

The purpose of this Errata is to document revisions to the DEIR and FEIR that are intended to clarify project details since they were submitted to the Office of Planning and Research State Clearinghouse on December 20, 2021, and July 1, 2022, respectfully. The following Project details are addressed in this Errata, as shown in Table 1 below.

The Errata includes excerpts of text from the DEIR and FEIR that are proposed for modification and does not include the entire DEIR. Specifically, the entire subsection that contains the text proposed for modification is copied into the Errata, and newly proposed text in the Errata is **underlined and bolded**, deleted text from the original document is ~~stricken~~ with single strikethrough, and unchanged text remains in normal font. Only the subsections of the original document that are proposed for modification are copied into the Errata.

Table 1 Summary of Proposed DEIR/FEIR Text Modifications Captured in Errata

Section of Errata	Section of DEIR/FEIR and Topic of Proposed Change
1	Response to comment 677-5 was omitted on page 2-573 the FEIR
2	Mislabelled response to comment letter 701-2 on page 2-650 of the FEIR.
3	Errata Summary Table 4.1 on page 4-1 of the FEIR omitted two entries.
4	Clarification on paved shoulder width in Master Response 1 on page 2-12 of the FEIR.
5	Summary Table 1-2 on page 1-11 of the DEIR mislabeled entries.
6	Summary Table 1-2 on page 1-16 of the DEIR mislabeled one entry.
7	Omitted text in Mitigation Measure HWQ-3 on page 3.9-29 of the DEIR.

1. Response to comment 677-5 was omitted on page 2-573 the FEIR.

Response to comment 677-5 – Unacceptable impact

The comment states the impacts from the intake and outfall discharge are unacceptable. However, the commentor did not provide any evidence upon which to base their concern or conclusions that differed from impact analysis within the DEIR and appended technical evaluations. Please review Master Response 8 – Substantial Evidence, Speculation, and Unsubstantiated Opinion for further discussion regarding CEQA guidelines. Responses to comments 677-3 and 677-4 by this commentor address their concerns regarding the intake and discharge. A summary of impacts has been provided in Table 1-2 of the DEIR on pages 1-5 through 1-23 which allow for a quick review through all resource categories. Due to the organization of the EIR the impact of the Ocean discharge and Humboldt Bay intakes have been analyzed separately across these resource categories, and no remaining significant impact after mitigation were identified. Given the information referenced above, no further analysis or modifications to the DEIR are proposed specific to this comment.

2. Mislabeled response to comment letter 701-2 on page 2-650 of the FEIR.

Response to Comment ~~702-4~~ 701-1 – Support

3. Errata Summary Table 4.1 on page 4-1 of the FEIR omitted two entries.

4.3	4.3.1	Section 3.5.2 – Setting
Section 3.5 Energy Resources	4.3.2	<u>Section 3.5.2 – Setting / Nordic Energy Mix Commitments</u>
	<u>4.3.3</u>	Section 3.5.7 – Cumulative Impacts

4. Clarification on paved shoulder width in Master Response 1 on page 2-12 of the FEIR.

There are currently traffic calming measures on SR 255 through Manila with speed reduction signs and pavement markings. SR 255 through Manila, Arcata, and across the Samoa Bridge also have sufficient shoulder width to safely accommodate pedestrians and bicyclist travel, where the majority of existing shoulder widths vary between approximately six feet and eight feet in Manila, **approximately four to five feet in width on the Samoa Bridges and six to eight feet between the bridge structures,** ~~approximately six to eight feet across the Samoa Bridge,~~ and designated six-foot bike lanes in Arcata, which meet the Caltrans standard for a bicycle lane of six feet, per the Highway Design Manual (Caltrans 2020). **Caltrans has not designated the Samoa Bridges on SR 255 as a Class II bike lane, so the six-foot shoulder standard does not apply. Bicycles (and pedestrians) are permitted to use SR 255 between US 101 and New Navy Base Road as shared facility rather than as a designated bike lane.**

There may be portions of SR 255 that lack sufficient shoulder width for pedestrians or bicyclists; however, the Project would not cause additional undue substantial risk to vulnerable road users because the Project does not significantly intensify truck traffic or private automobile traffic that would substantially increase the risk to vulnerable road users.

5. Summary Table 1-2 on page 1-11 of the DEIR mislabeled entries.

Cultural Resources				
CR-4 CR-a Would the Project cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5?	Terrestrial Development	No Impact	N/A	N/A
	Ocean Discharge	No Impact	N/A	N/A
	Humboldt Bay Water Intakes	No Impact	N/A	N/A
	Compensatory Off-Site Restoration	Less than Significant	N/A	N/A
CR-1 Would the Project cause a substantial adverse change in the significance of a historical or archaeological resource pursuant to Section 15064.5?	Terrestrial Development	Less than Significant with Mitigation	Mitigation Measure CR-1-Implementation of Protocols for Cultural Monitoring During Ground Disturbance Mitigation Measure CR-2 Implementation of Inadvertent Discovery Protocols	Less than Significant

6. Summary Table 1-2 on page 1-16 of the DEIR mislabeled one entry.

HAZ-3 HAZ-7 Would the Project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Terrestrial Development	Less than Significant	N/A	N/A
	Ocean Discharge	No Impact	N/A	N/A
	Humboldt Bay Water Intakes	No Impact	N/A	N/A
	Compensatory Off-Site Restoration	No Impact	N/A	N/A

7. Omitted text in Mitigation Measure HWQ-3 on page 3.9-29 of the DEIR.

- Piles and debris shall be removed from the barge and moved to a designated site for disposal preparation in such a manner as to prevent **release of debris or contaminated material**. Prior to disposal, the piles and debris will be stored on paved areas, **in containers, or on impermeable material**. **Debris will be stored** covered with tarps and surrounded by a soil erosion boom in order to prevent potential leaching or discharge of debris or contaminated material.