidelines §15183.5 plan elements criteria A through F, as shown in Table 2-1, and be consistent with State GHG reduction laws, including Senate Bill 32 (40 percent below 1990 levels by 2030 target) as well as Assembly Bill 1279 (carbon neutrality by 2045 target).

Table 2-1 CEQA Guidelines Section 15183.5(b) Criteria Addressed in RCAP

CEQA Criteria	RCAP Chapter Addressing Criteria
1. Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area	Chapter 3 Appendix B
2. Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable	Chapter 3
3. Identify and analyze sector specific GHG emissions from specific actions or categories of actions anticipated within the geographic area	Chapter 3 Appendix C
4. Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level	Chapters 4 Appendix C
5. Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels	Chapter 5
6. Adopt in a public process following environmental review	Pending Adoption after Certification of this EIR

The RCAP would meet CEQA Guidelines §15183.5 plan elements criteria A through E related to quantification of existing and projected GHG emissions by sector (i.e., category); establishment of a level (i.e., target) below which GHG emissions contribution would not be cumulative considerable; identification and analysis of measures and actions (in this case, measures and actions) that would achieve the target; and establishment of a mechanism to monitor the progress toward achieving the target and adjust as needed to achieve the target. The RCAP would meet CEQA Guidelines §15183.5 plan elements criterion F related to environmental review and adoption via a public process via this RCAP EIR. The RCAP would also be consistent with SB 32 and AB 1279 established State targets. The RCAP would serve as the overarching implementation plan through the 2045 target year and is expected to be reevaluated on a bi-annual basis. Updates to the RCAP would be made regularly to reflect new advances and technologies in GHG emissions reduction strategies.

The specific RCAP and CEQA GHG Emissions Thresholds objectives are as follows:

- Establish a coalition between jurisdictions and key organizations to guide a regional approach to climate-related challenges
- Identify strategies, measures, actions, and tracking mechanisms to serve as a qualified GHG reduction plan and provide a foundation for sustainable development efforts in the region
- Reduce communitywide GHG emissions by 40 percent below 1990 levels by 2030 (a maximum total annual emissions of 1,241,589 MT of CO₂e) in line with County and State targets

- Reduce communitywide GHG emissions to net neutral by 2045, with at least 85 percent being via GHG emissions reductions, in line with County and State targets
- Demonstrate a level of GHG emissions below which the County would have less-than-cumulatively-considerable GHG impacts for future environmental planning reviews and provide CEQA streamlining for projects via the Humboldt Regional CEQA GHG Checklist
- Strengthen the growing regional green economy
- Improve Humboldt air quality and, thus, public health

2.5 Proposed Plan Components

2.5.1 Regional CAP

As described above, the primary objectives of the RCAP are to reduce GHG emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045, as well as to grow the green economy and improve public health in the County. To achieve these objectives, the RCAP incorporates the many sustainability programs that the region has in place (noted above under noted Section 2.2, *Existing Sustainability Setting*), as well as new programs and policies to further reduce GHG emissions and enhance sustainability. The RCAP includes the following key components that are described further in the below subsections:

- 2022 GHG emissions inventory
- GHG emissions forecasts through 2045
- GHG emissions targets for 2030 and 2045
- GHG emissions reduction strategies, measures, and actions
- Implementation strategy

2022 GHG Emissions Inventory

The 2022 GHG emissions inventory serves as the GHG emissions baseline for the RCAP. Approximately 1,531,167 MT of CO₂e was emitted in Humboldt in 2022. GHG emissions in the inventory are categorized based on sectors. These sectors include residential and commercial energy use, on- and off-road transportation, water, wastewater, and landfilled waste. The residential and commercial energy sector represents emissions that result from electricity and natural gas used in both private and public sector buildings and facilities, as well as emissions from wood and propane use in residential buildings. The transportation sector includes emissions from on-road passenger and commercial vehicles within the County, as well as off-road vehicles and equipment. Water sector emissions, arising from electricity use in water delivery and treatment, are accounted for under electricity sector emissions as the entirety of water supplied to Humboldt community members occurs within the County's geographic and jurisdictional boundaries.¹⁰ Table 2-2 provides the Humboldt GHG emissions in 2022 by sector as well as each sector's percentage of Humboldt communitywide emissions.

¹⁰ Water sector operation information is based on feedback provided by the County and water districts that supply water to the regional Humboldt community.

Table 2-2 Humboldt 2022 GHG Emissions Inventory (Baseline) Summary

GHG Emissions Sector/Source	CO ₂ e (MT)	Percent of Total Emissions
Energy and Water	248,116	16
Transportation	1,235,883	81
Solid Waste	37,538	2
Wastewater	9,630	1
Total	1,531,167	100

CO₂e = carbon dioxide equivalent; MT = Metric Tons

Source: Rincon Consultants, Inc. 2024. Humboldt Regional Climate Action Plan GHG Inventory, Forecast, and Targets Report. March 2024.

As shown in Table 2-2, the largest sectors of GHG emissions in Humboldt are transportation (on-road transportation) and building energy use (specifically natural gas use).

2030 through 2045 GHG Emissions Forecasts

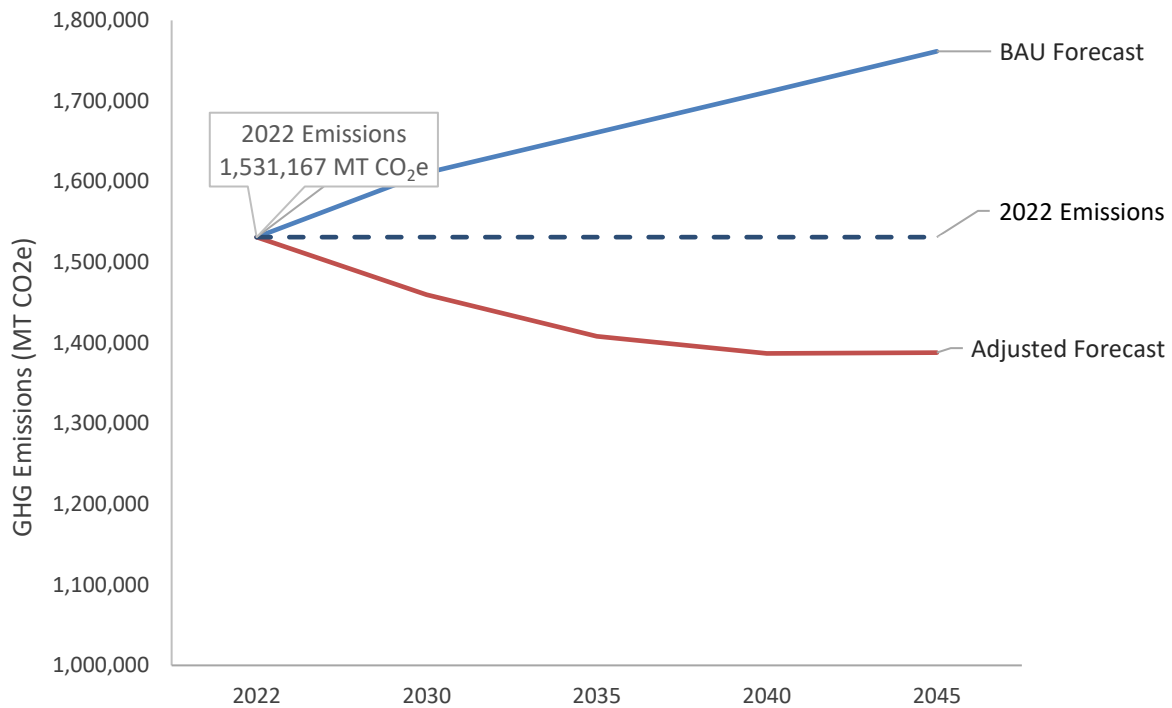
The RCAP includes a business-as-usual (BAU) scenario and a legislative adjusted BAU (ABAU) scenario to forecast GHG emissions. The BAU scenario provides a forecast of how future GHG emissions would change if consumption trends continued as they did in 2022 baseline GHG emissions year and projected changes in population, housing, employment, and transportation activity over time (through 2045) occur consistent with planned growth within Humboldt boundaries. The ABAU scenario provides a forecast of how currently adopted State legislation would reduce GHG emissions from the BAU scenario. Table 2-3 and Figure 2-3 present the BAU and ABAU forecasts.

Table 2-3 Humboldt 2030 through 2045 GHG Emissions Forecasts

GHG Emissions Scenario	2022	2030	2035	2040	2045
BAU Forecast	1,531,167	1,610,994	1,660,990	1,711,160	1,761,644
ABAU Forecast	1,531,167	1,459,598	1,408,160	1,386,924	1,387,943

Notes: All values are presented in annual total metric tons of carbon dioxide equivalent (MT of CO₂e)

Figure 2-3 Humboldt GHG Emissions Forecasts Compared to Baseline



2030 and 2045 GHG Emissions Targets

California has established Statewide GHG reduction goals for 2030 and 2045. The State has encouraged communities to adopt their own plans consistent with these goals in the CARB 2022 Scoping Plan.¹¹ Thus, local agencies are recommended to establish at a minimum, equivalent reduction targets at the local level by establishing community wide GHG reduction goals for climate action that will help California achieve its 2030 and 2045 GHG emissions goals. The purpose of target setting is to develop the trajectory toward achieving the State 2030 goal (SB 32) and prepare for the deep decarbonization needed by 2045 in a cost-effective manner by setting an incremental path toward achieving AB 1279 targets. CARB guidance is for jurisdictions to first strive to exceed the SB 32 target of reducing GHG emissions 40 percent below 1990 levels, while establishing a policy framework to achieve the long-term target of carbon neutrality by 2045.

The RCAP includes a 1990 GHG emissions levels calculation for reference in determining the needed reduction amounts to achieve State goals. The 1990 GHG emissions total was calculated to be 2,069,316 MT of CO₂e.

This RCAP establishes a mass emissions target of 40 percent reduction in GHG emissions below 1990 levels by 2030 in alignment with SB 32, for a maximum annual GHG emissions of 1,241,589 MT of CO₂e by 2030. Table 2-4 and Figure 2-4 show the target pathway to meet the SB 32 and AB 1279 emissions targets and the GHG emissions reductions from ABAU levels Humboldt will be required to achieve in order to meet those targets.

¹¹ California Air Resources Board (CARB). 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf> (accessed August 2024).

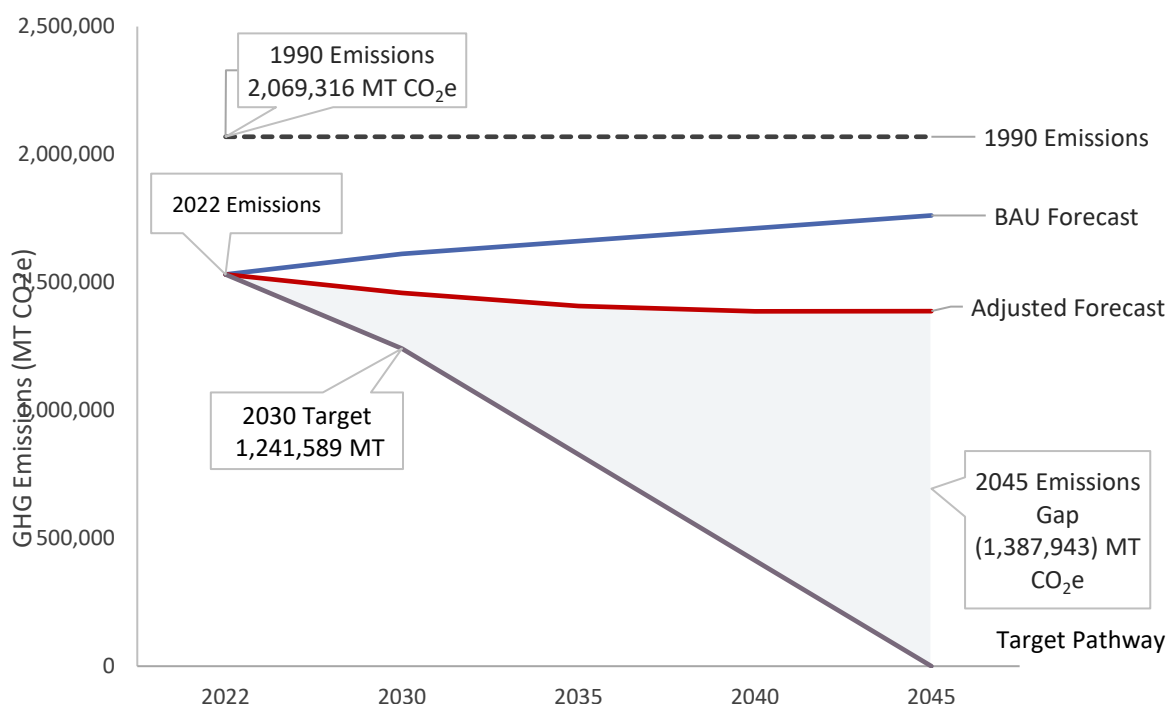
Table 2-4 Humboldt GHG Emissions Reduction Target Pathway Compared to Forecasts

GHG Emissions Scenario	2022	2030	2035	2040	2045
BAU Forecast	1,531,167	1,610,994	1,660,990	1,711,160	1,761,644
ABAU Forecast	1,531,167	1,459,598	1,408,160	1,386,924	1,387,943
SB 32 and AB 1279 Mass Emissions Target Pathway ¹	–	1,241,589	827,726	413,863	0
Remaining Emissions Gap from ABAU	–	218,008	580,434	973,061	1,387,943

Notes: All values are presented in annual total metric tons of carbon dioxide equivalent (MT of CO₂e)

¹ The target pathway is calculated by reducing 1990 mass emissions by 40 percent in 2030 and to 0 in 2045. This target pathway is consistent with both SB 32 and a trajectory set forth to achieve AB 1279.

Figure 2-4 Humboldt GHG Emissions Reduction Targets Compared to Forecasts



GHG Emissions Reduction Strategies, Measures, and Actions

Emission reductions would be achieved by implementing specific policies and programs at the local level. These activities are referred to as “measures” and “actions” and should be clear, attainable, measurable, and equitable to help achieve the desired emission reductions. The RCAP includes strategies, measures, and actions to achieve, or make substantial progress towards achieving, Humboldt’s 2030 target and 2045 goal. The RCAP includes 11 strategies to reduce GHG emissions, each with measures and actions to support the strategies. The structure of the strategies, measures, and actions are as follows:

- **Strategies.** Strategies describe an overall approach for reducing GHG emissions within a given sector

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- **Measures.** Measures are long-range policies that the Humboldt region has established to ultimately reduce GHG emissions in line with the State. Some Measures may be further disaggregated to set goals for “urban” or “rural” regions, defined as follows:
 - **Urban:** Urban areas in Humboldt are more densely developed areas in the region with greater access to energy and transportation infrastructure.
 - **Rural:** Rural areas in Humboldt represent the dispersed communities in the region with limited access to energy and transportation infrastructure. This includes the unincorporated County as well as some incorporated cities that have similar constraints.
- **Actions:** Actions identify the programs, policies, funding pathways, and other specific commitments that will be implemented within the region. Each measure contains a suite of actions, which together have been designed to accomplish the measure goal and metrics.

The RCAP measures and actions can be either quantitative (e.g., result in direct and measurable GHG emissions reductions) or supportive (e.g., do not contribute directly to GHG emissions reductions). Table 2-5 includes a complete list of the RCAP strategies and descriptions of respective supporting measures and actions, as well as anticipated annual GHG emissions reductions in 2030 and 2045. Key among these, the RCAP includes strategies, measures, and actions to increase the use of carbon-free electricity, decarbonize new and existing buildings, and increase the amount of renewable energy and battery storage in Humboldt. It recommends increasing EV charging stations to encourage greater EV adoption in the community, and development programs and land use patterns that encourage walking, biking, carpooling, and public transit use. It also offers ways to reduce water use and divert organic and inorganic waste that would otherwise go to landfills. In addition, the RCAP includes strategies, measures, and actions to increase urban greenspace and trees for carbon sequestration and to provide community education and outreach regarding RCAP and local sustainability efforts.

Table 2-5 Humboldt RCAP Strategies, Measures, and Actions

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
Strategy 1: Development of a regional climate coalition			
Measure C-1: Establish a Regional Climate Committee comprised of representatives from each jurisdiction, HTA, HCAOG, HWMA, and RCEA to be administered by the County.			
C-1a	Pursue and obtain funding to create a Climate Program Manager position to lead the coordination efforts of the Regional Climate Committee. The Regional Climate Committee will be responsible for implementing RCAP measures and actions. The Climate Program Manager will facilitate the work of the Regional Climate Committee made up of responsible parties from each of the region’s jurisdictions and agencies. The Manager will work with the Committee to utilize the RCAP as a strategic plan outlining the goals of the Coalition. The Manager will coordinate with staff of the participating jurisdictions and agencies to undertake the work directed by the Committee. Finally, the Manager will develop an annual progress report on RCAP implementation annually to City Councils and County Supervisors to measure progress and establish accountability in achieving RCAP emissions reduction goals.	Phase 1 - ongoing	Supportive
C-1b	The Program Manager represents a larger staff need to fulfill the mission of the Regional Climate Committee and will obtain funding to support several staff in implementing and tracking the RCAP.	Phase 1 - ongoing	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
C-1c	The Regional Climate Committee will develop and provide models, pilot programs, and template policies or ordinances that enable each jurisdiction in the region to implement uniform changes and facilitating local communities in making the necessary structural adjustments to reduce GHG emissions. This will reduce inefficiencies and duplication of effort while ensuring a coordinated regional approach.	Phase 1 - ongoing	
C-1d	Develop and distribute promotional materials and programs across the region to inform the community, gain buy-in, and promote awareness of new and existing programs and opportunities. Leveraging the Regional Climate Committee to prepare such materials will allow for limited resources in the region to be pooled on such efforts thereby reducing strain on jurisdictional staff. This engagement effort should include strategies to plan and address differences in opinions/understanding regarding climate change and should relay the message that all community members (whether in urban or rural areas) need to participate in local efforts.	Phase 1 - ongoing	
C-1e	Leverage regional programs to engage and support frontline communities that may experience secondary impacts or not benefit directly from the measures' objectives. Ensure these communities can access regional resources or funding opportunities to mitigate identified impacts and benefit the entire community. The Regional Climate Committee will be charged with engaging with regional programs and identifying appropriate community-based organizations to lead and guide such engagement efforts to ensure voices of vulnerable communities are involved in RCAP implementation and planning.	Phase 1 - ongoing	
C-1f	Utilize regional resources to conduct efficient regional studies, avoiding redundancy, that provide a clear understanding of the details, obstacles, and feasibility of proposed programs. This includes necessary analyses to identify the best path forward or the feasibility of implementing specific measures. The Regional Climate Committee will aid in identifying the regional expertise and coordinating studies across the region to limit duplication of efforts.	Phase 1 - ongoing	
C-1g	Collaborate regionally to identify and pursue relevant and impactful grants and financial backing to facilitate RCAP implementation across the region. Ensure resources and efforts are directed towards securing funds that can be distributed across the region, such as grants or rebates to support measure implementation and adequate program staffing. Direct the Regional Climate Committee to pursue 3-5 grants for regional efforts to meet RCAP goals per year.	Phase 1 - ongoing	
C-1h	Use the collaborative network of local jurisdictions, agencies, and community-based organizations (CBOs) to attract additional internal and external support and expertise. This includes engaging community organizations that are well-positioned to consistently and sustainably advance specific measures. Leverage the Regional Climate Committee to identify and provide assistance to local jurisdictions' high priority project pursuits which support the RCAP.	Phase 1 - ongoing	
C-1i	Work with the school districts in incorporated cities and unincorporated Humboldt to create a school outreach program or curriculum to educate children from a young age on the RCAP and climate change.	Phase 1 – ongoing	

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
Strategy 2: Increase carbon-free electricity			
Measure BE-1: By 2030, source 90% of grid-supplied electricity from renewable and carbon-free sources.			
BE-1a	<p>Coordinate and support Redwood Coast Energy Authority (RCEA) in developing an effective energy strategy. Strategy should include conducting an assessment to identify the potential obstacles and detail the steps to providing provide renewable and carbon-free power and decarbonization programs outlined in the RePower Humboldt plan such as:</p> <ul style="list-style-type: none"> ▪ Future Capacity constraints ▪ Customer solar installations ▪ Customer electrification support ▪ EV charging infrastructure buildout ▪ Building electrification ▪ Advanced biofuel infrastructure <p>Evaluate enrollment rates in RCEA programs annually to understand why residents and businesses opt out or opt to procure standard grid electricity. Use results to adjust strategy for increasing enrollment accordingly</p>	Phase 1	2030: 15,403 2045: 0
BE-1b	Through the Regional Climate Committee develop a template policy or ordinance for regional jurisdictions to use to require new commercial and industrial developments to acquire electricity from renewable and carbon-free energy sources such as enrolling with RCEA, incorporating on-site renewable generation, or enrolling in PG&E's 100 percent renewable rate. For each jurisdiction, adapt the templated policy or ordinance as necessary and adopt by 2026.	Phase 1	
BE-1c	Collaborate across the region with interested parties including tribes, labor unions, workforce development boards, State agencies, colleges, universities, industries, and community organizations to increase local energy workforce development. Partner with RCEA, Humboldt State University, and College of the Redwoods to actively develop education and certifications for electrical and construction trades by 2027 to ensure develop a skilled workforce ready to meet the region's energy needs.	Phase 1 – 2	
BE-1d	Leverage the Regional Climate Committee to work with RCEA to reduce opt-down rate for new customers to no more than 2 percent. Develop promotional educational materials to inform community members on available incentives and benefits of clean energy and energy efficiency.	Phase 1 - ongoing	
BE-1e	Engage with the community and partner with community organizations to facilitate increased communication, technical assistance, and access to energy incentives through the California Alternative Rates for Energy (CARE), Family Electric Rate Assistance (FERA), and Low-Income Home Energy Assistance Program (HEAP) programs for low/moderate income households.	Phase 1 - ongoing	
BE-1f	Work with RCEA to expand and advertise regional energy funding programs as described in the RePower Humboldt plan. Facilitate Humboldt residents and businesses in utilizing energy finance programs such as, but not limited to, the Property Assessed Clean Energy (PACE) program. Conduct targeted outreach to public entities, such as public schools, that are eligible for State and Federal Program loans.	Phase 1 - ongoing	
BE-1g	Coordinate through the Regional Climate Committee to establish and administer a multi-jurisdictional staff position dedicated to identifying and pursuing funding opportunities to support County-wide educational programs, assisting in equitable energy workforce expansion outreach, and providing RCEA with additional funds to expand incentives or	Phase 1	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
	subsidies for the community to increase community enrollment. If establishing a dedicated staff position is not feasible, work with the Regional Climate Committee and regional partners to identify resource sharing opportunities for pursuing funding opportunities such as rotating the responsibility across designated agency employees.		
Measure BE-2: Increase the development of micro-grids and energy storage across the region to support RCEA's RePower Humboldt goals of enhancing grid capacity and facilitating the electrification of buildings and transportation.			
BE-2a	Develop permit streamlining programs that can be adopted by local jurisdictions to facilitate the streamlined implementation of renewable energy projects as identified in regional energy feasibility study and RCEA RePower Humboldt goals such as energy storage projects, residential and commercial solar installation, and microgrid development.	Phase 1 - ongoing	Supportive
BE-2b	Direct the Regional Climate Committee to work with RCEA to develop a plan for leveraging CPUC's recently passed Limited Generation Profile option to maximize solar installation developments in alignment with RCEA's RePower Humboldt goals throughout the region.	Phase 1 - ongoing	
BE-2c	Engage with the local community, key interested parties, and local-based community organizations representing disadvantaged and vulnerable communities to raise awareness about alternative renewable energy and nano-grid opportunities available through RCEA. Emphasize the increased accessibility to electrification as well as the economic and environmental advantages of electrification while addressing concerns related to emergency response to minimize exceptions. Publicize the connection between RCEA nano-grid efforts and the increased ability to electrify leading to cost savings, funding opportunities, environmental benefits, and flexibility of electrification through jurisdiction websites and permit counters.	Phase 2	
BE-2d	As part of Regional Climate Committee responsibilities identified in Measure C-1, engage with RCEA to track progress toward targets set in RCEA's RePower Humboldt plan and identify additional opportunities for local jurisdictions to alleviate barriers to goals set in RCEA's RePower Humboldt plan.	Phase 1 - ongoing	
BE-2e	As part of Regional Climate Committee responsibilities work with RCEA and the Schatz Energy Research Center to identify locations throughout the county that are priority for utility-scale, nano-grid, and micro-grid solar, hydropower, and/or wind energy generation based on aspects such as land availability and suitability, infrastructure needs, resilience, and energy access equity. Coordinate with PG&E on interconnection needs and identify strategies with PG&E of how to best support capacity building on the grid related to micro-grid projects.	Phase 2- ongoing	
BE-2f	Conduct an equity assessment across the region that includes the identification of potential cost barriers to residential solar development, particularly for low income and rural communities at the end of PG&E distribution infrastructure and identify feasible sites for solar and battery installation and potential funding sources.	Phase 1	
BE-2g	Identify facilities that are suitable to operate as regional resilience hubs to protect people from climate related issues. Create a priority list of these facilities with particular focus on servicing disadvantaged and vulnerable communities and work with RCEA to prioritize implementation of on-site microgrid and energy storage on identified.	Phase 1	
BE-2h	Regional Climate Committee will work with RCEA to pursue regional funding opportunities that can be used to develop resilient microgrids and incentivize new housing developers to install solar and on-site batteries,	Phase 1	

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
	particularly for affordable housing developments. Aim to pursue 3 grant or funding opportunities annually focused on microgrids and/or energy storage expansion.		
Measure BE-8: Advocate for Off-shore Wind developers and PG&E to build electrical infrastructure to supply Humboldt with energy produced by the future off-shore wind project which will increase regional supply and resilience.			
BE-8a	Dedicate Regional Climate Committee staff time to work with local organizations (e.g. 350Humboldt, Redwood Region Climate & Community Resilience Hub, COREHub) to petition the CEC and Humboldt Bay Off-shore Wind developers to include electricity transmission and distribution to the Humboldt region as a legally enforceable community benefit as stipulated in the Community Benefit Program to be completed as part of the Nationally Significant Multimodal Freight & Highway Projects (INFRA) grant program.	Phase 2	Supportive
BE-8b	Have the Regional Climate Committee advocate to the CEC and State to allow for an equitable rate tiering law to provide affordable rates for LIDAC communities in Humboldt County.	Phase 2 - 3	
BE-8c	Leverage the Regional Climate Committee to work with California Independent System Operator (ISO), California Public Utilities Commission (CPUC), the California Energy Commission (CEC), the Humboldt Bay Offshore Wind project and PG&E to identify pathways to establish equitable regional access to electricity produced by the off-shore wind project. This may include supporting permitting and development processes necessary for the proposed new Humboldt 500 kV substation as well as advocating to include distribution capacities at the substation for Humboldt County.	Phase 2 - 3	
BE-8d	Direct the Regional Climate Committee to evaluate and pursue opportunities for the Environmental and Climate Justice Community Change Grant through the Inflation Reduction Act or other available programs to advance clean energy from the wind-farm projects. Aim to apply for at least 3 grants annually.	Phase 2	
BE-8e	Lobby PG&E, the California Public Utilities Commission (CPUC), and other related agencies to fund and build enhanced energy transmission infrastructure throughout Humboldt County to ensure that renewable energy produced by the offshore wind projects can be distributed throughout the County. Also lobby offshore wind developers to contribute to the funding of such transmission upgrades.	Phase 2 -3	
Strategy 3: Decarbonization of existing construction			
Measure BE-3: Urban: Reduce existing residential building natural gas consumption by 4% by 2030 and 74% by 2045.			
BE-3a Urban	Leverage the Regional Climate Committee to lead the development of a decarbonization plan for urban areas that assesses the feasibility and cost for electrification retrofitting for residential buildings as well as identifies potential equity concerns/impacts. The plan should identify strategies and/or specific projects to decarbonize 4 percent of existing residential and multi-family buildings by 2030 and strategies for increasing infrastructure readiness to electrify through 2045. The plan should give consideration for increased electricity capacity needs and RCEA's RePower Humboldt goals to meet increased capacity need. The plan should also identify a variety of equitable decarbonization solutions and potential projects such as partial electrification and increased energy efficiency options for mixed-fuel residences that face barriers to full electrification. The study should also identify the funding and financing requirements necessary to support the community in this transition.	Phase 1	2030: 2,603 2045: 55,866

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
BE-3b Urban	As part of Regional Climate Committee responsibilities identified in Measure C-1, petition PG&E to help identify priority areas for electric grid expansion projects to increase regional electric grid capacity and islanding capabilities to allow for increased building electrification capacity.	Phase 1 - 3	
BE-3c Urban	Develop a home energy advisory service administered by the Regional Climate Committee that assists existing homeowners to better understand the cost of building decarbonization options including partial and full home electrification, identifies service providers, and provides support for homeowners to access electrification incentives from the Energy Smart Homes program.	Phase 2 - ongoing	
BE-3d Urban	Work with the Regional Climate Committee to identify and pursue funds through CARB, the Inflation Reduction Act, and the Infrastructure Investment and Jobs Act including: <ul style="list-style-type: none"> ▪ DOE block grants ▪ On Bill financing through Utility Bills ▪ Green bonds ▪ Grant Anticipation Notes or Short-Term Loans ▪ Tax exempt lease purchases ▪ Energy as a service ▪ Energy Performance Contracting from Energy Service Companies (ESCOs) 	Phase 1 - ongoing	
BE-3e Urban	Work with the Regional Climate Committee to develop and manage educational/promotional materials that each jurisdiction can use to educate the community on ways to finance home decarbonization. Materials should include information and links to existing available rebates for Heat Pumps, Weatherization, Smart Thermostats, Appliances, and Pool Pumps as well as other rebates offered through RCEA of the local jurisdiction if applicable.	Phase 1	
BE-3f Urban	Work with the local contractors, realtors, homeowner associations, landlords, and labor unions to develop a comprehensive training program, including hosting workforce development trainings discussing the benefits and technical requirements of electrification as well as addressing interested party concerns regarding electrification.	Phase 2 - ongoing	
BE-3g Urban	Develop a fund for low income and affordable housing electrification pilot projects in collaboration with affordable housing owners, utilities, and the community. Work with RCEA to develop a program to offset cost for occupants using financing and through the sourcing of grant funds to subsidize cost.	Phase 2 - ongoing	
Measure BE-3: Rural: Reduce existing residential fossil-fuel consumption in households not connected to natural gas infrastructure by 2% by 2030.			
BE-3a Rural	Regional Climate Committee to conduct a feasibility study to establish local low-carbon fuel alternative, such as renewable propane, sourced from local resources such as forest biomass waste which can be used as direct substitutes for propane or diesel building fuel. The feasibility study should consider procurement and cost considerations with a focus on equity for low-income households, and map communities with significant propane and wood fuel use to identify accessibility strategy for acquiring alternative fuels (e.g. renewable propane, sustainably harvested wood products, renewable diesel) and/or undergoing home electrification.	Phase 1	Supportive

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
BE-3b Rural	As part of Regional Climate Committee responsibilities identified in Measure C-1, petition PG&E to help identify priority areas for rural electric grid expansion projects to increase regional electric grid capacity and islanding capabilities to allow for increased building electrification capacity.	Phase 1- 3	
BE-3c Rural	Promote existing available rebates to rural communities for Heat Pumps, Weatherization, Smart Thermostats, Appliances, and Pool Pumps to educate the community on ways to finance electrification or otherwise decarbonize their residences. Provide assistance to rural homeowners in assessing the viability and permitting of installing off-grid solar and battery alternative energy sources on their homes and finance options.	Phase 1 - ongoing	
BE-3d Rural	For viable alternative fuel sources identified in a feasibility study, establish procurement and distribution supply centers within easy access of rural communities.	Phase 2	
BE-3e Rural	The Regional Climate Committee will lead the effort to identify, access, and provide funding assistance for the procurement of alternative fuels, such as biomethane, in alignment with SB 1383 procurement requirements. Advocate to the California Public Utilities Commission (CPUC) for inclusion of alternative low-carbon fuels substitution, such as renewable propane, to be allowed in ratepayer funded programs including energy efficiency programs.	Phase 2 - 3	
Measure BE-4: Reduce existing nonresidential building natural gas consumption by 5% by 2030 and 79% by 2045.			
BE-4a	As part of the development of the decarbonization plan led by the Regional Climate Committee referenced in Measure BE-3 Urban, identify nonresidential building electrification barriers and develop a nonresidential building decarbonization strategy with analysis supporting future adoption of a nonresidential building decarbonization ordinance. The plan should give consideration for increased electricity capacity needs and for other decarbonization strategies that would be needed to reduce nonresidential natural gas consumption by at least 5 percent. As part of strategy development, conduct outreach to small businesses to understand potential equity impacts of a decarbonization policy. The plan should also assess ordinance parameters for including large scale renovation as part of the new commercial building ordinance requirements established for each organization (Measure BE-6).	Phase 1	2030: 3,821 2045: 42,887
BE-4b	Work with the Regional Climate Committee to develop a template Commercial Energy Performance Assessment and Disclosure Ordinance for commercial and multi-family buildings to be adopted within each jurisdiction by 2027. The ordinance should require energy use disclosure consistent with State law (AB 1103) and the use of the ENERGY STAR Portfolio Manager benchmarking tool. Include regulatory mechanism (e.g., permitting and approval requirements, building codes and standards modification) that limits expansion of natural gas infrastructure and incentivizes appliance replacement.	Phase 2	
BE-4c	Establish streamlined permitting in each jurisdiction for energy efficiency technologies, onsite renewable energy, and battery storage in buildings and critical facilities that require power during emergencies or power outages. Incorporate equity considerations into permitting process for all other building battery storage including prioritization, rebates, and outreach.	Phase 2	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
BE-4d	<p>As part of Regional Climate Committee responsibilities identified in Measure C-1, develop an outreach campaign to promote building decarbonization and include items in the program such as:</p> <ul style="list-style-type: none"> ▪ Conduct engagement efforts for the commercial and industrial sector to identify ways jurisdictions and the Regional Climate Committee can support commercial energy storage installations and neighborhood scale microgrid opportunities ▪ Facilitate funding opportunities for commercial business electrification by identifying and supporting grant opportunities available to the community, prioritizing small and frontline community owned businesses ▪ Use feedback provided during the community outreach process for small businesses to mitigate potential equity impacts of a future building performance program ▪ Distribute utility bill inserts to advertise the incentive programs or grants available and the cost benefits of electric appliances ▪ Target outreach to businesses, builders, developers, local contractors, and property managers with information describing the financial benefits of replacing natural gas appliances with all electric appliance when they apply for permits ▪ Provide informational webinars and an updated website to advertise and promote All-Electric Building Initiative rebates and incentives ▪ Promote the use of the Energy Star Portfolio Manager program and energy benchmarking training programs for nonresidential building owners 	Phase 2 - ongoing	
Measure BE-7: Decarbonize 30% municipal buildings and facilities by 2030.			
BE-7a	<p>Regional Climate Committee to develop a template resolution for each jurisdiction to decarbonize 30 percent of municipal buildings and facilities by 2030 and 100 percent by 2045 by retrofitting natural gas appliances with electric alternatives, conversion of streetlights to solar or LED, and install on-site electricity generation and storage capacity. Include in the resolution an ‘electric first’ purchasing policy for any equipment or appliances in need of replacement.</p>	Phase 1	Supportive
BE-7b	<p>Coordinate with the Regional Climate Committee and RCEA to conduct energy audits of municipal buildings to establish a baselines of current energy consumption and identify the largest energy users or municipal buildings with the greatest natural gas consumption. Utilize audit results to prioritize municipal buildings to decarbonize. Conduct follow-up energy audits every 3 years to track progress. Leverage data from buildings reporting to the Building Energy Benchmarking Program established under AB 802¹² where possible to reduce labor.</p>	Phase 1 - ongoing	
BE-7c	<p>Develop a study through the Regional Climate Committee which estimates renewable energy generation on County and local jurisdiction facilities, identifies a priority list of sites which may serve as regional resilience hubs, and a proposed schedule for implementing the prioritized energy projects. The study should also seek to understand barriers to installing additional distributed energy resources such as solar and battery storage, or other renewable energy generation infrastructure, at municipal facilities.</p>	Phase 2	

¹² Assembly Bill (AB) 802 became effective in 2016 and established California’s energy benchmarking program requiring that both commercial and multi-family buildings over 50,000 square feet submit an energy benchmark report to the California Energy Commissions annually by June 1st.

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
BE-7d	Identify and pursue funding sources and partnerships needed for successful implementation as well as plan for directing resources through each jurisdiction for funding.	Phase 1	
Strategy 4: Decarbonization of new construction			
Measure BE-5: Decarbonize 95% of new residential building construction by 2027.			
BE-5a	<p>Regional Climate Committee to develop an energy performance ordinance, EDR, reach code, or zero NO_x threshold for new residential construction that can be modified by each jurisdiction as necessary to conserve staff resources. Adopt the ordinances within each jurisdiction to decarbonize 95 percent of new residential buildings by 2027 and update every 3 years thereafter if not included within State building codes. As part of building decarbonization ordinance development and subsequent updates, consider the following:</p> <ul style="list-style-type: none"> ▪ Minimize the exemptions associated with the ordinance, while allowing for health and safety exemptions as necessary and exploring potential exemptions for specific use cases determined to have substantial economic development or business impacts ▪ Require the submittal of an infeasibility waiver to review specific end uses where electrification is technologically infeasible ▪ Require that any end-use deemed infeasible for electrification exceeds existing Title 24 energy efficiency standards and be electric ready for future electrification ▪ Specify that affordable housing developments will be all-electric to ensure no stranded assets ▪ Establish substantial remodel and improvement definitions to be included in the ordinance ▪ Track and enforce requirement compliance through a permitting compliance program managed by each jurisdiction ▪ Revise ordinance during update cycle as necessary to meet 95 percent goal 	Phase 2	2030: 2,252 2045: 13,907
BE-5b	Conduct feasibility study(s) to identify local decarbonization barriers for new residential developments and develop a residential building decarbonization strategy with analysis. The feasibility study should include developing a new residential building decarbonization plan that assesses the grid feasibility and cost for electrification at certain legislative threshold requirements in consideration of leveraging RCEA residential nano-grid and battery storage options. The feasibility study should assess the potential cost impacts to multifamily and affordable housing new developments and identify potential strategies for mitigating negative impacts for equitable electrification.	Phase 1	
BE-5c	Leverage the Regional Climate Committee to lead engagement efforts with affordable housing developers to leverage incentives for new all-electric and efficient low-income residential buildings through the California Energy Commission Building Initiative for Low-Emissions Development (BUILD) Program, the Affordable Housing and Sustainable Communities (AHSC) Program, and the California Electric Homes Program (CalEHP). Regularly investigate and leverage other incentive programs available for electrification of new buildings.	Phase 2 - ongoing	
BE-5d	Through the Regional Climate Committee, work with local contractors, realtors, homeowner associations, landlords, and labor unions to develop a comprehensive training program, including hosting workforce development trainings discussing the benefits and technical requirements of local municipality building decarbonization legislation and the most	Phase 2 - ongoing	

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	effective pathways to achieving requirements. Include information on load calculations to avoid service upgrade requirements.		
BE-5e	Partner with RCEA and PG&E to circumvent or mitigate electric utility infrastructure capacity constraints.	Phase 2 - ongoing	
BE-5f	Collaborate with RCEA to develop and fund locally implemented programs to help customers in accessing financing options for energy projects and rebates for cleaner, energy efficient technology.	Phase 2 - ongoing	
Measure BE-6: Decarbonize 95% of new nonresidential building construction by 2027.			
BE-6a	<p>Adopt within each jurisdiction an energy performance ordinance, energy design rating (EDR), reach code, or zero NO_x threshold to decarbonize 95 percent of new nonresidential buildings by 2027 and update every 3 years thereafter if not included within State building codes. As part of building decarbonization legislation development and subsequent updates, consider the following:</p> <ul style="list-style-type: none"> ▪ Direct the Regional Climate Committee to develop a template ordinance that can be modified by each jurisdiction as necessary to conserve staff resources ▪ Minimize the exemptions associated with the ordinance, while allowing for health and safety exemptions as necessary and exploring potential exemptions for specific use cases determined to have substantial economic development or business impacts ▪ Require the submittal of an infeasibility waiver to review specific end uses where electrification is technologically infeasible ▪ Require that any end-use deemed infeasible for electrification exceeds existing Title 24 energy efficiency standards and be electric ready for future electrification ▪ Establish substantial remodel and improvement definitions to be included in the ordinance ▪ Enforce requirement compliance through the same permitting compliance program as for residential building decarbonization ▪ Establish EDR requirements for new non-residential buildings that incentivize electrification and, in a case, where electrification is infeasible, requires higher energy efficient and low emissions equipment to meet the EDR ▪ Track effectiveness of ordinance through permitting compliance program and revise ordinance during update cycle as necessary to meet 95 percent goal 	Phase 2	2030: 1,374 2045: 8,492
BE-6b	Conduct feasibility study(s) to identify decarbonization barriers for commercial buildings and develop a commercial building decarbonization strategy with analysis supporting future adoption of commercial decarbonization legislation. The feasibility study should include a comprehensive nonresidential building electrification plan that assesses the grid feasibility and cost for electrification and opportunities to mitigate grid and cost barriers by leveraging RCEA microgrid and battery storage options. The feasibility study should assess potential decarbonization legislation exemptions for commercial and industrial operations that are significantly restricted by available technology for electrification.	Phase 1	
BE-6c	Connect developers with RCEA to identify applicable incentive programs in line with RCEA RePower goals that could benefit new building developments such as microgrids which can aid businesses in overcoming restrictions to electrification or decarbonization of processes.	Phase 1 - ongoing	

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
BE-6d	Through the Regional Climate Committee, work with local contractors, realtors, homeowner associations, landlords, and labor unions to develop a comprehensive training program, including hosting workforce development trainings to discuss the benefits and technical requirements of decarbonization.	Phase 2	
BE-6e	Partner with RCEA and PG&E to establish a clear path for electrification of new nonresidential buildings which meet EDR requirements and circumvent or mitigate electric utility infrastructure capacity.	Phase 2	
Strategy 5: Shift driving to walking and biking			
Measure T-1 Urban: Implement programs, such as those identified in HCAOG’s RTP, to increase the mode share of active transportation in urbanized areas from 9% to 12% by 2030, thereby achieving a regional active transportation mode share of 8%.			
T-1a Urban	Regional Climate Committee to aid the urbanized areas of Humboldt by partnering with HCAOG and HTA to identify and pursue grant opportunities such as the Active Transportation Program, AARP Community Challenge, CalEPA’s Environmental Justice Action Grants, and Caltrans Sustainable Transportation Planning Grants, etc., to fund active transportation projects identified in the Regional Transportation Plan. Aim to apply for at least 3 grants annually.	Phase 1 - ongoing	2030: 1,147 2045: 2,594
T-1b Urban	In urbanized areas with high alternative transit expansion potential work with the Regional Climate Committee to facilitate community outreach on transportation alternatives and promote infrastructure improvements and expansion identified in HCAOG’s Regional Transportation Plan. Continually improve methods for engaging the community, gathering input, and utilizing it to prioritize projects.	Phase 1 - ongoing	
T-1c Urban	Leverage the Regional Climate Committee to pursue and access funding to develop and maintain regional webpage and app showing pedestrian and bike trails, bike lanes and bus times and routes. Distribute active transportation maps and promotional materials to hotels and tourism centers to increase visitor use of active transportation. Advertise and promote Humboldt Bikeshare program managed by the City of Arcata, Cal Poly Humboldt, and Tandem Mobility.	Phase 2 - ongoing	
T-1d Urban	Identify equity barriers to safe bike and pedestrian infrastructure through community outreach and use of big data driven analysis as well as targeted community outreach to better understand nuanced barriers. Include prompts in outreach around ways to improve social and modal equity the active transportation systems and programs. Develop a priority list of active transportation projects from HCAOG’s Regional Transportation Plan based on level of impact, expansion of inter-jurisdictional connectivity, and historically under-invested communities.	Phase 1	
T-1e Urban	<p>Increase inter-connectivity across the region working with HCAOG and the Regional Climate Committee representatives to:</p> <ul style="list-style-type: none"> ▪ Evaluate and prioritize land use projects and active transportation projects for their impact on increased regional connectivity ▪ Identify hurdles limiting connectivity and use, such as last-mile commute limitations ▪ Facilitate coordination across jurisdictions and rural and urban areas to plan development in a coordinated and most strategic manner ▪ Apply for regional funding opportunities focused on increased inter-connection and VMT reduction ▪ Apply for regional funding opportunities for maintenance needs for non-motorized transportation routes 	Phase 2 – Phase 3	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
	<ul style="list-style-type: none"> Implement the VMT mitigation measures associated with VMT thresholds 		
T-1f Urban	The Regional Climate Committee will work with the local jurisdictions to develop road-related policies that require installation of multimodal transportation features where feasible.	Phase 2 – Phase 3	
Measure T-1 Rural: Implement programs, such as those identified in HCAOG’s RTP, that increase access to safe active transportation, to increase the mode share of active transportation in rural areas from 5% to 6% by 2030 thereby achieving a regional active transportation mode share of 9%.			
T-1a Rural	Regional Climate Committee to conduct a feasibility study evaluating existing bike parking facilities in rural areas and what improvements can be made to increase supply, reduce theft, and increase rider attraction. Include in the study an analysis of current and future land use trends and identify active transportation facility development which would result in high inter- connectivity impact. The study should focus on needs to better connect rural communities to city centers, job centers, and amenities.	Phase 1	2030: 1,080 2045: 4,405
T-1b Rural	Develop a priority list of active transportation projects from HCAOG’s Regional Transportation Plan based on level of impact, expansion of inter-connectivity, and historically under-invested communities where there is currently no, or limited pedestrian and bicycle infrastructure as informed by feasibility study.	Phase 1	
T-1c Rural	The Regional Climate Committee will work with the regions jurisdictions, HCAOG, and CalTrans to obtain funding for the construction of bikeway and pedestrian systems to improve interconnection within Humboldt County. Focus areas will be projects that connect rural communities to high employment areas such as City of Eureka, Arcata, and Fortuna as well as nearby counties, State, and federal infrastructure through integration of bicycle facilities as part of other roadway construction projects (e.g. CalTrans mobility hub and highway projects).	Phase 2 - ongoing	
T-1d Rural	Partner with California Department of Transportation (CalTrans) District 1 Pedestrian and Bicycle Advisory Committee (PBAC) to track progress on implementation of bicycle and pedestrian projects in the region, ensure that projects being planned are consistent with the District Active Transportation Plan, and to represent the regions rural jurisdictions needs to the PBAC.	Phase 2 - ongoing	
T-1e Rural	Regional Climate Committee to work with jurisdictions in rural regions that have planned land use development to establish standards for when and how new residential subdivisions, multi-family, and mixed-use developments shall provide inter- connected bicycle and pedestrian facilities and amend local codes accordingly.	Phase 2 - 3	
T-1f Rural	Increase community awareness of active transportation infrastructure projects occurring and those completed. Work with HCAOG to continue to fund, develop, and maintain regional webpages and apps showing pedestrian and bike trails, bike lanes, and bus times and routes. Distribute active transportation maps and promotional materials to hotels and tourism centers to increase visitor use of active transportation.	Phase 1 - ongoing	
T-1g Rural	Partner with the tourism and business sectors of larger tourism and employment regions of the county to identify pathways to increase active transportation from tourists and employees.	Phase 2	

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T-1h Rural	Regional Climate Committee to identify and apply for grant opportunities such as the Active Transportation Program, AARP Community Challenge, CalEPA’s Environmental Justice Action Grants, and Caltrans Sustainable Transportation Planning Grants, etc., to fund rural active transportation projects identified in the Regional Transportation Plan.	Phase 1 - ongoing	
T-1i Rural	Leverage the Regional Climate Committee to fund the development of local subsidies for low-income residents across the region for bicycles, helmets, pumps, and other bicycle equipment. Continue to offer e-bike rebates with increased rebate opportunities for low-income customers. Implement an income-qualified coupon for the e-bike share program, in addition to the available 50 percent discounted e-bike share rate.	Phase 2	
Strategy 6: Shift driving to public transit or car-share			
Measure T-2 Urban: Expand the public transit network in support of HCAOG’s Regional Transportation Plan to increase public transit mode share from 2% to 20% public transit mode share in urbanized areas to achieve a regional 13% public transit mode share by 2030.			
T-2a Urban	Regional Climate Committee to work with Humboldt Transit Authority (HTA) and HCAOG to support implementation of measures to increase use of public transportation services in the region as specified in HCAOG’s Regional Transportation Plan, and work toward a 10-minute headway in urban areas. This should include, but is not limited to: <ul style="list-style-type: none"> ▪ Improving passenger transfer among local routes and between local and intercity routes (e.g., North State Express and Amtrak) ▪ Improving shelters at bus stops ▪ Electronic signage and/or real-time updates of wait time until next bus 	Phase 2	2030: 18,055 2045: 26,482
T-2b Urban	For areas with significant tourism industry, conduct a feasibility study to inform the development of a tourism-based mobility plan aimed at decreasing tourism-based single passenger vehicle use. In this study: <ul style="list-style-type: none"> ▪ Identify community boundary locations for tourism designated parking and optimal route connectivity ▪ Identify opportunities for town shuttle services and park-and-ride locations for residents and tourists ▪ Gauge potential of partnerships with big tourism destinations and local businesses to implement direct public transit routes between park and ride and the relevant tourist destinations ▪ Identify opportunities for dogs to be included in a shuttle service to locations that allow dogs 	Phase 1	
T-2c Urban	Leverage the Regional Climate Committee to conduct local transportation surveys to better understand the community’s needs and motivation for traveling by car versus other alternatives such as the bus. Use survey results to inform policy development and outreach campaigns that are transit focused. Develop marketing materials and provide them to the local jurisdictions to publicize public transportation improvements as they are planned and implemented in a variety of methods (social media, newspaper, radio, etc.) and languages to help facilitate use and success of improvement.	Phase 1	
T-2d Urban	Work with HTA to plan facility upgrades that include design improvements of seating and weather protection at bus stops and along transportation routes. Implementation should also include consideration of climate change impacts and increasing micro-transit access to the improved public transit network facility. Incorporate design changes throughout infrastructure modifications, including real-time updates of bus arrival.	Phase 1 – Phase 2	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
T-2e Urban	Work with HTA to prioritize public transportation access and improvements in low-income areas of the region and at major destinations. This could include surveying existing transportation routes, schedules, and facilities throughout each jurisdiction as part of HCAOG's Sustainable Transportation Planning Grant Program and improving public transportation facilities and expand access to transit (i.e., first and last-mile access).	Phase 2	
T-2f Urban	Regional Climate Committee to collaborate with HTA and HCAOG in obtaining grant funding for service expansion and improvements particularly in underserved and marginalized areas. Also include assistance for working with the appropriate State agencies to petition for updates to the farebox ratio to allow HTA greater access to using funds for self- advertisement.	Phase 1 - ongoing	
T-1g Urban	The Regional Climate Committee will work with local jurisdictions to prioritize spending of transit-specific funding for transit needs first.	Phase 1 - ongoing	
Measure T-2 Rural: Develop a robust public transit network in support of HCAOG's Regional Transportation Plan to increase public transit mode share from 1% to 10% in rural areas and achieve a regional 13% public transit mode share by 2030.			
T-2a Rural	Regional Climate Committee to work with HTA and HCAOG to support implementation of measures to increase use of public transportation services in the region as specified in HCAOG's Regional Transportation Plan and work toward a 30-minute headway in rural areas. This should include, but is not limited to: <ul style="list-style-type: none"> ▪ Improving passenger transfer among local routes and between local and intercity routes (e.g., North State Express and Amtrak) ▪ Improving shelters at bus stops ▪ Prioritizing infrastructure improvements in existing communities that enable people better access and use of public transit ▪ Electronic signage and/or real-time updates of wait time until next bus 	Phase 1 - ongoing	2030: 20,180 2045: 29,703
T-2b Rural	For areas with significant tourism industry, conduct a feasibility study to inform the development of a tourism-based mobility plan aimed at decreasing tourism-based single passenger vehicle use. In this study: <ul style="list-style-type: none"> ▪ Identify community boundary locations for tourism designated parking and optimal route connectivity ▪ Identify opportunities for town shuttle services and park-and-ride locations for residents and tourists ▪ Gauge potential of private partnerships with big tourism destinations and local businesses to implement direct public transit routes between park and ride and the relevant tourist destinations 	Phase 1	
T-2c Rural	Work with HCAOG and HTA to conduct a feasibility study to explore alternative forms of public transit, such as micro transit including on-demand shuttles, car share programs, bike share programs, and scooter share programs. Micro transit is a type of on-demand, shared transportation service that typically operates with smaller vehicles, such as vans or mini-buses, and offers flexible routes and schedules. The analysis should include identification of potential funding sources (e.g., grants, local taxes, local business sponsorship, discretionary funds, etc.) and identification of barriers and opportunities for how such a micro-mobility program may enhance active transportation or public transit use. Evaluate the effectiveness of the micro transit pilot program in McKinleyville to determine opportunities for implementing a similar program in other rural locations of the county.	Phase 1	

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T-2d Rural	Based on the findings of the feasibility study, work with the Regional Climate Committee to develop a template micro-mobility policy that establishes a deployment protocol and permitting process, identifies any restrictions for use for safety reasons, and promotes equitable access through requirements for consistent placement of micro-mobility devices (e-scooters, e-bikes, etc.) in underserved areas or reductions in usage fees for lower-income users.	Phase 2	
T-2e Rural	Require large nonresidential and mixed-use developments to participate in Transportation Demand Management strategies, including providing shuttle services between employment centers and key transit centers, offering telecommuting, and encouraging use of pre-tax commute benefits.	Phase 2	
T-2f Rural	Market and publicize public transportation improvements as they are planned and implemented in a variety of methods (social media, newspaper, radio, etc.) and languages to help facilitate use.	Phase 2 - ongoing	
T-2g Rural	Work with HTA in the implementation of facility improvements to rural transportation stops to include design improvements of seating and weather protection. Implementation should also include consideration of increasing access to the improved public transit network facility.	Phase 1 - ongoing	
T-2h Rural	The Regional Climate Committee will work with local jurisdictions to prioritize spending of transit-specific funding for transit needs first.	Phase 1 – ongoing	
T-2i Rural	The Regional Climate Committee will collaborate with the County, cities, HTA and HCAOG in order to identify roads, project types, and project locations in the rural areas that would increase the accessibility and use of public transit. The Committee will research and obtain potential funding opportunities for these road improvements, such as through Senate Bill 1 funding programs.	Phase 1 – 3	
Measure T-4: Develop and implement regional mobility hubs and ZEV car-share programs to support mode shift from single occupancy vehicles.			
T-4a	Regional Climate Committee to work with HCAOG on the Sustainable Transportation Planning Grant Program efforts to assess regional transportation characteristics and work with regional agencies to identify multimodal land use opportunities throughout the county. As part of this program, conduct a background review of options for purchasing, operating, and maintaining shared mobility assets such as ZEVs, electric bikes, and electric scooters. The program should include identification of potential funding sources (e.g., grants, local taxes, local business sponsorship, discretionary funds, etc.) and identification of barriers and opportunities for how expanding mobility hub facilities beyond state highways access may enhance active transportation or public transit use. Also include in the feasibility study an assessment of alternative powering options in partnership with RCEA (e.g. microgrids) to support ZEV car-share infrastructure with the mobility hubs.	Phase 1	Supportive
T-4b	In areas where Caltrans plans to implement mobility hubs along the state highway, local jurisdictions with support from the Regional Climate Committee will work with Caltrans to facilitate successful implementation and use the project to inform decisions on expanding mobility hub options throughout the region that will expand jurisdictional interconnectivity and provide public EV charging to the communities.	Phase 1 – Phase 2	
T-4c	Regional Climate Committee will develop guidance for jurisdictions to implement mobility hub policies that establishes a deployment protocol and permitting process, identifies any restrictions for use for safety reasons, and promotes equitable access through requirements for	Phase 1	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
	consistent placement of mobility hub facilities in underserved areas or reductions in usage fees for lower income users. The guidance is to be developed based on the regional feasibility study above.		
T-4d	The Regional Climate Committee will coordinate with the City of Arcata in their efforts to bring in commercial autonomous EVs for car-share programs in association with regional mobility hubs.	Phase 1 – Phase 2	
T-4e	Dedicate staff time or leverage the Regional Climate Committee to work with work with HCAOG on the Sustainable Transportation Planning Grant Program and Caltrans in identifying and pursuing funding opportunities identified in the feasibility study with focus on linking mobility hub programs with the current Caltrans project to facilitate greater community interconnectivity and adoption of mobility services provided.	Phase 2 - ongoing	
Strategy 7: Shift land use to reduce VMT			
Measure T-3: Reduce regional VMT by increasing mixed-use development in infill priority areas in alignment with HCAOG's baseline connectivity score included in the RTP.			
T-3a	Work with the Regional Climate Committee to develop template land use and development policy to enable and encourage infill development and streamline zoning changes that allow for higher density housing development. Work with urban areas to rezone for higher residential density and mixed use, reduced parking requirements, and expedited planning and permitting processes in the downtown core, along transit corridors, and within future planned development areas that is compact, pedestrian friendly, and transit oriented where applicable.	Phase 1 – Phase 2	Supportive
T-3b	Leverage feasibility studies conducted by HCAOG to identify opportunities for mixed-use and infill development, map current and future planned transit networks, and establish a priority list of development that encourages regional growth to be in alignment with HCAOG and HTA transit goals. If not already included in previously conducted HCAOG studies, assess equity considerations with regards to location and distribution of developments, and potential transit access equity impacts.	Phase 1	
T-3c	Work with HCAOG, HTA, RCEA and CBOs to plan prospective mixed-use and infill projects so that they include design considerations with regards to alternative energy access/generation, EV charging infrastructure, and local public transit facilities. Promote development that increases walkability and is bikeable in neighborhoods.	Phase 2 - 3	
T-3d	Direct the Regional Climate Committees to develop promotional materials and manage a central webpage on local jurisdiction's websites for planned projects detailing the benefits of mixed-use and/or infill developments.	Phase 1- ongoing	
T-3e	Dedicate staff time or create multi-jurisdictional staff position to be administered by the Regional Climate Committee to identify and pursue funding opportunities to support mixed-use and infill developments.	Phase 1 - ongoing	
T-3f	Study potential of establishing infill and transit-oriented development (TOD) overlay zones with minimum density requirements for as-of-right ministerial approval, streamlined permitting and reduced fees.	Phase 1 - 2	
T-3g	Pass ordinances prohibiting redesignation and rezoning of land for lower intensity land uses in transit-oriented development areas (areas within walking distance of basic services and transit).	Phase 1 - 2	
T-3h	Further streamline permitting and reduce fees for construction of ADUs and affordable housing in targeted areas.	Phase 1	

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Measure T-5: Require commercial and industrial employers with 25 employees or more to develop a Transportation Demand Management Plan.			
T-5a	Across all jurisdictions, and particularly in high employment cities, require employers to develop a Transportation Demand Management (TDM) Plan through a new ordinance and/or as a requirement to obtain a business license. TDM plans should include money-based incentives for employees to bike, walk, carpool, take the bus to work, or remote work where suitable. Require large employers (more than 25 employees) to subsidize biking, walking, or bus travel. The TDM should also include a ride-sharing program and membership within a transportation management association. The ride-sharing program will consist of designated parking spaces for ridesharing vehicles, passenger loading, unloading, and waiting zones; and a website, message board, or app for coordinating ridesharing. The program will include a provision to allow employees to work remotely 2 days per week when feasible and should include consideration for increasing broadband internet access to provide adequate service for those working remote.	Phase 2	Supportive
T-5b	Leverage the Regional Climate Committee and partnership with HCAOG to conduct local transportation surveys within each jurisdiction to better understand the community's needs and motivation for traveling by car versus other alternatives such as the bus. Use survey results to inform policy development and outreach campaigns that are transit focused.	Phase 1	
T-5c	Have the Regional Climate Committee prepare marketing materials that each jurisdiction may modify and use to market and publicize public and active transportation improvements to local businesses as they are planned and implemented in a variety of methods (social media, newspaper, radio, etc.) and languages to help facilitate use and success of improvement.	Phase 1 - ongoing	
T-5e	Work with local businesses to understand employee engagement with alternative transportation methods and barriers to entry and provide workshops to local businesses to address questions or concerns in developing TDM plans.	Phase 2	
T-5f	Through the Regional Climate Committee, employ a multi-jurisdictional representative to support HTA and local jurisdictions in pursuing grants such as the Sustainable Communities Competitive, Caltrans Sustainable Transportation Planning Grant Program, State Transportation Improvement Program, etc., to expand public and active transit services and infrastructure.	Phase 2	
Strategy 8: Increase zero-emission vehicle adoption			
Measure T-6: Decarbonize 15% of passenger vehicle miles traveled by 2030 and 100% by 2045 through increased adoption of low and zero-emission vehicles and development of a regional electric vehicle charging and hydrogen fueling network.			
T-6a	Through the Regional Climate Committee partner with local organizations and community groups throughout the county to distribute outreach and promotional materials to residents and local businesses on the financial, environmental, and health and safety benefits of ZEVs and alternative fueling options. Provide information on available funding opportunities.	Phase 1 - ongoing	2030: 55,726 2045: 590,124
T-6b	Regional Climate Committee will identify jurisdictions or land-use zones, such as the Coastal Zone, that may benefit from a streamlined public and private EV infrastructure permitting process or Categorical Exemption and draft an ordinance in accordance with AB 1236. The Regional Climate Committee will develop the program as a template to be distributed to applicable jurisdictions for a coordinated approach and relieve individual jurisdiction workload on program development.	Phase 2	

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T-6c	<p>The Regional Climate Committee will work with local jurisdictions to amend the Municipal Code to promote EV chargers in new development, redevelopment, and existing parking spaces. This may include requiring:</p> <ul style="list-style-type: none"> ▪ Multifamily – CalGreen Tier 2 provisions ▪ Non-Residential – CalGreen Tier 2 provisions ▪ Designate 10 percent of parking spaces in urbanized areas as EV charging spaces ▪ Require that employers with over 25 employees designate preferred parking spaces for zero emission vehicles or hybrids only ▪ Require that new private parking lots grant ZEVs access to preferred parking spaces. ▪ Require that existing parking in downtown areas grant ZEV access to preferred parking spaces. ▪ Require larger residential rental building owners (more than 15 tenants) and large commercial building owners (more than 10,000 square feet) to install working electric vehicle chargers in 10 percent of parking spaces for new and existing buildings at time of renovation if projects are valued at \$1,000,000 or greater 	Phase 2	
T-6d	<p>Support ZEV car share companies in coming to the region. In jurisdictions with prevalent or planned development of multifamily housing, identify private sector partnerships and develop affordable, zero-emission vehicle car share programs with a priority to target vulnerable communities across all jurisdictions, promoting an accessible ZEV network.</p>	Phase 1 - ongoing	
T-6e	<p>For high employment areas, work with interested parties to develop new public access charging stations. Work with RCEA to develop partnerships with other charging companies (e.g. Go Station) as needed to accommodate charging station needs. Apply for Federal Charging and Fueling Infrastructure (CFI) grant to install electric vehicle chargers at community centers and in high employment areas.</p>	Phase 2	
T-6f	<p>Partner with RCEA to provide an EV Monthly Bill Discount Program with increased discount opportunities for low-income customers in each jurisdiction. Promote affordable EV charging rates at jurisdiction-owned EV charging stations and adjust rates as necessary to cover program costs. Explore methods for charging different rates for different user groups or other programs to offset charging costs at public stations for low-income residents.</p>	Phase 2	
T-6g	<p>Regional Climate Committee will work with interested parties and RCEA to expand home and public fueling/charging station ZEV infrastructure in alignment with RCEA RePower Plan goals and address barriers to ZEV adoption which are not related to electric grid capacity limitations as outlined in the “North Coast and Upstate FCEV Readiness Plan.” Evaluate opportunities for curbside street level II chargers in urbanized residential areas where off-street parking is limited to provide equitable access to at home chargers.</p>	Phase 2 - 3	
T-6h	<p>Regional Climate Committee, in partnership HCAOG, to lead the development of a Hydrogen Vehicle Infrastructure Implementation Plan for public access hydrogen facilities by 2030 which includes the following:</p> <ul style="list-style-type: none"> ▪ Evaluate a list of prioritized locations for hydrogen fueling stations across the county ▪ Consideration of procurement needs and potential sourcing from appropriate hydrogen facilities ▪ Identifies grant funding opportunities 	Phase 1 - 2	

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T-6i	Based on the results of the Hydrogen Vehicle Implementation Plan, applicable jurisdictions with opportunities identified as high priority hydrogen fueling station locations will evaluate and promote public access hydrogen fuel station development. Leverage the Regional Climate Committee and other regional partnerships to explore funding opportunities for hydrogen fueling infrastructure through the LCFS or PG&E EV Fast Charge Program as well as develop public-private partnerships to attract private developers to the region to build out ZEV infrastructure.	Phase 2 - 3	
T-6j	Identify and promote incentives and financing options for residential EV charger installations such as applying for Inflation Reduction Act (IRA) funding.	Phase 1 - ongoing	
Measure T-7: Increase commercial zero-emission vehicle use and adoption to 10% by 2030 and 100% by 2045 through a regional charging network and development of hydrogen hubs.			
T-7a	<p>Through the Regional Climate Committee work with RCEA and the Schatz Energy Research Center (SERC) to refine and implement the North Coast Medium-Duty/Heavy-Duty Zero Emission Vehicle Readiness Blueprint for Humboldt County. As part of the refinement:</p> <ul style="list-style-type: none"> ▪ Conduct in depth study of physical siting opportunities and prioritize locations and a schedule to follow ▪ Identify opportunities for local jurisdiction-supported accelerated fleet ZEV adoption and establish a strategy to promote ZEV/EV adoption within business fleets ▪ For high priority fleets, establish a strategy and protocol to collaborate with PG&E ▪ For high priority fleets, conduct a grid planning study to identify necessary infrastructure upgrades to support a fully built-out fleet and coordinate with PG&E regarding needs 	Phase 1 – Phase 3	2030: 17,441 2045: 279,775
T-7b	Work with the Regional Climate Committee and RCEA to secure funding from state and utility programs (such as the California Air Resources Board's Clean Vehicle Rebate Project, the Truck and Bus Voucher Incentive Program, LCFS, and the PG&E EV Fast Charge Program) and federal sources to increase procurement of EV or ZEV cars, trucks, and other vehicles and installation of EV/ZEV charging/fueling infrastructure. Additionally, provide information to businesses on state and federal programs to help businesses pursue conversion of fleets to ZEVs.	Phase 1 - ongoing	
T-7c	Conduct an inventory of business vehicle fleets in each jurisdiction and identify and engage with employers and businesses subject to the Advanced Clean Fleets rule as well as those to target for accelerating ZEV/EV adoption. As part of the study, identify private trucking company or manufacturer partnership opportunities for piloting new ZEV technology in the region.	Phase 1 - 2	
T-7d	Direct the Regional Climate Committee to partner with RCEA and SERC to work with local fleet operators, vehicle operators, and fleet maintenance staff to develop a comprehensive training program, including hosting workforce development trainings to discussing the benefits and technical requirements of ZEV fleets and supporting infrastructure. In addition to retraining the existing workforce, advertise and promote opportunities in the area to attract additional workforce support such as ZEV technicians and mechanics, and charging and fueling technicians.	Phase 2	
T-7e	The Program Manager will research and obtain funding and work with HTA to identify locations and expand hydrogen fueling infrastructure.	Phase 2 - 3	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
Measure T-8: Electrify or otherwise decarbonize 12% of applicable small off-road engines (SOREs) off-road equipment by 2030 and 100% by 2045 and replace fossil diesel consumption with renewable diesel in 55% of applicable large diesel in alignment with EO N-79-20 by 2030.			
T-8a	Align with AB 1346 and develop and circulate educational materials regarding CARB's Small-Off Road Engines regulations requiring most newly manufactured small off-road engines such as those found in leaf blowers, lawn mowers, and other equipment to be zero emission starting in Model Year 2024. Phase 2 of the regulations will be implemented in Model Year 2028, when the emission standards for generators and large pressure washers will be zero. In addition, work with Humboldt Chamber of Commerce to disseminate information regarding the regulation to impacted businesses (e.g., lawn equipment dealers, commercial landscapers, construction companies) and promote transition of equipment sales and equipment use to electric alternatives.	Phase 1 - ongoing	2030: 49,143 2045: 139,645
T-8b	Regional Climate Committee to identify pathways to enforce CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation and the Commercial Harbor Craft Regulation requiring that diesel vehicles over 25 horsepower to procure and only use R99 or R100 renewable diesel. This should include establishing a means to track compliance and developing partnerships with fuel suppliers in the region to promote and support the increased procurement of renewable diesel in the region.	Phase 1	
T-8c	Work with the Regional Climate Committee to develop and implement a plan to replace all jurisdiction owned end-of-life off-road equipment with zero-emission equipment as feasible. Procure renewable diesel for applicable jurisdiction owned diesel equipment that doesn't have available replacement equipment. Plan should include evaluation of current jurisdiction-owned equipment, alternative low or zero-emission options, prioritize equipment to replace first (e.g., largest GHG emission reduction potential), and a timeline for replacements that align with goals and feasibility of replacement.	Phase 2	
T-8d	The Regional Climate Committee will develop and manage an Off-road Equipment Replacement Program and Outreach Campaign that provides information to contractors, residents, and fleet operators in the region regarding alternatives to fossil-fueled off-road equipment, local fuel suppliers with renewable diesel for sale, public health and safety benefits of alternative equipment technology, and funding opportunities available (i.e., Clean Off-Road Equipment Voucher Incentive Program), Zero-Emission Landscaping Equipment Incentive Programs).	Phase 1 – 2	
T-8e	Through the Regional Climate Committee, Partner with North Coast Unified Air Quality Management District to identify funding opportunities to encourage residents to replace gas-powered landscaping equipment and off-road engines with zero emission equipment. This could include a rebate and incentive program for upgrading off-road equipment and switching to renewable diesel, or the development of an off-road zero emission landscaping equipment rental share program for county residents and businesses.	Phase 1	
T-8f	Leverage the Regional Climate Committee to source State and Federal funding to decarbonize off-road equipment as a result of Executive Order N-79-20.	Phase 2	

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
Measure T-9: Establish Humboldt as a pilot program for the decarbonization of the transportation sector to help drive State and philanthropic investment throughout Humboldt.			
T-9a	The Regional Climate Committee will develop and promote a vision and strategy for the regional community foundation to serve as a first mover/pilot in the State in the decarbonization of America's rural transportation systems.	Phase 2	Supportive
T-9b	As a first mover in rural America, the Regional Climate Committee will pursue investment on behalf of the jurisdictions from philanthropy, the State, private businesses, etc. to fund the development of a Humboldt decarbonized rural transportation system.	Phase 2 - 3	
T-9c	With the support of the Regional Climate Committee, jurisdictions will directly engage members of disadvantaged and vulnerable communities in the development of the vision and strategy that aims to benefit all members of rural communities.	Phase 2	
Measure T-10: Work with the State and renewable fuel industry to establish a renewable fuel network within Humboldt thereby funding new green industry and job growth to support the decarbonization of the transportation sector.			
T-10a	The Regional Climate Committee will lead establishing a memorandum of understanding with RCEA, PG&E, CARB, CAL FIRE, the California Department of Agriculture, forest owners, and waste management companies to establish a plan to manage biomass and organic waste through the development of biofuel infrastructure in the region to position Humboldt as a first mover in active forest management to support a carbon-free future for California.	Phase 1	Supportive
T-10b	The Regional Climate Committee will work jurisdiction to identify and help zone and entitle opportunity locations and specific areas throughout the region for streamlined development of renewable generation facilities where applicable. As part of effort, develop guidelines for evaluating renewable opportunities that meet sustainability criteria such as those set in the Natural Resources Defense Council's "Biofuel Sustainability Performance Guidelines" to limit environmental impacts related to renewable production.	Phase 1	
T-10c	The Regional Climate Committee will work with RCEA, PG&E, and State agencies to explore funding opportunities including grants and green bonds to help fund the development of renewable fuel infrastructure in the region and explore revenue options through the Low Carbon Fuel Standard.	Phase 1	
T-10d	Establish Humboldt as a hydrogen hub by: <ul style="list-style-type: none"> ▪ Promoting the pending The U.S. Department of Energy funded HTA hydrogen fueling station to attract additional hydrogen fueling station developers to the region ▪ Partner with RCEA, SERC, and CalTrans, where applicable, to identify sites for hydrogen fueling stations that build off the North Coast and Upstate Regional Hydrogen Infrastructure Plan ▪ Pursue partnerships with private developers to develop additional hydrogen fueling stations in the region ▪ Pursue funding opportunities for hydrogen fueling infrastructure, such as through LCSF, AB 8 program, and the CEC Clean Transportation Program 	Phase 2 - 3	
T-10e	The Regional Climate Committee, in partnership with applicable incorporated cities will work with local utilities and State agencies to pursue grants earmarked for biofuel infrastructure from the Inflation Reduction Act.	Phase 2	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
T-10f	The Regional Climate Committee will establish partnerships with organic waste haulers to establish a consistent feedstock of waste biomass from forests and biowaste from residential and agricultural sources and forest service businesses/property owners.	Phase 2 - 3	
T-10g	Partner with the forestry services and waste haulers to host an Outreach Campaign informing the community on the economic and wildfire risk benefits of active forest management for bioenergy. Establish a working group/committee to involve local community members and businesses in the planning processes related to biomass and biowaste management locally.	Phase 1	
T-10h	Leverage the Regional Climate Committee to create a region-wide workforce development programs to train the local workforce for biofuel jobs. Specifically target training towards members of disadvantaged communities and establish criteria in the planning process that prioritizes/requires the employment of local residents and businesses in the industry.	Phase 2 - 3	
Measure T-11: Lead by example and electrify or otherwise decarbonize 50% of municipal fleets by 2030 in alignment with the State's Advanced Clean Fleet Rule.			
T-11a	Regional Climate Committee will develop a Zero-emission Fleet Conversion and Purchase Policy to be adopted by each jurisdiction that requires new, and replacement of, municipal fleet vehicle purchases to be EVs or ZEVs. The policy will also include a schedule for replacement of fleet vehicles to comply with the State's Advanced Clean Fleet rule requiring 50 percent of medium and heavy-duty vehicle purchases be zero-emissions beginning in 2024 and 100 percent beginning in 2027. Report annually to CARB on fleet status as required per the Advanced Clean Fleets Regulation.	Phase 1	Supportive
T-11b	Leverage the Regional Climate Committee conduct a feasibility and cost assessment to determine the number of EV/ZEV chargers and funds needed to support the fleet transition to 50 percent EV/ZEV by 2030.	Phase 1	
T-11c	The Regional Climate Committee will secure funding from programs such as the California Air Resources Board's Clean Vehicle Rebate Project and the Clean Truck and Bus Voucher Incentive Program to increase procurement of EV or ZEV cars, trucks, and other vehicles and installation of EV/ZEV charging/fueling infrastructure at municipal facilities. Evaluate credit generation opportunities within the LCFS program or other potential programs for ZEV/EV fueling and charging stations for the municipal fleet to offset cost of infrastructure development needed to support transition.	Phase 1 - ongoing	
T-11d	Install additional ZEV chargers/fueling stations in municipal parking lots for fleet, employees, and public use to meet projected demand in alignment with feasibility study.	Phase 1 - 2	
T-11e	Leverage the Regional Climate Committee to develop a resolution in alignment with Measure T-8a, to replace jurisdiction-owned end-of-life small off-road equipment with electric equipment (e.g., lawn equipment and leaf blowers) at time of replacement and to procure renewable diesel for all applicable jurisdiction owned equipment. Each jurisdiction will need to adopt the resolution while the Regional Climate Committee will support implementation.	Phase 1	

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
Strategy 8: Reduce organic waste			
Measure SW-1: Establish a local waste separation facility and organics management to be able to reduce waste sent to landfills by 75% by 2030. Reduce GHG emissions by limiting truck trips required to ship waste out of the county and import compost from out of the county.			
SW-1a	Regional Climate Committee to work with Humboldt Waste Management Authority (HWMA) and Recology to develop a SB 1383 waste management plan which assesses county-wide waste diversion needs, current capacity, and land-use opportunities for developing organic waste processing facilities within Humboldt County that will meet regional requirements. The assessment should also include an analysis of green bond funding opportunities, applicable green bond programs, and a strategic plan for pursuing funding through green bond programs.	Phase 1	2030: 29,689 2045: 32,568
SW-1b	The Regional Climate Committee will work with HWMA and an underwriter at a desired green bond program identified in the feasibility study to develop a green bond focused on providing funding for HWMA to construct a regional organics processing facility that will be used to meet SB 1383 diversion and procurement requirements.	Phase 1 - 2	
SW-1c	Through the Regional Climate Committee, partner with Recology and/or HWMA to pursue funding, such as the Organics Grant Program from CalRecycle or for projects through California Climate Investment, to reduce generated organic waste from multi-family homes and expand waste diversions programs within the county.	Phase 1	
SW-1d	Meet the requirements of SB 1383 to reduce organics in the waste stream by 75 percent below 2014 levels by 2030 and work towards 90 percent solid waste diversion by 2040 in applicable jurisdictions by leveraging the Regional Climate Committee to provide implementation support. Include activities such as: <ul style="list-style-type: none"> ▪ Implement enforcement and fee for incorrectly sorted materials with sensitivity to shared collection. Utilize funding to implement programs and efforts to increase communitywide organic waste diversion ▪ Assure adequate bin signage across commercial and residential areas of acceptable landfill, recyclable, and compostable materials ▪ Identify public areas for adding organics collection and recycling bins where needed ▪ Work with Recology and HWMA to conduct free food scrap collection pail giveaways and promote curbside organics collection service offered in applicable communities ▪ Evaluate opportunities to have community compost hubs throughout the county that is easily accessible for community members. Partner with regional community gardens to increase community wide access to local compost bins ▪ Identify long-term and alternate solutions for the community's wastewater bio-solids to avoid long hauling distances and develop local, beneficial reuse 	Phase 1 - ongoing	
SW-1e	Leverage Regional Climate Committee to draft a templated edible food recovery ordinance for individual jurisdictions to modify and adopt as needed. Alternatively utilize the County's adopted ordinance, HCC 521-13 as a template or guide for drafting ordinances in individual jurisdictions that do not currently have such an ordinance. The ordinance will target edible food generators, food recovery services, or organizations that are required to comply with SB 1383. Ordinance requires all residential and commercial customers to subscribe to an organic waste collection program and/or report self-hauling or backhauling of organics. To support implementation of the ordinance, include the following activities:	Phase 2	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
	<ul style="list-style-type: none"> ▪ Work with community food pantries, food suppliers, HWMA, and Recology to identify infrastructure needs to ensure edible food reuse infrastructure in Humboldt is sufficient to accept capacity needed to recover 20 percent of edible food disposed of within Humboldt ▪ Regional Climate Committee to work with jurisdictions to establish an edible food recovery program where they are not currently present to minimize food waste. Expand food rescue programs by increasing cold storage capacity, include education and outreach efforts, and incorporate collection/distribution network among businesses, local institutions and grocery stores. ▪ Leverage CalRecycle funding opportunities to support projects that prevent food waste, increase cold storage capacity or rescue edible food ▪ Partner with existing food pantries that are locally appropriate for each jurisdiction to identify and advertise locations for surplus food to be taken in the community 		
SW-1f	The Regional Climate Committee will work with HWMA, Recology and individual jurisdictions to implement structural changes listed above and increase service to jurisdictions without organics collection. This is applicable to both jurisdictions subject to SB 1383 and SB 1383 exempt jurisdictions to prepare for future needs to comply with SB 1383.	Phase 2	
SW-1g	The Regional Climate Committee will coordinate between HWMA and regional wastewater treatment facilities to evaluate the opportunities to process/co-digest food waste at the wastewater treatment plants. Study should include evaluating existing infrastructure and ability to process food waste, an evaluation of necessary infrastructure upgrades needed to process food waste that would comply with SB 1383 standards for recovered organic products, and a return-on-investment evaluation. Study should also include recommendations of viable opportunities and identification of funding opportunities to support implementation and facility upgrades as necessary.	Phase 2 - 3	
SW-1h	The Regional Climate Committee in partnership with Recology and HWMA, will develop and conduct a conduct a Bring Your Own (BYO) education and outreach training for each jurisdiction community on reusables and implementing more sustainable packaging into daily use. The Regional Climate Committee will develop and provide information resources on HWMA and jurisdiction's websites. Partner with libraries and other existing facilities to market campaigns about waste reductions, reuse and repair.	Phase 1	
SW-1i	Leverage the Regional Climate Committee to provide technical and outreach support to jurisdictions with organics and/or recycling services, by establishing relationships with multi-family property owners/managers to develop signage for their properties and to go door-to-door at each multi-family unit yearly to provide supplies and promote proper sorting.	Phase 1 - 3	
SW-1j	HWMA to add extra bulky-item pick up service in all jurisdictions to low- and medium-income residents at a subsidized cost to help minimize illegal dumping.	Phase 2	
SW-1k	The Regional Climate Committee will facilitate conducting waste characterization studies every 3 years to inform programs and policies. Leverage study to understand the waste stream and create a plan to increase diversion and reduce contamination. Work with contracted waste haulers and HWMA to develop and implement a comprehensive monitoring and quality control program with a focus on consumer	Phase 1 - 3	

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
	behavior change. This should include tracking of weight or volume of waste produced; consider including information on billing to inform customers of their waste production and including incentives for reduction. Explore reducing frequency of service for residential and commercial waste to least often possible pick up to reduce truck miles/trips.		
SW-1l	Through the Regional Climate Committee create a multi-lingual training/outreach program that can be used in all jurisdictions that is free and accessible to all residents and employees to learn about circular economy practices and diversion strategies and effects of overconsumption. Conduct targeted, multi-lingual, culturally appropriate, and geographically diverse circular economy educational and technical assistance campaigns based on outcomes of waste characterization studies and comprehensive monitoring and quality control program. Topics could include reuse, prolonging the life of common materials and items, and sustainable purchasing. Focus outreach campaign on food waste not going to landfill.	Phase 1	
SW-1m	Utilize the Regional Climate Committee to partner with schools, retirement communities, and other large institutions throughout the county to create waste diversion and prevention program/procedure/plan.	Phase 2 - 3	
SW-1n	The Program Manager will work with regional partners to develop and implement packaging bans to reduce the use of single-use plastics and excess waste proliferation in the waste stream.	Phase 2 - 3	
Strategy 9: Conserve water and reduce wastewater emissions			
Measure WW-1: Expand regional opportunities for implementation of wastewater decarbonization technologies such as anaerobic digesters to reduce GHG and produce renewable fuel sources.			
WW-1a	Regional Climate Committee to conduct a feasibility study(s) in jurisdictions with wastewater processing facilities or community primary reliance on septic systems identifying improved wastewater technologies which could be used to mitigate wastewater processing emissions and generate renewable fuel such as RNG or offset on-site process energy use via electricity generated with an anaerobic digester, particularly in relation to septic system improvements. The study should include an in-depth analysis of the current wastewater treatment methods utilized throughout the region, identification of upgrade opportunities and potential co-benefits to the community, and technological restrictions based on regional water quality and discharge requirements. The study should also specifically consider expanding wastewater treatment capabilities to process food waste that would otherwise go to landfill.	Phase 2	Supportive
WW-1b	The Regional Climate Committee will partner with regional wastewater service providers to understand current methods, areas for improvement, and whether there is interest in upgrading their wastewater treatment processes.	Phase 2	
WW-1c	The Regional Climate Committee, with input from the wastewater treatment providers, will research and pursue grants to wastewater facility upgrades or home septic system improvements (where applicable), such as applying to the California State Water Board for Clean Water State Revolving Fund grants, or the Community Development Block Grant Program.	Phase 3	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
Measure WW-2: Reduce per capita potable water consumption by 15% by 2030.			
WW-2a	<p>The Regional Climate Committee will work with regional water providers to update their Urban Water Management Plan every 5 years, as required by the State, and implement the identified demand reduction actions to ensure compliance with the State’s Making Water Conservation a Way of Life regulations. Include new actions in the UWMPs as needed to achieve State regulations, which may include:</p> <ul style="list-style-type: none"> ▪ Develop or amend Water Shortage Contingency Plans in the region to develop water waste restrictions for households, businesses, industries, and public infrastructure ▪ Work with large water users and other stakeholders to develop an On-Site Water Reuse Plan to maximize utilization of local water supplies decreasing energy intensity of distribution ▪ Revisit and update the Model Water Efficient Landscape Ordinance as needed. Engage, through regional partnerships, with builders and developers to provide information on the requirements for development projects ▪ Develop an ordinance for installation of dual-plumbing water systems that utilize greywater or recycled water for irrigation at new residential and commercial construction ▪ Increase engagement with the community, specifically low-to-moderate income residents, to understand available incentives or rebates, options, and programs to reduce per capita water use. Leverage regional programs and partnerships with local organizations to expand water conservation outreach ▪ Revise water and wastewater rates as necessary to ensure cost of service is covered 	Phase 1 - 2	Supportive
WW-2b	<p>Through the Regional Climate Committee work with the Humboldt County Resource Conservation District (HCRCD) to develop water conservation promotional materials, programs and outreach efforts are in multiple languages and accessible for low-income or disadvantaged and vulnerable communities. Continue to offer and expand water conservation programs to the community including educational programs like water education program for schools and water wise landscape classes as well as incentives like free water conserving devices, and rebates for rainwater collection systems and turf replacement.</p>	Phase 1	
WW-2c	<p>The Regional Climate Committee will work with the local water and wastewater providers in the region to develop a Recycled Water Master Plan to assess the feasibility of expanding the recycled water system in the region and establish a roadmap for a recycled water expansion program. The plan will identify locations available for recycled water use and establish a schedule for potable water replacement with recycled water in appropriate applications residentially, commercially, and municipally, and determine recycled water user fees.</p>	Phase 2 - 3	

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
Strategy 10: Increase Carbon Sequestration			
Measure CS-1: Research and implement feasible carbon sequestration technology opportunities to support growth and expansion of green jobs industry within the region.			
CS-1a	Conduct a carbon sequestration feasibility study facilitated by the Regional Climate Committee to identify emergent technology for carbon sequestration and regional viability of implementation, including consideration of identified carbon sequestration technology facilities (e.g. ocean carbon capture, agriculture methane capture, forest biomass waste to biochar soil amendment, biochar wastewater filtration, forest biomass as green hydrogen fuel, etc.).	Phase 2	Supportive
CS-1b	As part of Regional Climate Committee responsibilities established in Measure C-1, work with RCEA, HWMA, wastewater facilities, local tribes, businesses, public and private landowners and other applicable interested parties as appropriate to address potential carbon sequestration technologies available to the region, understand limitations and barriers, and develop solution pathways to implementation.	Phase 2	
CS-1c	Based on feasibility study, leverage the Regional Climate Committee to explore partnerships with technology providers and regional research laboratories (e.g. Cal Poly) for viable carbon sequestration technologies to deploy carbon sequestration pilot projects in the region.	Phase 3	
CS-1d	The Regional Climate Committee shall dedicate staff time or a representative for researching emergent carbon sequestration technologies and potential grant funding sources. This will include researching the potential for wetland conservation and exploring regional mitigation banking.	Phase 2	
Measure CS-2: Offset fossil-based emissions and increase carbon sequestration in the community by achieving SB 1383 procurement requirements (0.08 tons recovered organic waste per person) by 2030.			
CS-2a	Leverage the Regional Climate Committee to support jurisdictions in enforcing compliance with SB 1383 and aim to exceed the baseline requirement by establishing a minimum level of compost application per year on applicable/appropriate land throughout the region. Maintain procurement policies to comply with SB 1383 requirements for jurisdictions to purchase recovered organic waste products.	Phase 1 - ongoing	2030: 1,532 2045: 1,681
CS-2b	Regional Climate Committee to facilitate the establishment of a compost broker program primarily in rural jurisdictions central to agricultural industries which provides agricultural communities with incentives such as subsidies or community shared compost application equipment to aid in the procurement and distribution of high-quality compost.	Phase 1	
CS-2c	The Regional Climate Committee will work with Recology to provide residents, businesses, and developers with promotional material on where compost can be taken and how it can be used (i.e., landscaping).	Phase 1	
CS-2d	The Regional Climate Committee will work with Recology, HWMA, and community-based organizations to provide free compost procurement services to low-income households and small businesses in all jurisdictions.	Phase 2	
CS-2e	The Regional Climate Committee will facilitate a soil assessment study to identify applicable locations and quantity of compost that can be applied within each jurisdiction to help meet the procurement requirements of SB 1383 and provide household incentives for small-scale implementation. As	Phase 1- 2	

Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
	part of study, evaluate other carbon sequestration opportunities associated with soil amendments such as biochar. ¹³		
CS-2f	Leverage the Regional Climate Committee to identify viable alternative opportunities for achieving SB 1383 compliance based on activities which are already occurring within the region (e.g. diversion of wastewater biosolids from landfill for agricultural application), or activities which provide co-benefits to the community (e.g. sourcing RNG to replace natural gas consumption, diversion of lumber or yard waste from landfill to be used to produce green hydrogen).	Phase 2	
CS-2g	The Regional Climate Committee with dedicate staff time for researching alternative pathways for achieving SB 1383 compliance and obtaining grant funding for procurement and distribution incentive programs across all jurisdictions.	Phase 2	
CS-2h	Through the Regional Climate Committee collaborate with local schools, Public Works, and Parks and Recreation to identify opportunities to apply compost to landscaping, potentially in addition to open space land conservation efforts.	Phase 2	
CS-2i	In jurisdictions currently subject to SB 1383 requirements, utilize the Regional Climate Committee to work with regional organic waste haulers (Recology) and local small-scale commercial composters (e.g. The Local Worm Guy) to identify opportunities for a regional compost procurement program to help meet and exceed the organics procurement provisions of SB 1383 as well as streamline hauler routes through regional collaboration.	Phase 1 - 2	
Measure CS-3: Develop a County-wide Natural and Working Lands GHG Inventory baseline by 2027 to better understand the existing and future GHG sequestration and help obtain resources to protect and increase natural carbon sequestration occurring in the region as well as promote biodiverse forests and wetlands resistant to wildfire.			
CS-3a	The County will partner with the North Coast Resource Partnership and other interested parties to develop an updated, Humboldt specific natural and working lands GHG Inventory which builds off of the 2017 northern California regional study conducted by the North Coast Resource Partnership. Development of the GHG Inventory should include consideration of requirements specified by prospective grant programs the region would like to pursue.	Phase 1	Supportive
CS-3b	The Regional Climate Committee will apply for at least one grant (e.g. Sustainable Agricultural Lands Conservation Program) every three years for obtaining grant funding for restoration and preservation activities with a focus on projects that have been unable to be fully completed due to funding constraints.	Phase 1 - 3	
CS-3c	The Regional Climate Committee will work with interested parties, local tribes, and agricultural communities to identify opportunities for expanding wetland conservation areas in a manner that equitably addresses tribal and agricultural interests.	Phase 2	
CS-3d	The Regional Climate Committee and County will work with CalFire and Humboldt County Resource Conservation District to increase necessary equipment and infrastructure resources to better maintain public and private forested area with focus on understory clearing to prevent wildfire.	Phase 2	

¹³ Note that biochar is not considered SB 1383 recovered waste product; however, biochar is a known soil amendment opportunity with enhanced carbon sequestration which is why it should also be considered as part of the soil amendment study.

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Action ID #	Strategies, Measures, and Respective Actions	Implementation Phase	Anticipated GHG Emissions Reduction (MT of CO ₂ e)
CS-3e	The Regional Climate Committee and the County will work with Humboldt County Resource Conservation District and interested parties to identify challenges and barriers for private sector landowners to implement forest best management practices as identified by CalFire and the Humboldt County Resource Conservation District.	Phase 1 - 2	
CS-3f	The Regional Climate Committee will support rural communities with the development of a community-based volunteer program supporting restoration project activity to create a maintained restoration process. This may involve partnering with local community organizations to communicate sequestration opportunities and facilitate volunteer maintenance projects.	Phase 2 - 3	
CS-3g	Through County efforts, facilitate annual reporting as part of the restoration plan mapping the existing restoration projects and open space lands to gauge progress in restoration activities over time as well as identify any gaps in maintenance activities related to ongoing projects. Incorporate GHG calculations into this monitoring plan to report on the region's contribution as a GHG source or sink.	Phase 2 - 3	
CS-3h	Engage with third-party to audit the Natural and Working Lands inventory and monitoring reports. Update County-wide inventory to include GHG emissions and sinks from Natural and Working lands in the region. Leverage this data to pursue State funding to protect the region's resource as a GHG sink for the State.	Phase 2	

Strategy 11: Explore Reduction in Harmful Refrigerant Release

Measure R-1: Prepare a baseline analysis of the volume of HFCs released into the atmosphere and evaluate whether these releases are being adequately addressed by CARB or whether the County should supplement the work of CARB.

R-1a	Regional Climate Committee to initiate a study of the information available relative to emissions of refrigerants with a high global warming potential in Humboldt County. This study is intended to develop a baseline of emissions for harmful refrigerants. Once this baseline is established the study will coordinate with CARB to determine how the emissions are being tracked and being reduced. The study will then identify areas where emissions of refrigerants are not being addressed and identify potential methods in which the emission of refrigerants may be minimized. Prior to the report being provided to the Regional Climate Committee it shall be provided to CARB for review and comment and shall be provided to interested parties who use refrigerants for their review and Comment. The comments from CARB and interested parties shall be reflected in the final report provided to the Regional Climate Committee.	Phase 2	
R-1b	The Regional Climate Committee will partner with CARB to understand the existing regulatory context and coordinate with refrigerant users to understand the processes and technology availability and cost.	Phase 2	
R-1c	The Regional Climate Committee, will pursue grants to cover the cost of this work.	Phase 1 - 2	

Note: MT of CO₂e = metric tons of carbon dioxide equivalent

Source: Compiled by Rincon based on information contained in the Draft Humboldt RCAP.

Meeting the GHG Reduction Targets

The strategies, measures, and actions included in the RCAP (shown above in Table 2-5), combined with Statewide legislation, would enable Humboldt to meet its GHG emissions reduction target pathway, a linear pathway to achieving a 40 percent reduction in GHG emissions from 1990 levels

by 2030. Table 2-6 shows the contribution of the Statewide initiatives in conjunction with RCAP strategies and actions to reduce Humboldt’s projected total GHG emissions in 2030.

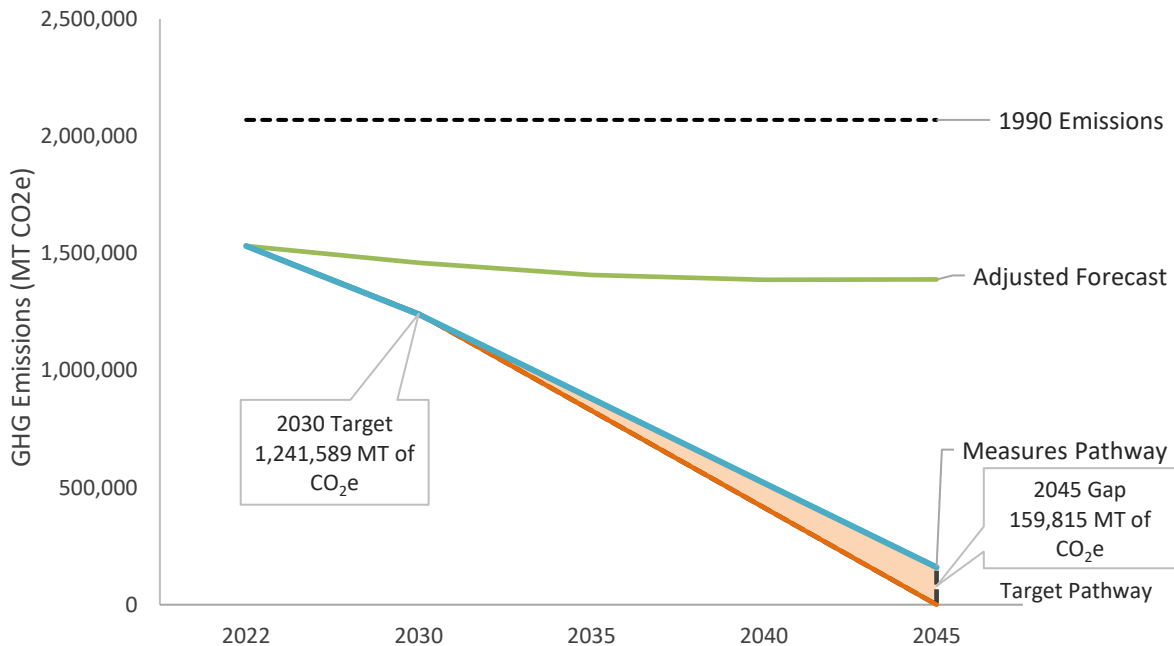
Table 2-6 Humboldt 2030 GHG Emissions Reductions from 2030 BAU levels

State Initiative	Sector	GHG Emissions Reduction (MT of CO ₂ e)
Transportation (Pavley, Innovative Clean Transit, etc.)	On-road Transportation	146,596
Renewable Portfolio Standard	All Electricity	3,955
Title 24	Residential Energy	845
A. Total State Initiative Emissions Reductions		151,396
B. Total CAP Emissions Reductions		219,446
C. Total Expected Emissions Reductions (A+B)		370,842
D. Humboldt Emissions Reduction Requirement per SB 32 (State Goal)		369,405
E. Meets/exceeds State Goal? (C > D)		Yes

MT of CO₂e = metric tons of carbon dioxide equivalent

Figure 2-5 depicts 2030 and 2045 GHG emissions and targets for Humboldt, including the expected emissions once the strategies, measures, and actions listed in Table 2-5 are implemented. Figure 2-5 illustrates the forecasted ABAU emissions (in green), the emissions target/goal pathway trajectory (in orange), and the emissions reductions trajectory with RCAP implementation (in blue).

Figure 2-5 Humboldt GHG Emissions Projections and Targets



Implementation Strategy

The RCAP takes a phased approach to implementation beginning with Phase 1, which would occur in the short-term over the next two years (2024-2026). Phase 2 would include implementation of mid-term measures that should begin no later than 2026, while Phase 3 would include implementation

of longer-term measures that should begin no later than 2028, that are anticipated to occur after feasibility studies are complete and initial measures are implemented. The RCAP identifies the Phase in which to begin implementation of a specific action. Additionally, actions already in progress are denoted as such and actions that would be ongoing, such as an education program, are also denoted. Table 2-5 includes a column that outlines the implementation timeframe (e.g., phase) of each RCAP action.

The County would conduct ongoing implementation and monitoring of the RCAP GHG emissions reduction measures and report on this progress to City Councils, the County Board of Supervisors, and the public on a bi-annual basis beginning in 2026. A comprehensive RCAP update for GHG emissions reduction targets beyond 2030 would also be required. In 2029, it is expected that the County would commence the process to review and update the RCAP to augment or develop new measures and actions to meet the 2045 GHG emissions reduction target. As new technologies and State guidelines are made available and State regulations are adopted, the County would need to augment the RCAP to facilitate further GHG emissions reduction and meet the 2045 carbon neutrality goal.

If, prior to 2029, the County is not making satisfactory advancements toward its 2030 GHG emissions reduction targets, it may be necessary to revise the RCAP. This update would set new or stronger goals for emissions reduction, aiming to increase the reduction efforts and maintain its status as a CEQA-qualified GHG emissions reduction plan. Updating the RCAP could require additional implementation of the existing actions and/or additional actions such as shifting incentive and educational programs to mandatory requirements for the latter phases of Implementation.

2.5.2 Regional CEQA GHG Emissions Thresholds

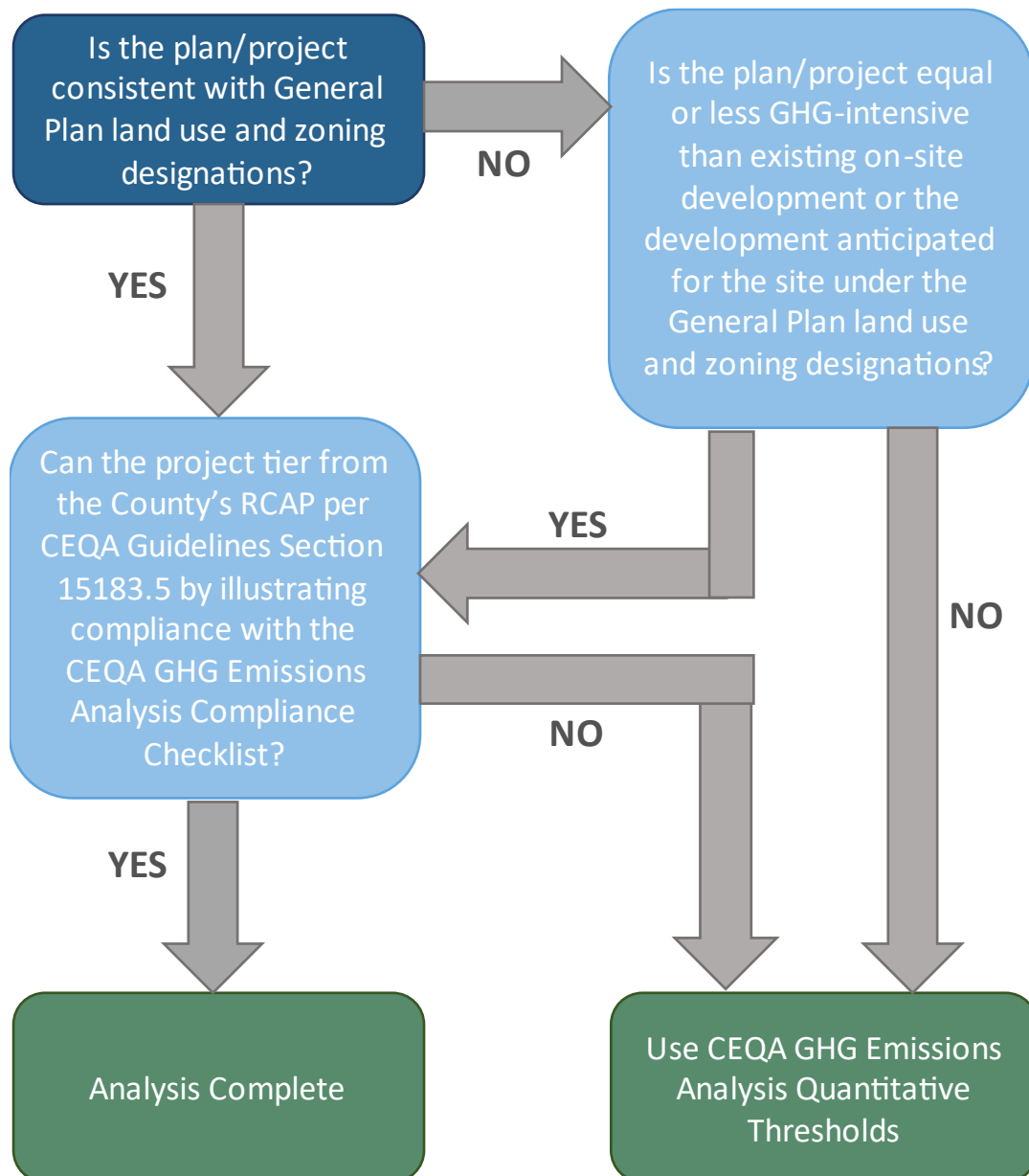
In 2007, SB 97 acknowledged that climate change is an environmental issue that requires analysis in CEQA documents, and in 2010 the California Natural Resources Agency adopted amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines gave lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. Specifically, California Code of Regulations Title 14 Section 15183.5(b)(1)a-g was amended to state that a qualified GHG reduction plan may be used for tiering and streamlining the analysis of GHG emissions in subsequent CEQA evaluation, provided that the relevant GHG reduction plan does the following:

- Quantifies GHG emissions both existing and projected over a specific period of time, resulting from activities within a defined geographical area
- Establishes a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable
- Identifies and analyzes the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area
- Specifies measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level
- Establishes a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels
- Be adopted in a public process following environmental review.

Therefore, the County proposes to also adopt quantitative efficiency thresholds for use in evaluating whether a plan or project’s GHG emissions would result in a potentially significant environmental impact under CEQA for plans or projects with pre-2030 buildout or initial operation years. The CEQA GHG emissions thresholds would be applied to plans or projects that cannot tier from the environmental analysis for the RCAP (as contained in this EIR) due to one of the following circumstances, which are illustrated in Figure 2-6:

- The plan/project would not be consistent with the respective General Plan land use and zoning designations for the project site and would result in greater GHG emissions than existing on-site development; or
- The plan/project would not be consistent with the Humboldt Regional CEQA GHG Emissions Checklist.

Figure 2-6 Determining CEQA GHG Emissions Analysis Methodology



Regional Climate Action Plan and CEQA GHG Emissions Thresholds

These thresholds are set at the level of GHG emissions that new development would need to achieve to be consistent with the RCAP communitywide emissions target of 1,241,589 MT of CO₂e by 2030.

To align with the RCAP, separate GHG emissions thresholds for urban and rural areas have been developed. The RCAP disaggregates some measures between urban and rural regions to set goals that align with each region’s specific characteristics and capacity constraints. Urban areas in Humboldt are more densely developed areas in the region with greater access to energy and transportation infrastructure. Urban areas in Humboldt include Fortuna, Arcata, and Eureka. Rural areas in Humboldt represent the dispersed communities in the region with limited access to energy and transportation infrastructure. These areas include the unincorporated County as well as Blue Lake, Ferndale, Rio Dell, Trinidad which have similar constraints. The GHG emissions thresholds follow this disaggregation between urban and rural areas to align with the RCAP and each areas’ capacity constraints. The efficiency thresholds, shown in Table 2-7, are expressed in terms of MT of CO₂e per service person¹⁴ and are applicable to plans or projects proposed within Humboldt with pre-2030 buildout or initial operational years:

Table 2-7 Humboldt Locally Applicable Plan/Project CEQA Urban and Rural GHG Emissions Thresholds

	2030 New Development		
	New Residential	New Non-Residential	New Mixed-Use ¹
Urban²			
GHG Efficiency Threshold (MT CO ₂ e per demographic metric per year)	1.81 per resident	4.06 per employee	2.60 service person ³
Rural⁴			
GHG Efficiency Threshold (MT CO ₂ e per demographic metric per year)	1.83 per resident	4.08 per employee	2.54 service person

Notes: MT CO₂e = metric tons of carbon dioxide equivalent

¹ GHG emissions from new mixed-use development would count against the total remaining GHG emissions budget for both new residential and new non-residential development rather than as a function of the number of new service people expected in 2030. This avoids double counting.

² Urban areas in Humboldt include Fortuna, Arcata, and Eureka.

³ The service population is equal to the residential population plus the number of employees.

⁴ Rural areas in Humboldt include Blue Lake, Ferndale, Rio Dell, Trinidad, and unincorporated Humboldt County.

Source: Humboldt County. 2024. Draft California Environmental Quality Act Greenhouse Gas Emissions Thresholds and Guidance.

GHG emissions efficiency thresholds for beyond 2030 would need to be established later in conjunction with subsequent RCAP updates.

Plans or projects that would generate GHG emissions in excess of the Humboldt CEQA GHG Emissions Thresholds would result in a potentially significant impact on the environment related to GHG emissions and climate change. Mitigation measures would be required to reduce potentially significant impacts resulting from such plans or projects. Plans or projects that are unable to reduce GHG emissions below these thresholds through implementation of identified mitigation measures would result in a significant and unavoidable environmental impact. The Humboldt CEQA GHG Emissions Thresholds provide guidance during CEQA review and do not propose development or

¹⁴ The service population is equal to the residential population plus half the number of jobs.

changes to land use and zoning. Thus, implementation of the GHG Emissions Thresholds would not have direct construction or operational impacts.

2.6 Environmental Review Context

Implementation of RCAP strategies and actions listed in Table 2-5 could result in physical changes to the environment that could potentially have an impact on the environment. While individual projects resulting from these actions have not been identified for the purposes of this document, the types of actions that could result from realization of RCAP strategies are taken into account in considering potential environmental impacts that could occur through implementation of the RCAP. For example, projects or actions requiring ministerial or discretionary approval, such as installation of EV charging stations and supporting infrastructure, offshore wind energy production facilities and connecting infrastructure, as well as new transit, bicycle, or pedestrian facilities, would introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as solar arrays and wind turbines or transit, bicycle, and pedestrian infrastructure that could alter pedestrian and vehicular transportation patterns. Future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

2.7 Required Actions and Approvals

Implementation of the proposed plan would require the following County approvals:

- RCAP and CEQA GHG Emissions Thresholds EIR Certification
- Adoption of the RCAP
- Adoption of the CEQA GHG Emissions Thresholds

Although individual plans or projects may be implemented later under the umbrella of RCAP, each individual plan or project would be subject to separate environmental review and approval under CEQA.

In addition, each incorporated city would be required to formally adopt the RCAP and CEQA GHG Emissions Thresholds.

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