

**ATTACHMENT G**  
**FINDINGS FOR ENVIRONMENTAL IMPACT REPORT CERTIFICATION**  
**CLIMATE ACTION PLAN**

Case No. 23EIR-00002

**1.0 CEQA FINDINGS**

**FINDINGS PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081 AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTIONS 15090:**

**1.1 CONSIDERATION OF THE ENVIRONMENTAL IMPACT REPORT**

The 2030 Climate Action Plan (CAP) Final Environmental Impact Report (23EIR-00002), and its appendices, dated May 2024, were presented to the County Board of Supervisors, and all voting members of the Board of Supervisors have reviewed and considered the information contained in the Final EIR, and its appendices prior to certification. In addition, all voting members of the Board of Supervisors have reviewed and considered testimony and additional information presented at, or prior to, its public hearing on August 27, 2024. The Final EIR, and its appendices, reflect the independent judgement and analysis of the Board of Supervisors and is adequate for this proposal.

**1.2 FULL DISCLOSURE**

The Board of Supervisors finds and certifies that the Final EIR (23EIR-00002), and its appendices, constitute a complete, accurate, adequate, and good faith effort at full disclosure pursuant to CEQA. The Board of Supervisors further finds and certifies that the Final EIR, and its appendices, were completed in compliance with CEQA.

**1.3 LOCATION OF RECORD OF PROCEEDINGS**

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody the Community Services Department located at 123 East Anapamu Street, Santa Barbara, CA 93101.

**1.4 FINDINGS THAT IMPACTS ARE LESS THAN SIGNIFICANT**

The Board of Supervisors finds that in accordance with the environmental impact analysis provided in the Final EIR (23EIR-00002), all subject areas identified in the Final EIR were considered to cause less than significant adverse impacts. Therefore, there are no alterations or feasible changes required for these impacts.

**Air Quality**

The 2030 CAP does not exceed any air quality threshold established by CEQA, the Santa Barbara County Air Pollution Control District (SBCAPCD) or the County of Santa Barbara. The 2030 CAP is consistent with Federal, State, and local air quality regulations, including the

Federal Clean Air Act, California Clean Air Act, Proposition 65, the SBCAPCD 2022 Ozone Plan, and County Comprehensive Plan, among others. In addition, the 2030 CAP is designed to reduce greenhouse gas emissions and reliance on gasoline-powered vehicles, which would help to reduce criteria air pollutants.

### **Energy**

The 2030 CAP does not exceed any energy thresholds established by CEQA or the County of Santa Barbara. The 2030 CAP is consistent with Federal, State, and local energy regulations, including the Energy Policy and Conservation Act, California Energy Plan, Senate Bill 100, and the County Comprehensive Plan, among others. In addition, the 2030 CAP is designed to increase energy efficiency and resilience.

### **Greenhouse Gas Emissions**

The 2030 CAP does not exceed any greenhouse gas emissions thresholds established by CEQA or the County of Santa Barbara. The 2030 CAP is consistent with Federal, State, and local emissions regulations, including Federal Fuel Efficiency Standards, Assembly Bill 32, the California Building Code, and the County Comprehensive Plan, among others. In addition, the 2030 CAP is a qualified greenhouse gas emissions reduction plan pursuant to CEQA Guidelines Section 15183.5(b).

### **Transportation**

The 2030 CAP does not exceed any thresholds related to transportation established by CEQA or the County of Santa Barbara. The 2030 CAP is consistent with Federal, State, and local transportation regulations, including the Complete Streets Act, the Santa Barbara County Association of Governments Connected 2050 Regional Transportation Plan/Sustainable Communities Strategy, and the County Comprehensive Plan, among others. In addition, the 2030 CAP is intended to reduce vehicle miles traveled (VMT) and promote the usage of alternative transportation methods.