



STAFF REPORT – CITY COUNCIL MEETING

TO: Honorable Mayor and City Council Members

FROM: Emily Benvie, Director of Environmental Services

PREPARER: Emily Benvie, Deputy Director of Environmental Services

DATE: May 6, 2026

TITLE: **Adopt Resolution No. 256-51 Adopting the Humboldt County Regional Climate Action Plan as the City of Arcata’s Climate Action Plan and Making California Environmental Quality Act (CEQA) Findings as a Responsible Agency.**

RECOMMENDATION:

It is recommended that the Council:

- 1) Receive a staff report, receive public comment; then
- 2) Adopt Resolution 256-51 Adopting the Humboldt County Regional Climate Action Plan (RCAP) as the City of Arcata’s Climate Action Plan and Making CEQA Findings as a Responsible Agency.

INTRODUCTION/BACKGROUND:

In 2019, Arcata joined the County and the other incorporated cities in signing a Memorandum of Understanding (MOU) committing to develop a shared Regional Climate Action Plan (RCAP) to reduce greenhouse gas (GHG) emissions on a coordinated, countywide basis.

After several years of regional collaboration, the County of Humboldt adopted the RCAP on December 16, 2025, along with a Final Programmatic Environmental Impact Report (EIR) (State Clearing House #2024081319), creating a shared, countywide framework that the unincorporated County and the seven incorporated cities could use to reduce GHG emissions.

The RCAP is built around a regional GHG inventory and a set of strategies intended to achieve GHG emissions reductions consistent with California’s statewide climate targets of reducing emissions to 40% below 1990 emissions by 2030 and carbon neutrality by 2045. The RCAP was developed through a multi-year process that included early public engagement and then more formal outreach once the plan moved into environmental review. The next action for the City Council is to consider and officially adopt the RCAP, using the County-certified EIR as the environmental document supporting that decision.

DISCUSSION:

Regional work on the RCAP began in 2019 and was temporarily slowed during the COVID-19 pandemic in 2020. Early work on the RCAP produced a public review draft released in 2022; however, that version was not advanced because it required substantial revisions to function as an effective countywide implementation plan. The County subsequently revised its approach and hired

Rincon Consultants, Inc. to substantially rewrite the RCAP and to prepare the environmental review required under the California Environmental Quality Act (CEQA).

Public outreach and regional participation occurred over several years and included both early public input and formal CEQA review. In May 2024, the County asked residents and stakeholders to share priorities through a countywide survey. The County then released the 2024 Draft RCAP on August 14, 2024, and initiated CEQA scoping through a Notice of Preparation, including public notices and opportunities for written and oral input. The Draft EIR was circulated for public review in early 2025, and the document set was finalized later that year. Additional details on outreach and scoping are included in the Draft EIR, Appendix A (Notice of Preparation and Scoping Comments), and can be found on the Regional Climate Action Plan website: [Humboldt Regional Climate Action Plan | Humboldt County, CA - Official Website](https://humboldtregionalclimateactionplan.org/).

The Final RCAP adopted by the County in December 2025 largely carried forward the August 2024 Draft RCAP, with refinements made in response to public and agency comments, including clarification of certain definitions such as the distinction between urban and rural areas. At the same meeting, the County Board of Supervisors also certified the Final EIR and adopted CEQA GHG thresholds of significance, which are standards used during future project review to determine when a project's emissions may be considered environmentally significant and require additional analysis or mitigation. Public discussion at the Board of Supervisors hearing focused heavily on those thresholds; however, the City's action tonight is limited to adopting the RCAP for City planning and implementation purposes and relying on the County-certified EIR. The City Council is not being asked to consider or adopt CEQA thresholds as part of this agenda item.

The City of Arcata has discussed the RCAP at over a dozen public meetings spanning across the Energy Committee, Planning Commission and City Council, beginning in December 2018. The most recent staff presentation to the Council was on September 18, 2024. At that meeting, staff introduced the then newly released Draft RCAP and outlined the forthcoming EIR process, as well as key changes from the earlier 2022 version, including an updated 2022 GHG inventory. They also introduced revised measures intended to support "qualified" RCAP status, and a proposed implementation approach centered on a Regional Climate Committee and a Climate Program Manager.

What is Included in the Regional Climate Action Plan?

The RCAP is designed to reduce countywide GHG emissions to 40% below 1990 levels by 2030, consistent with Senate Bill (SB) 32, and to make substantial progress toward carbon neutrality by 2045, consistent with Assembly Bill (AB) 1279. The RCAP is meant to function as a "playbook" that local agencies can use to prioritize actions, coordinate projects, and track progress over time, recognizing that implementation will be phased and dependent on available capacity and funding.

The RCAP document is included as Attachment 1, with supporting appendices and the full technical and CEQA record available on the County's website at <https://humboldt.gov/2464/Humboldt-Regional-Climate-Action-Plan>. The RCAP is grounded in a 2022 countywide GHG emissions inventory that covers both incorporated and unincorporated Humboldt County. The RCAP also includes future emissions forecasts for 2030 and 2045, which help show how emissions may change with growth and with the implementation of already adopted State programs. These forecast scenarios establish the emissions trajectory absent additional local action and help identify the remaining gap between projected emissions and the RCAP's 2030 reduction target, which the RCAP is designed to address.

Strategies, Measures, and Quantification

The RCAP organizes its emissions-reduction approach under eleven overarching strategies, including a “cornerstone” strategy focused on regional coordination. Table 1 summarizes the suite of general strategies by sector.

Table 1 - Sector Based Strategies to reduce GHGs

Sector	Strategy
Cornerstone (C)	1. Develop a regional climate coalition
Building Energy (BE)	2. Increase carbon-free electricity 3. Decarbonize existing construction 4. Decarbonize new construction
Transportation (T)	5. Shift driving to walking and biking 6. Shift driving to public transit or car-share 7. Shift land use to reduce vehicle miles traveled 8. Increase zero-emission vehicle adoption
Solid Waste (SW)	9. Reduce organic waste
Water & Wastewater (WW)	10. Conserve water and reduce wastewater emissions
Carbon Sequestration (CS)	11. Increase carbon sequestration

The RCAP’s strategies are implemented through a combination of sector-specific quantitative and supportive measures, each with a list of supporting action items.

Measures are also tailored by geography, recognizing varied approaches for urban vs. rural areas, and highlighting the differences in development patterns, infrastructure access, and implementation feasibility. Measures for urban areas, including Arcata, generally focus on infill development, walkable neighborhood design, better bike and transit access, and building energy upgrades, while rural measures place more emphasis on resource protection, land management, and strategies that fit dispersed development patterns.

Finally, the RCAP includes “lead by example” measures that local governments can implement through their own operations, such as decarbonizing City-owned buildings and other facilities and transitioning vehicle fleets over time. These actions do not directly result in large, quantified emissions, reductions but they demonstrate best practices and help align City operations with the broader countywide strategy.

The current suite of RCAP implementation measures is provided in Table 2. Each measure is titled and numbered to correspond to its associated sector and strategy (for example, “BE” denotes Building Energy measures).

Table 2: Humboldt RCAP GHG Emission Reduction Measures

Measure ID	Measure Text	GHG Emission Reduction Potential (MT CO ₂ e)
Measure C-1	Establish a Regional Climate Committee comprised of elected officials from each jurisdiction, HTA, HCAOG, HWMA, and RCEA.	Supportive/Critical
Measure	By 2030, source 90% of grid-supplied electricity from renewable and carbon-free	2030: 15,403

Measure ID	Measure Text	GHG Emission Reduction Potential (MT CO ₂ e)
BE-1	sources.	2045: 0
Measure BE-2	Increase the development of micro-grids and storage across the region to support RCEA's RePower Humboldt goals of enhancing grid capacity and facilitating the electrification of buildings and transportation.	Supportive
Measure BE-3 Urban	Reduce existing residential building natural gas consumption by 4% by 2030 and 74% by 2045.	2030: 2,603 2045: 55,866
Measure BE-3 Rural	Reduce existing residential fossil-fuel consumption in households not connected to natural gas infrastructure by 2% by 2030.	Supportive
Measure BE-4	Reduce existing nonresidential building natural gas consumption by 5% by 2030 and 79% by 2045.	2030: 3,821 2045: 42,887
Measure BE-5	Decarbonize 95% of new residential building construction by 2027.	2030: 2,252 2045: 13,907
Measure BE-6	Decarbonize 95% of new nonresidential building construction by 2027.	2030: 1,374 2045: 8,492
Measure BE-7	Decarbonize 30% municipal buildings and facilities by 2030.	Supportive
Measure BE-8	Advocate for Offshore Wind developers to fund transmission infrastructure and work with PG&E, the California Public Utilities Commission (CPUC), and other related agencies to build electrical transmission infrastructure to supply Humboldt with energy produced by the future offshore wind projects which will increase regional supply and resilience.	Supportive
Measure T-1 Urban	Implement programs, such as those identified in HCAOG's Regional Transportation Plan (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%.	2030: 1,147 2045: 2,594
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%.	2030: 1,080 2045: 4,405
Measure T-2 Urban	Expand the public transit network in support of HCAOG's RTP 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.	2030: 18,055 2045: 26,482
Measure T-2 Rural	Develop a robust public transit network in support of HCAOG's RTP to increase public transit mode share from 1% to 10% in rural areas and achieve a regional 13% public transit mode share by 2030.	2030: 20,180 2045: 29,703
Measure T-3	Reduce regional vehicle miles traveled (VMT) by increasing promotion of mixed-use development in infill priority areas in alignment with HCAOG's baseline connectivity score included in the RTP.	Supportive
Measure T-4	Develop and implement regional mobility hubs and ZEV car-share programs to support mode shift from single occupancy vehicles.	Supportive
Measure T-5	Require commercial and industrial employers with 25 employees or more to develop a Transportation Demand Management plan.	Supportive
Measure	Decarbonize 15% of passenger vehicle miles traveled by 2030 and 100% by 2045 through	2030: 55,726

Measure ID	Measure Text	GHG Emission Reduction Potential (MT CO ₂ e)
T-6	increased adoption of low and zero-emission vehicles and development of a regional electric vehicle charging and hydrogen fueling network.	2045: 590,124
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.	2030: 17,441 2045: 279,775
Measure T-8	Electrify or otherwise decarbonize 12% of applicable small off-road engines (SORE) 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.	2030: 49,143 2045: 139,645
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.	Supportive
Measure T-10	Work with the state and biofuel industry to establish a biofuel network within Humboldt thereby funding new green industry and job growth to support the decarbonization of the transportation sector.	Supportive
Measure T-11	Lead by example and electrify or otherwise decarbonize 50% of the municipal fleet by 2030 in alignment with the state's Advanced Clean Fleet Rule.	Supportive
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.	2030: 29,689 2045: 32,568
Measure WW-1	Expand regional opportunities for implementation of wastewater decarbonization technologies such as anaerobic digesters to reduce GHG and produce renewable fuel sources.	Supportive
Measure WW-2	Reduce per capita potable water consumption by 15% by 2030.	Supportive
Measure CS-1	Research and implement feasible carbon sequestration technology opportunities to support growth and expansion of green jobs industry within the region.	Supportive
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.	2030: 1,532 2045: 1,681
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.	Supportive
Total GHG Emission Reduction Potential		2030: 219,446 2045: 1,228,128
* Measures and actions marked as "supportive" may also be quantifiable and have substantial evidence to support their overall contribution to GHG reduction, but they are not quantified for one of several factors. Refer to RCAP Appendix C for more information.		

The RCAP's central takeaway suggests that the largest emissions reductions will depend on cleaner vehicles and fuels, better transit options, and major improvements to waste handling and organics management, with support from policies and partnerships to realize those outcomes.

Implementing the RCAP: Structure and Accountability

The RCAP recognizes that implementing its full suite of measures will take sustained effort and resources. Our region has limited staffing and funding capacity, so many of the higher-cost actions

will depend on long-term coordination and, in many cases, outside funding and other partnerships. Some actions involve large infrastructure or market-driven shifts that no single city controls. For example, major clean energy upgrades and projects like offshore wind depend on utility planning and state and federal funding, not just local policy. Other measures are led by partner agencies, where the City may play a supporting role, or will rely on behavior changes, such as reducing driving and increasing walking, biking, and transit use. The City can create the conditions for those changes, but outcomes ultimately depend on how residents, businesses, and visitors respond.

To keep implementation realistic, the RCAP recommends a phased approach that prioritizes “ready-to-go” actions and encourages jurisdictions to integrate measures into work they already do such as plan updates, capital projects, and development review, while also pursuing grants, new revenue sources, and other strategic partnerships to build staffing and project capacity.

If measures are not implemented or if the bi-annual reporting shows implemented measures are not achieving projected emissions reductions, the RCAP could be updated to include additional actions or revised actions needed to meet the 2030 milestone goal.

Why Adopt the RCAP?

The RCAP is intended to function as a long-term, programmatic plan that will be implemented through ongoing monitoring and periodic updates to support California’s SB 32 GHG reduction goals and demonstrate substantial progress toward the State’s AB 1279 carbon-neutrality goal. Just as important, it provides a shared countywide framework that helps the County and cities work from the same playbook to align priorities, coordinate implementation, and create a practical structure for follow-through over time.

Adopting the RCAP gives Arcata a roadmap for moving forward on priorities the City is already working on, such as encouraging infill housing and redevelopment, making it easier and safer to walk and bike, improving transit access, building streets and public spaces that are comfortable and better connected to neighborhoods, electrifying buildings, installing rooftop solar, installing electric vehicle charging infrastructure, shifting to electric fleet vehicles and equipment where feasible, sequestering carbon in its forest resources, and working to divert organic materials away from the landfill to reduce methane production. Because it’s a coordinated regional plan, the RCAP helps the City tie its decisions to clear, measurable strategies, especially those aimed at reducing vehicle miles traveled and making it easier for people to choose walking, biking, and transit for more trips.

Adoption also helps the City stay coordinated with regional partners like Humboldt County Association of Governments (HCAOG), Humboldt Transit Authority (HTA), Humboldt Waste Management Authority (HWMA), and Redwood Coast Energy Authority (RCEA), as well as other local jurisdictions. That coordination matters because it helps avoid duplicating work, makes it easier to align investments across agencies, and improves Arcata’s ability to compete for grant funding and deliver infrastructure and economic development projects that benefit from regional scale. In practical terms, the RCAP strengthens regional partnerships, supports shared tools and staffing capacity, and helps the region stay accountable through coordinated progress tracking and reporting.

Finally, adopting the RCAP directly implements many of the City’s adopted goals, priorities, and long-range plans, which is further outlined below under “Policy Implications.”

Next Steps

If the City Council adopts the RCAP, the City’s role in implementation will proceed through a combination of regional coordination and City-specific actions. Key next steps include:

Establish and Fund a Regional Climate Program Manager Position and Formalize a Regional Climate Committee (Funding and Governance)

Regional partners are currently developing a shared Climate Program Manager position and a Regional Climate Committee to support RCAP implementation. Other regional partners (such as tribes and regional government agencies) would voluntarily participate through the Committee or other formal consultation process rather than as signatories to a Regional Climate Committee MOU. The Manager and Committee are expected to be housed at either HCAOG or RCEA. Funding options for this position are in development. Options could include incorporated cities and Humboldt County contributing a proportional share of the Manager's salary through a regional MOU, or a singular agency taking on a greater portion of the cost.

Both HCAOG and RCEA staff and Board of Directors have expressed support and willingness to host the Regional Climate Committee and Climate Program Manager. At RCEA's March 26, 2026, Board of Directors meeting, the Board approved a staffing re-organization concept that would result in the creation of a new Department of Engagement and Regional Climate Planning. This Department is envisioned to be multifunctional and would include support for the Region's Climate Action Plan recognizing the large role that RCEA is expected to play in RCAP implementation. While both HCAOG and RCEA are qualified and relevant organizations to provide the functions of regionally coordinating RCAP implementation, RCEA will have a larger staff base to provide support. Thus, City staff recommend that the Regional Climate Committee and Climate Manager Position be hosted by RCEA.

The RCAP identifies the Regional Climate Committee as a core implementation measure and specifies that the Committee should include representatives from each local jurisdiction and key regional agencies, including HTA, HCAOG, HWMA, and RCEA. The Committee would be comprised of staff members from the participating organizations who have relevant technical expertise and would participate as part of their existing job responsibilities. Committee members would be expected to meet regularly to develop shared tools, coordinate implementation across jurisdictions, and support progress tracking and reporting.

In support of the Committee's work, the RCAP envisions a Climate Program Manager as a senior professional dedicated staff position at HCAOG or RCEA. The Manager would convene and support the Committee, coordinate assigned work items, and prepare annual progress reports. Oversight and decision-making authority for the Manager and Committee would reside with the governing board of the host agency (RCEA or HCAOG), or a subcommittee thereof, consistent with the host agency's governance structure.

This structure is intended to build on existing regional coordination to avoid redundancy and make the best use of limited capacity. For example, the RCAP's transportation strategies align with HCAOG's adopted Regional Transportation Plan (VROOM 2022–2042), and the RCAP's electrification strategies align with RCEA's RePower Humboldt energy action plan, both of which the City already participates in through existing regional boards and coordination bodies.

Both HCAOG and RCEA discussed the concept with their boards in January and are working through remaining details related to hosting, governance, and funding. Similarly, City staff will continue participating in the ongoing regional discussions and will return to City Council with a specific recommendation once the HCAOG or RCEA Board has decided to serve as the host agency and established the associated program framework, including the proposed cost share, scope of work, and oversight structure.

Develop a City of Arcata RCAP Work Program

Staff recommend preparing a phased work program to implement the RCAP at the City level. The work program would identify the RCAP measures and associated action items that apply to the City and fall within the City's purview, prioritize near-term actions aligned with existing City programs and adopted plans, outline needs for staffing and other resources (including grant-funded capacity), establish tracking/reporting expectations, and define an implementation schedule with target dates for completing each action. Once this work program is prepared, staff can analyze the fiscal impact of implementation over the next several years and present the details to Council.

POLICY IMPLICATIONS:

Adoption of the RCAP directly implements many of the City's adopted goals, priorities, and long-range plans.

Council Goals

The RCAP is consistent with the following Council Goals:

Facilities and Infrastructure

- Improve infrastructure and facilities
- Improve transportation and circulation systems

Environmental Leadership

- Increase local energy independence
- Strive to achieve zero waste
- Develop non-motorized transportation routes
- Improve linkage between energy needs and resources

Public Service

- Increase opportunities for community engagement

Prepare for Future Needs

- Provide leadership for developing strategies for climate change

Council Policy Objectives

The RCAP is consistent with the following Council Policy Objectives:

- Promote an energy efficient and pedestrian friendly transportation web between neighborhoods emphasizing pedestrian, bicycle, and alternative modes of transportation.
- Promote efficient use of energy and use of renewable energy in buildings, facilities and infrastructure in Arcata.
- Collaborate with other jurisdictions and non-profits to maximize regional effectiveness and increase funding opportunities.
- Incorporate smart growth technology, design, principles and practices in the advancement of a sustainable city.

Council Priority Project for 2025-2026 Fiscal Year

The RCAP is consistent with the following Council Priority Projects for the current fiscal year:

- Finalize, adopt and begin implementation of the Climate Action Plan.

- Develop a climate resiliency pipeline of projects to cohesively synthesize citywide effort and leverage potential funding sources.

Arcata General Plan 2045

The RCAP helps implement the City's existing long-range planning approach to GHG reduction.

General Plan 2045 notes that the majority of the City's growth has been, and is planned to be, within the present City boundary. This planned infill implements the Humboldt Regional Climate Action Plan, preserves the natural and open working lands surrounding the City, and provides needed reinvestment in existing developed areas. General Plan Implementation Measure Air Quality (AQ)-4 states the City should Adopt a Climate Action Plan and collaborate regionally to implement the plan.

ENVIRONMENTAL REVIEW (CEQA):

Humboldt County served as the CEQA Lead Agency for the RCAP and associated CEQA GHG Emissions Thresholds (CEQA Guidelines §15050) and prepared a Programmatic Environmental Impact Report (Final EIR) (State Clearinghouse No. 2024081319), as corrected and clarified by Errata dated November 25, 2025. The Final EIR consists of the Draft EIR, comments received during the public review period, responses to comments, and revisions to the Draft EIR, as required by CEQA Guidelines §15132.

On December 16, 2025, the Humboldt County Board of Supervisors adopted the RCAP (Resolution No. 25-196) and, by separate resolution (Resolution No. 25-197), certified the Final Programmatic EIR and Errata and adopted a Mitigation Monitoring and Reporting Program (MMRP) and a Statement of Overriding Considerations.

The City of Arcata's proposed action is to adopt the RCAP as a policy framework to guide City planning and implementation efforts, and to rely on the County-certified Final EIR, as corrected and clarified by the Errata, to support that action. Adoption of the RCAP does not approve or authorize any specific development project or physical infrastructure. Because adoption of the RCAP is a discretionary action that may result in physical changes to the environment through future implementation activities, the action is subject to CEQA. The City is acting as a CEQA Responsible Agency for purposes of this action (CEQA Guidelines §15096).

As a Responsible Agency, the City is required to review and consider the County certified Final EIR, including the Errata, comments received on the Draft EIR, and the County's responses to those comments, and to reach its own independent judgment regarding the environmental effects of adopting the RCAP (CEQA Guidelines §15096(a)). The City is not required to recertify the EIR.

The Programmatic Final EIR evaluates the potential environmental effects of implementing RCAP strategies at a programmatic level and identifies mitigation measures applicable to future discretionary projects that may be undertaken to implement the RCAP. The EIR identifies 23 mitigation measures, incorporated into the adopted MMRP, addressing potential impacts related to aesthetics, air quality, biological resources, agricultural resources, cultural and tribal cultural resources, noise, and utilities and service systems. These measures are intended to be applied at the time specific projects are proposed and generally require compliance with applicable regulations, preparation of site-specific technical studies, consultation with resource agencies and tribes, and implementation of project-level avoidance or mitigation measures where site-specific impacts may occur.

Even with these measures, the Final EIR concludes that certain impacts associated with unidentified future projects implementing the RCAP could remain significant and unavoidable due to the RCAP's broad, policy-level scope and uncertainty regarding future project siting, design, and

feasibility of mitigation. These impacts include potential effects on scenic resources, criteria air pollutants, special-status species and habitat, farmland conversion, cultural resources, noise, and infrastructure expansion. In connection with certification of the Final EIR, the County adopted a Statement of Overriding Considerations, concluding that the economic, legal, social, technological, and environmental benefits of adopting the RCAP outweigh these potential impacts.

Because the City is acting as a Responsible Agency and is not approving any physical development as part of this action, the City is not required to adopt a separate MMRP or a Statement of Overriding Considerations. The proposed Resolution includes CEQA findings relying on the County-certified Final EIR, MMRP, and Statement of Overriding Considerations as part of the environmental record supporting the City's action, consistent with CEQA Guidelines §15096.

BUDGET/FISCAL IMPACT:

Adoption of the RCAP itself will not create an immediate fiscal impact. However, implementation will require City staff time and administrative costs, as well as potential participation in funding a shared regional Climate Program Manager position (see Next Steps section). Should the City contribute future funding to support a regional Climate Program Manager position, the future cost is estimated to be between \$25,000-\$35,000 annually. The City Council may consider this potential contribution at a future date during the budget planning process for fiscal year 2026-27.

RECOMMENDED COUNCIL ACTION:

It is recommended that the Council:

1. Receive a staff report and review any questions with staff.
2. Open public comment.
3. Close public comment.
4. Motion to Adopt Resolution No. 256-51 Adopting the Humboldt County Regional Climate Action Plan (RCAP) as the City of Arcata's Climate Action Plan and Making CEQA Findings as a Responsible Agency.

ATTACHMENTS:

- A. Resolution 256-51
- B. Final Regional Climate Action Plan