ANNUAL PROGRESS REPORT

CITY OF SACRAMENTO
COMMUNITY DEVELOPMENT DEPARTMENT &
OFFICE OF CLIMATE ACTION AND SUSTAINABILITY
MARCH 2026

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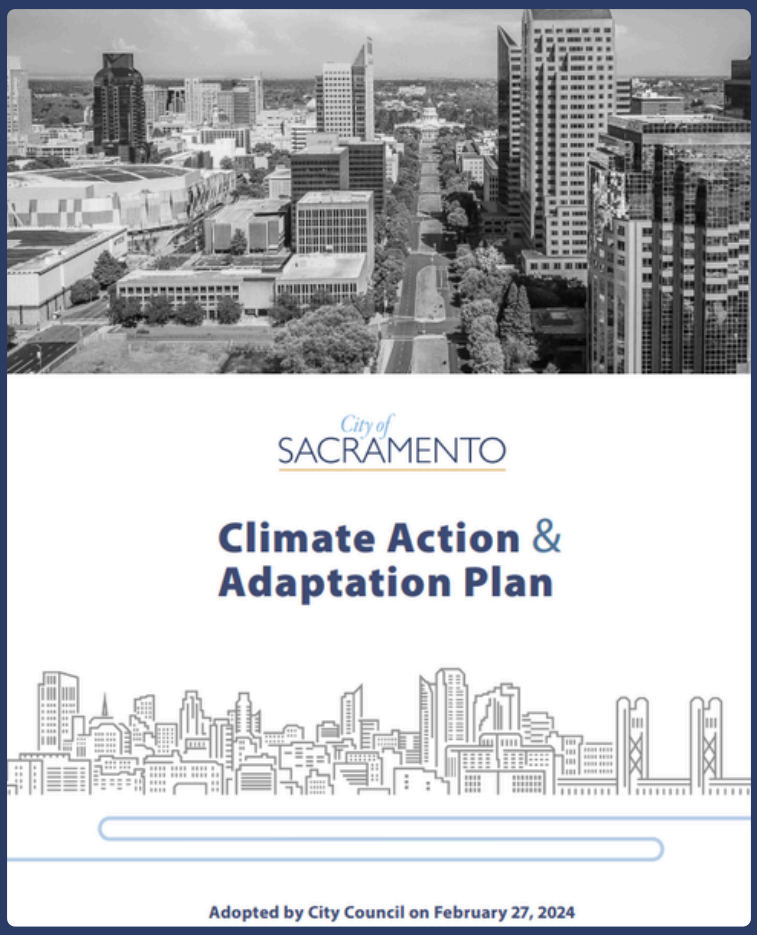
INTRODUCTION



The Climate Action & Adaptation Plan (CAAP) is the City's long-term strategy for cutting climate pollution and strengthening Sacramento's resilience through targeted adaptation efforts as climate impacts become more frequent and severe. This Annual Progress Report highlights key accomplishments across City departments and partner agencies from the past year, ongoing initiatives, and the challenges we continue to address. It reflects our commitment to transparency and accountability as we track progress toward our climate goals while recognizing the continued effort needed to meet them.

INTRODUCTION

The CAAP includes **twelve greenhouse gas (GHG) reduction measures** supported by **74 actions** to reduce emissions across major sectors, including cleaner transportation, energy-efficient and electrified buildings, expanded renewable energy and storage, and waste reduction.

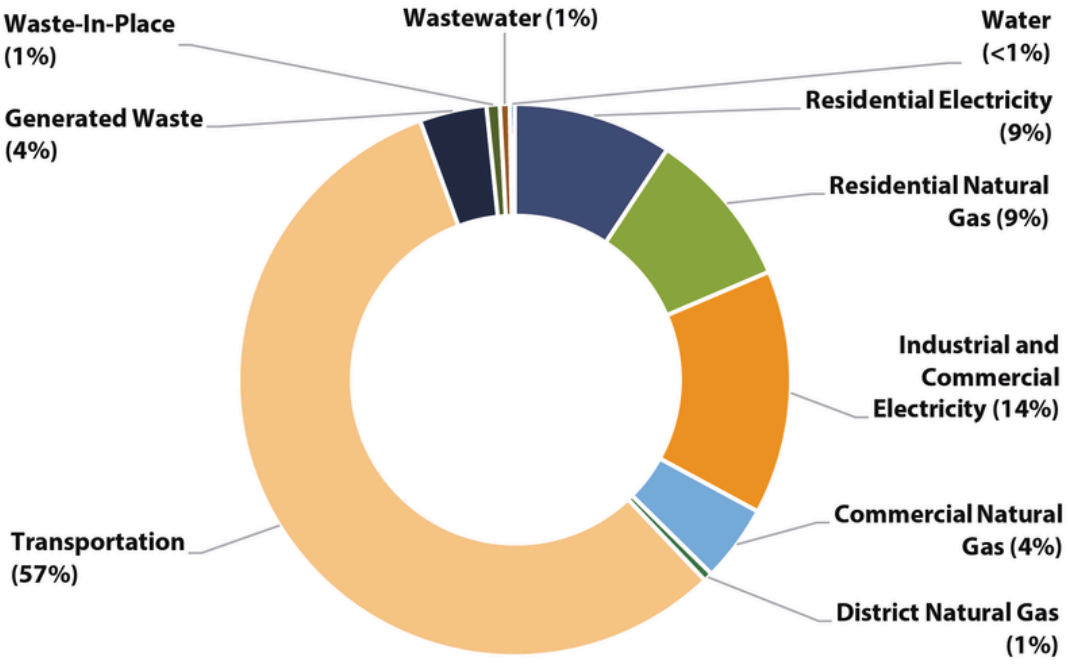
It also evaluates how climate change will affect Sacramento in the coming decades and establishes policy direction to help the City adapt—ensuring our infrastructure, neighborhoods, commercial districts, and essential services remain safe, reliable, and healthy for all residents. The CAAP includes **six adaptation goals** that are supported by **80 actions.**

This Annual Progress Report reflects the City's commitment to transparency and accountability, providing the community with a clear view of recent accomplishments and the resources being dedicated to implementing CAAP priorities. While we celebrate these milestones, we also recognize the work ahead and the ongoing collaboration required from City staff, elected and appointed leaders, agency partners, and the Sacramento community to achieve our ambitious climate goals.

The CAAP was shaped through extensive community input, showcasing the strong leadership present across many sectors, organizations, and individuals leading the way to a more resilient Sacramento. We encourage residents to stay engaged, continue contributing, and take part in advancing our shared mission for a sustainable future. Together, we can drive meaningful climate action and build lasting resilience for generations to come.

CAAP BACKGROUND

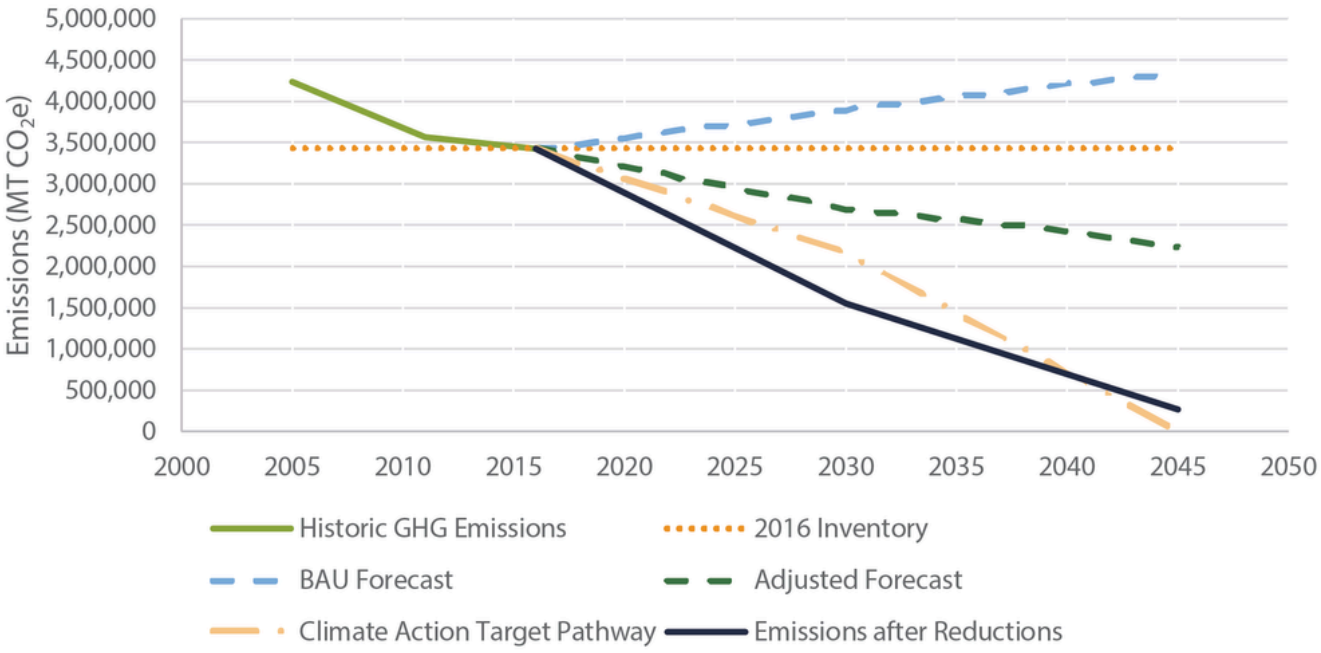
GHG EMISSIONS SOURCES



Climate pollution is measured in greenhouse gas (GHG) emissions, which primarily stem from two key sectors in Sacramento: **transportation and energy consumption within buildings**. The transportation sector, with its continued reliance on fossil fuels for personal automobiles, remains a significant source of pollution despite the significant increase in the market share for zero emission vehicles (ZEVs) in Sacramento and throughout California over the past few years. Similarly, the energy consumed in residential and commercial buildings, including both gas and electricity usage, still contributes substantially to our overall GHG footprint despite a substantial increase in the installation of low emission heat pump technology over the past few years.

CAAP BACKGROUND

2030 AND 2045 TARGETS



2030 TARGET

Reduce Sacramento's per capita GHG emissions to 3.63 MT CO2e per person by 2030, equal to **63 percent below 1990 levels.**

2045 GOAL

Reach **carbon neutrality** by reducing Sacramento's per capita GHG emissions to net zero MT CO2e per person by 2045, equal to **100 percent below 1990 levels**.

CLIMATE IMPACT TRENDS

Photo credit: City of Sacramento

Sacramento is experiencing increasingly severe climate impacts driven by rising temperatures and shifting weather patterns. The region has seen more frequent and intense heat waves, exacerbating risks for vulnerable populations and straining the electric grid. This mirrors global trends, with 2023-2025 being the three hottest years on record since records began in 1850, while the past eleven years have been the warmest eleven years on record. Extreme heat and drought conditions threaten water supplies and increase wildfire risk throughout California. At the same time, extreme weather events, including heavy storms and flooding, are becoming more common, particularly as atmospheric rivers bring intense rainfall. The combination of drought and storms have taken a toll on Sacramento's urban forest over the past decade, toppling mature trees, damaging infrastructure, and reducing vital tree canopy cover that provides cooling and air quality benefits. These climate trends underscore the urgent need for resilience strategies, including building electrification, green infrastructure, and other policies that reduce GHG emissions while protecting the Sacramento community from future climate impacts.

KEY HIGHLIGHTS BY GREENHOUSE GAS REDUCTION MEASURE

Our climate action approach encompasses efforts focused on the built environment, transportation, waste, water and wastewater management, carbon sequestration, and municipal measures. These actions collectively chart a pathway to decarbonize the Sacramento economy by 2045.

Photo credit: City of Sacramento

BUILT ENVIRONMENT

Photo credit: City of Sacramento

Buildings play a crucial role in Sacramento's climate strategy, as they account for a significant share of energy use and greenhouse gas emissions. Transitioning toward high-efficiency, decarbonized buildings is essential for meeting the City's climate goals and ensuring long-term resilience. This section highlights progress on key built environment measures, including efforts to decarbonize our power supply, promote electrification, and enhance opportunities for infill development.

MEASURE E-1: SUPPORT SMUD AS IT IMPLEMENTS THE 2030 ZERO CARBON PLAN

Photo credit: SMUD

2030 ZERO CARBON PLAN PROGRESS (E-1.1)

Photo Credit: Pattern Energy

In 2025, SMUD made significant progress in advancing utility-scale renewable energy and grid flexibility. SMUD brought the 50-megawatt Slough House Solar project online and added 101 megawatts of wind generation from the Hatchet Ridge Wind Project in Shasta County. The Cosumnes Power Plant Turn Down Project was also completed, increasing operational flexibility and reducing fuel use and greenhouse gas emissions by approximately 100 metric tons annually. Since developing the **Zero Carbon Plan** in 2021 to guide SMUD's efforts to reach zero carbon emissions in its power supply by 2030, SMUD has added 440 megawatts of new renewable energy and storage resources to its portfolio, with an additional 990 megawatts procured through power purchase agreements scheduled to come online between 2026 and 2030. In parallel, more than 1,000 megawatts of additional carbon-free resources are under evaluation, including a potential power purchase agreement from Calpine's Sutter Energy Center, which is being retrofit to achieve 95% carbon capture rate at an existing natural gas energy facility.

MEASURE E-2: ELIMINATE NATURAL GAS IN NEW CONSTRUCTION

CALIFORNIA BUILDING STANDARDS CODE UPDATE

The 2025 California Building Standards Code update advances the state's climate and sustainability goals by strengthening requirements for energy efficiency, building and vehicle electrification, and climate resilience. The California Building Standards Code is updated on a triannual cycle, with the 2025 code update taking effect in January 2026. Updates to the Building Energy Efficiency Standards (Title 24) emphasize reduced greenhouse gas emissions through expanded use of high-efficiency electric heat pump technologies for space and water heating, lowering reliance on fossil fuels in new construction.

The code significantly expands electric vehicle supply equipment (EVSE) requirements, increasing the number of EV-capable, EV-ready, and EVSE-installed parking spaces in new residential and nonresidential developments.

Additional provisions include enhanced electric-ready requirements for multifamily and select nonresidential buildings, expanded support for solar photovoltaic systems and battery energy storage, and improvements to building envelopes and ventilation standards that reduce energy demand while improving indoor air quality and occupant comfort. Collectively, the 2025 code update supports California's long-term decarbonization goals by delivering cleaner, more efficient, and more climate-resilient buildings statewide.

NEW BUILDING ELECTRIFICATION

Development Trends

The City of Sacramento adopted a New Building Electrification Ordinance in 2021, which became effective on January 1, 2023. Sacramento suspended enforcement of its ordinance due to legal concerns in April 2023, following the Ninth Circuit's decision in California Restaurant Association v. City of Berkeley, which held that the City of Berkeley's comparable ordinance was preempted by the federal Energy Policy and Conservation Act (EPCA). The City of Sacramento subsequently took formal action to repeal the ordinance to eliminate regulatory uncertainty and ensure alignment with federal law.

Notwithstanding the repeal, market adoption of all-electric construction in Sacramento remains strong. In 2025, the share of new construction delivered as all-electric was:

- 82% of single-unit homes
- 93% of accessory dwelling units (ADUs)
- 92% of duplexes and triplexes
- 61% of multi-unit residential buildings (more than three units)
- 54% of commercial, non-residential projects

These figures demonstrate continued and substantial voluntary electrification across residential and commercial sectors, independent of a local electrification mandate.

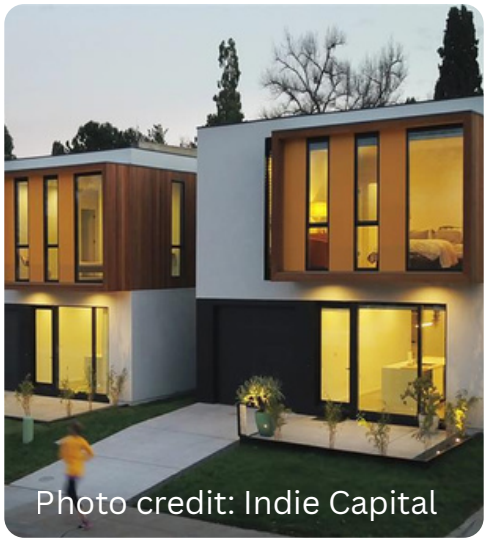
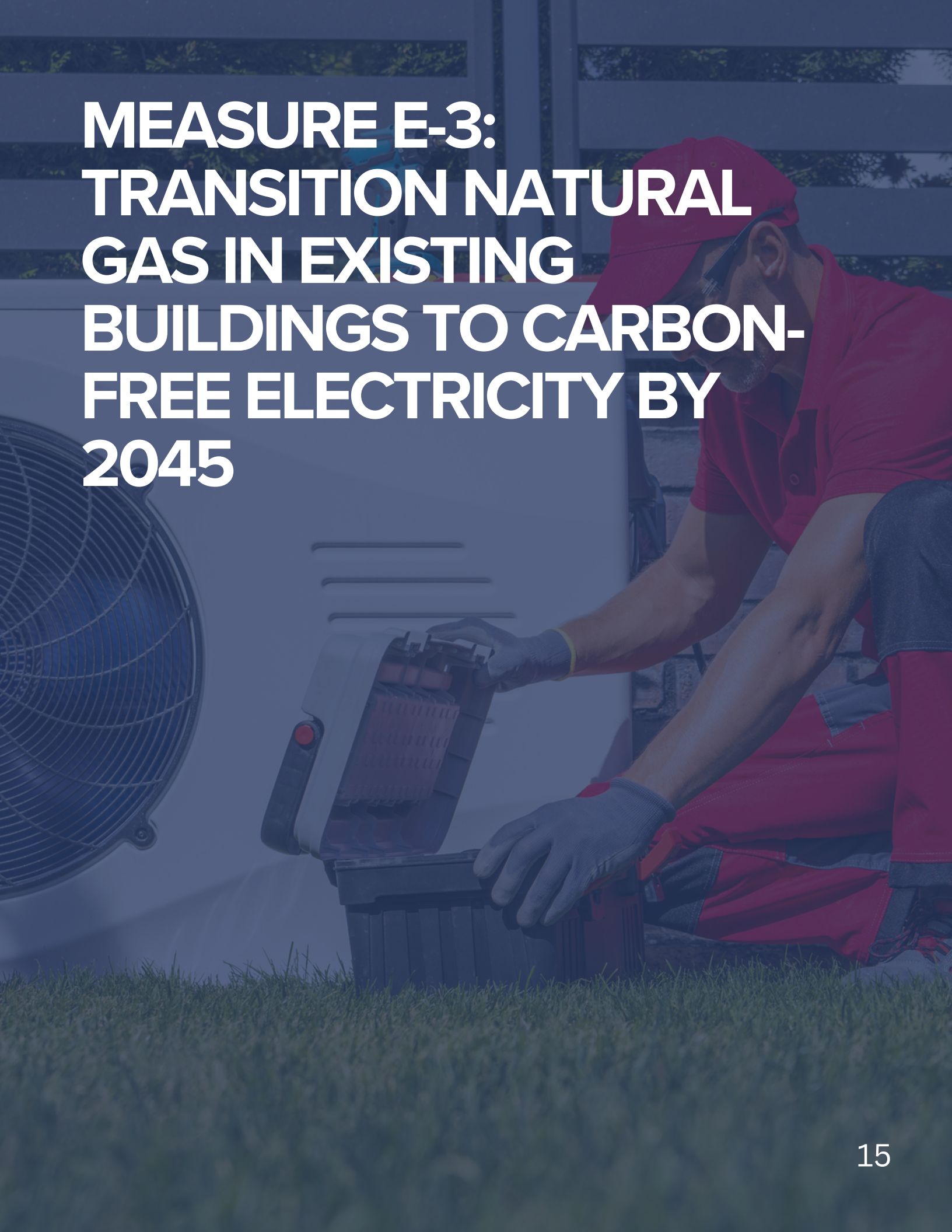


Photo credit: Indie Capital

MEASURE E-3: TRANSITION NATURAL GAS IN EXISTING BUILDINGS TO CARBON-FREE ELECTRICITY BY 2045



EXISTING BUILDINGS RETROFIT TRENDS

Permit Tracking Updates

In 2025, most residential water heater replacements permitted in Sacramento continued to be like-for-like gas installations, with gas-to-gas replacements accounting for approximately 68 percent of all permits. At the same time, electrification remained a meaningful share of the market: about 24 percent of replacements involved conversion from gas-to-electric technologies, including both standard electric and heat pump water heaters (HPWHs). HPWHs alone represented roughly 11 percent of all replacements, signaling continued interest in high-efficiency electric options. This marks a decline from 2024—when 35 percent of permitted residential water heater installations were gas-to-electric conversions, likely due to the end of Federal tax credits for these project types. 39 percent of permitted residential HVAC installations in 2025 were heat pumps. Gas-to-electric conversion of space and water heating remains highly cost effective in Sacramento due to SMUD's incentives and affordable electricity rates.

In the commercial sector, 33 percent of permitted HVAC replacements in 2025 were heat pump systems. Commercial water heating, however, remains largely dominated by gas-fired and electric resistance technologies, with heat pump water heaters accounting for only two percent of permitted commercial water heater installations.

REACH CODES (E-3.2)

Reach codes are locally adopted building standards that exceed the minimum requirements of the California Building Standards Code. The City had planned to pursue an AC-to-heat-pump reach code in 2025, implementing policy direction included in the General Plan, CAAP and the Existing Building Electrification Strategy, all of which were adopted in 2024. However, this work was deferred as the State Legislature considered AB 306, which was later folded into and adopted with AB 102, which temporarily limits local jurisdictions' authority to adopt certain reach codes that exceed state building standards. Staff tracked the bill in 2025 and joined many local agencies to advocate for exemptions to allow reach codes under certain circumstances. Following a late amendment, the adopted legislation includes an exemption for reach codes that are implementing actions of General Plans adopted before June 2025. The City has therefore reinitiated this work in 2026 and intends to bring forward an AC-to-heat-pump reach code that would require central air conditioning units to be replaced with heat pumps, or air conditioners with additional efficiency measures. City staff are currently affirming up-front cost effectiveness data and developing suitable exemptions. AC-to-heat-pump retrofits are projected to deliver substantial ongoing on-bill utility savings for Sacramento households. Learn more about this work **HERE**.

SMUD UPDATES: BUILDING A MORE AFFORDABLE AND RESILIENT COMMUNITY

SMUD continues to advance its commitment to helping all community members benefit from the transition to a clean energy economy.

Through the **Neighborhood Electrification program**, SMUD partners with local nonprofits to help increase awareness and adoption of energy efficient all-electric appliances. With up to 100 percent incentives supporting comprehensive upgrade bundles including lighting, HVAC systems, and kitchen appliances, the program helps ensure that all community members can realize the benefits of SMUD's 2030 Zero Carbon Plan. In 2025, SMUD partnered with Congresswoman Doris Matsui to install more than 970 electrification measures in the Meadowview neighborhood, improving energy efficiency and enhancing home comfort and health.

Through its **Business District Electrification Program**, SMUD partners with local Chambers and Property Business Improvement Districts (PBIDs), to increase education and awareness of electrification benefits for small and medium-size customers located in under-resourced commercial corridors. For these commercial customers, SMUD offers up to 100 percent incentives to support adoption of energy efficiency and electrification measures such as heat pump space heating, heat pump water heaters, induction cooktops, kitchen electrification, lighting, and refrigeration. In 2025, SMUD completed 31 electrification projects, strengthening local businesses and supporting economic vitality across the Sacramento region.

After partnering with the Capitol City Elks Lodge #1147 to fully electrify their kitchen, SMUD hosted a cooking demonstration to help introduce lodge members to induction cooking.
Photo credit: SMUD

SMUD UPDATES: ENABLING ACCESS TO ELECTRIFICATION FOR ALL CUSTOMERS

SMUD's **SMART Homes** and **Integrated Design Solutions** programs support new construction. In 2025 Integrated Design Solutions program supported 13 Energy Efficiency/Electrification projects, with 7 projects located within the City of Sacramento. The Smart Homes program has supported a total of 2,208 all electric homes, with over 100 single family units and 792 multifamily apartment units installed within city limits.

SMUD's **Multifamily program** supports affordable housing and market rate property managers as they retrofit their building with Energy Efficiency and Building Electrification measures. In 2025 the program electrified 177 affordable units and 70 market rate units within the city of Sacramento.

SMUD's **Custom Retrofit program** supports larger commercial industrial customers as they replace existing equipment at their facilities. With the overwhelming majority of project completions in the program consisting of electrification of rooftop units, commercial industrial customers have adopted heat pumps in a big way. This program has supported 68 project locations in total, with 591 cooling tons of heat pumps installed in the city of Sacramento.

SMUD UPDATES: ENABLING ACCESS TO ELECTRIFICATION FOR ALL CUSTOMERS

Through the **Advanced Homes program**, SMUD provided rebates for almost 6,000 projects/measures for Sacramento single-family residents, including nearly 2,000 heat pump HVAC systems and more than 400 heat pump water heaters.

Additionally, in an effort to highlight the benefits of cooking with induction and drive more rebates, SMUD conducted nearly 45 induction demonstration events in the City of Sacramento, including at the State Fair, the Terra Madre festival, the midtown farmers market, and ethnic festivals such as Juneteenth Southern Soul Festival. SMUD provided rebates for more than 300 induction stoves in Sacramento last year, a measurable increase over 2024.

While these numbers are encouraging, the total number of rebated projects declined 18% year over year compared to 2024. This decrease coincides with the conclusion of several State and Federal rebate programs that had previously supplemented SMUD incentives, particularly for heat pump water heaters. To help offset the reduction in external funding, SMUD will increase rebate levels for heat pump HVAC systems and heat pump water heaters and implement new targeted marketing strategies.

MEASURE E-4: INCREASE THE AMOUNT OF ELECTRICITY PRODUCED FROM LOCAL RESOURCES AND WORK WITH SMUD TO INSTALL ADDITIONAL LOCAL STORAGE BY 2030

Photo credit: City of Sacramento

SOLAR AND STORAGE PERMITS UPDATE (E-4.1 -4.3)

In compliance with **SB 379**, the City continues to maintain a highly streamlined permitting process for solar and battery storage systems.

In 2025, the City permitted 178 residential solar photovoltaic (PV) installations, 97 residential battery storage installations, and 170 combined residential solar PV and battery storage installations, representing approximately 2.4 megawatts of local energy generation and 3.5 megawatts of storage capacity added to existing Sacramento residences.

In addition, the City permitted 34 commercial solar PV installations at existing buildings, accounting for an additional 1.4 megawatts of local energy generation.

MEASURE E-5: SUPPORT INFILL GROWTH

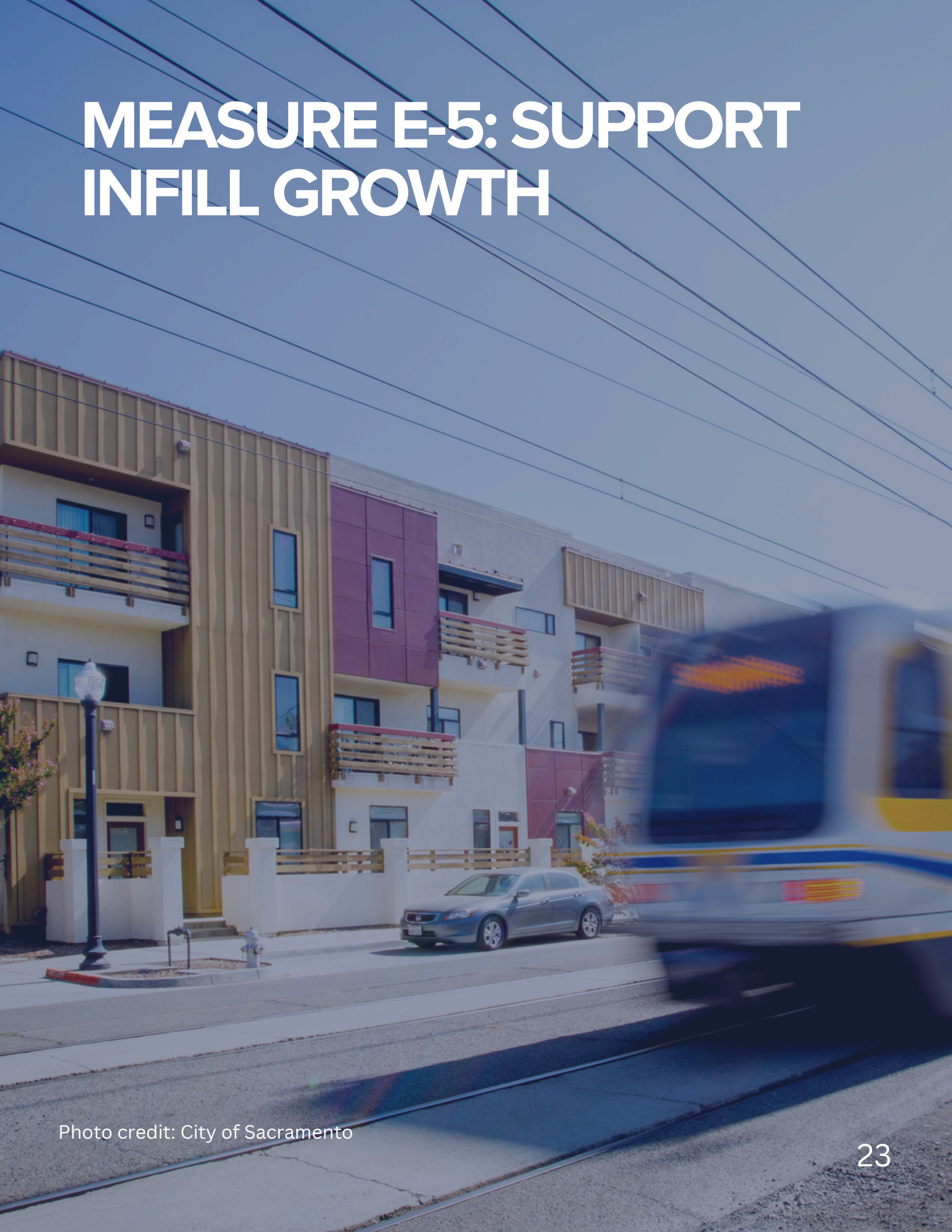


Photo credit: City of Sacramento

NEIGHBORHOOD SCALE HOUSING DENSIFICATION (E-5.4)

Missing Middle Housing

In 2024, the City of Sacramento adopted the **Missing Middle Housing** Interim Ordinance, which operationalized General Plan Policy LUP 6.3 to permit a greater array of housing types in existing single-family neighborhoods citywide. The City has approved19 missing middle housing applications since its adoption and is working to permanently integrate a version of this ordinance into a comprehensive Planning and Development Code Update that will bring the City's zoning code into full alignment with the vision of the adopted 2040 General Plan.


Photo credit: City of Sacramento

ADU Resources

The City has continued to develop tools, resources, and educational materials to promote and facilitate production of Accessory Dwelling Units through the **ADU Resource Center**, which includes 'shelf-ready' ADU Plans, a tool to help customers site an ADU on their property in compliance with zoning regulations, and clear articulation of state and local ADU laws. In 2026, the City released updated 'shelf-ready' ADU Plans to provide additional flexibility, reduce construction costs, and support more efficient project delivery.


Photo credit: City of Sacramento

NEIGHBORHOOD SCALE HOUSING DENSIFICATION (E-5.4)

Small Developer Incubator Pilot Program

To support the development of neighborhood scale missing middle housing now allowed via the Missing Middle Housing Interim Ordinance, the City partnered with Build It Green, PLACE Initiative, and the Incremental Development Alliance to implement a Small Developer Incubator Pilot Program in 2025. The program included seven events and trainings throughout the year and culminated in a 5-week Small Developer Bootcamp for 17 City of Sacramento participants. Ongoing programming will be held in 2026.

Photo credit: City of Sacramento

TRANSPORTATION

Photo credit: City of Sacramento

Transportation is the largest source of greenhouse gas emissions in Sacramento, making it a key focus of the City's climate action efforts. Shifting toward a more sustainable, multimodal transportation system—one that prioritizes walking, biking, transit, and zero-emission vehicles—is essential for reducing emissions, improving air quality, and enhancing mobility for all residents. This section outlines progress on transportation measures aimed at reducing vehicle miles traveled (VMT), expanding clean transportation options, and supporting the transition to a zero-emission future.

MEASURE TR-1: IMPROVE ACTIVE TRANSPORTATION INFRASTRUCTURE TO ACHIEVE 6% ACTIVE TRANSPORTATION MODE SHARE BY 2030 AND 12% BY 2045

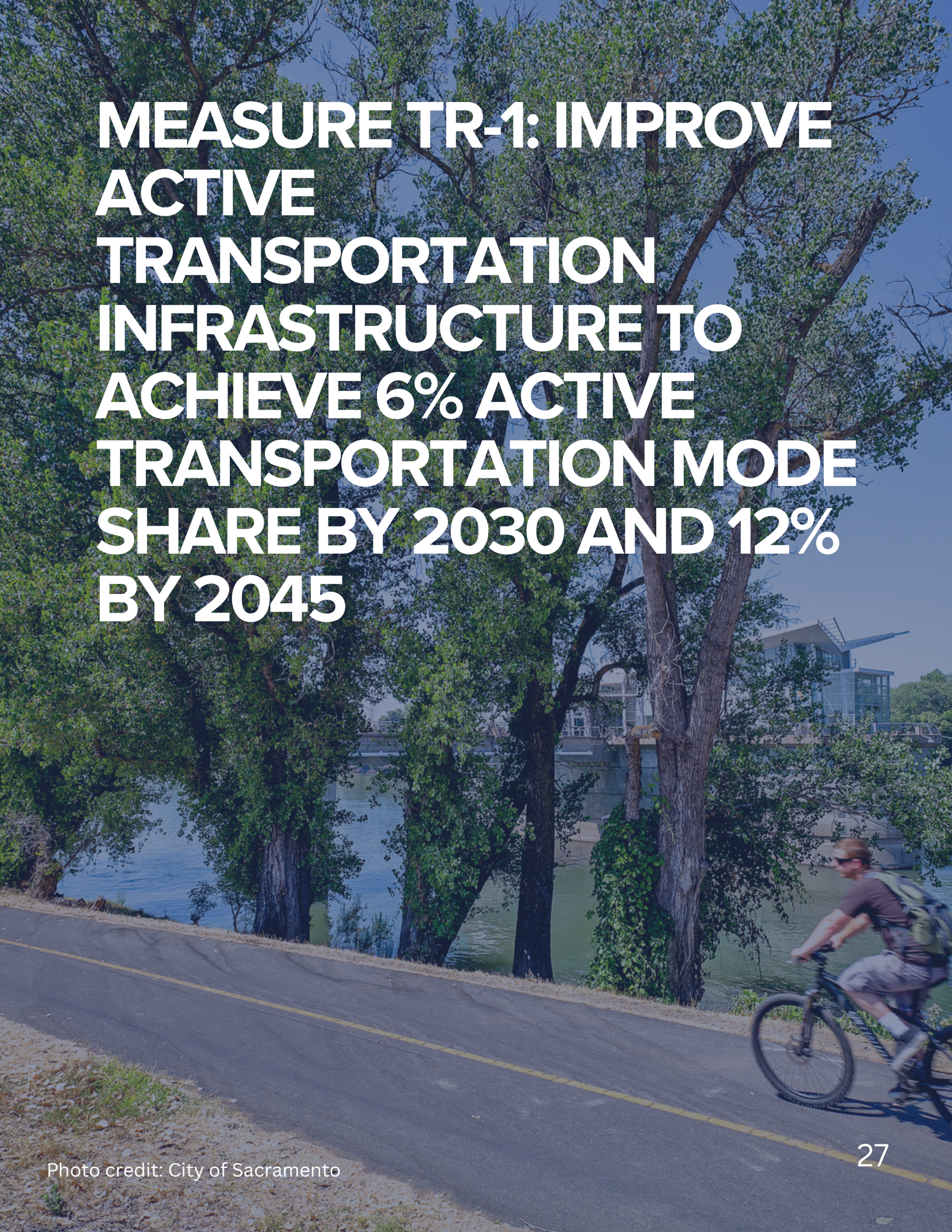


Photo credit: City of Sacramento

TRAILS PROJECTS (TR-1.1)

Del Rio Trail

The City of Sacramento has completed the Del Rio Trail Bridge, marking the final milestone of the Del Rio Trail project and completing a fully continuous route between south Sacramento and downtown. The bridge officially opened to the public following completion of construction on Dec. 10, 2025. The bridge provides a grade-separated crossing over Interstate 5 and Riverside Boulevard, eliminating the final gap in the 4.8-mile Del Rio Trail and allowing uninterrupted access for people walking, biking, and rolling between south Sacramento neighborhoods, downtown, and the Sacramento River Parkway.

Most of the Del Rio Trail opened to the public in May 2024. The bridge segment remained closed after the City determined the original structure did not meet required specifications. In August, the City initiated removal of the overhang structure and reconstruction of the bridge to meet all design and safety standards. With the bridge now complete, the Del Rio Trail is fully operational. The project delivers a low-stress, multi-use facility that improves neighborhood connectivity, links to regional trail systems, and supports the City's active transportation and quality-of-life goals.

TRAILS PROJECTS (TR-1.1)

Ninos Parkway Phase 2

Ninos Parkway Phase 2 was completed in 2025, adding a half-mile segment of multi-use trail and creating a continuous north–south connection through the Gardenland and Northgate neighborhoods. The project closes one of the final gaps in the Ninos Parkway trail, providing residents with a direct, off-street route connecting homes to Hazel Strauch Elementary School, Rio Tierra Junior High School, nearby parks, and future connections to Fong Ranch Park and North Natomas open space.

The project includes a 12-foot-wide, fully accessible paved trail with walkable shoulders, along with safety upgrades at San Juan Road, including a new pedestrian traffic signal, marked crosswalk, accessible curb ramps, a center refuge island, and integration with the City's traffic signal system. Two speed feedback signs were also installed to encourage safer vehicle speeds.

The Ninos Parkway trail is part of Sacramento's shared-use path network of more than 88 miles, with an additional 113 miles planned under the Transportation Priorities Plan to expand safe, clean, and accessible transportation options citywide.

TR-1.3

STREETS FOR PEOPLE
SACRAMENTO'S ACTIVE TRANSPORTATION PLAN

Streets for People Active Transportation Plan is Adopted!

At its December 2, 2025 meeting, Sacramento City Council voted unanimously to adopt Streets for People: Sacramento's Active Transportation Plan (Resolution No. 2025-0319). The Streets for People Plan includes 567 miles of new or improved sidewalks for people walking and rolling, 417 miles of new or improved facilities for people biking, and 612 key intersections for improving safety and connectivity citywide.
Thank you for all your support and participation in crafting the vision for walking, rolling, and bicycling in Sacramento.

To learn more about the Plan, visit the project website.

REVISIONS TO VEHICLE AND BICYCLE PARKING REQUIREMENTS (TR-2.2)

The City is preparing an ordinance to update parking requirements that advance the City's housing and climate goals. The proposed ordinance will revise the City's Parking Districts, expand the geographical application of parking maximums, and increase bicycle parking requirements for new development. The proposed ordinance will include requirements for secure and weatherproof bike parking, including for cargo bicycles and accessible bicycles. Learn more about this work on the project website..

AFFORDABLE HOUSING & SUSTAINABLE COMMUNITIES TRANSIT ORIENTED PROJECTS (TR-2.3-2.5)

photo credit: SacRT

Through the Affordable Housing & Sustainable Communities (AHSC) program, SacRT and its partners secured approximately $25.8 million in **grant funding** to advance transit-oriented infrastructure that supports regional climate goals. These investments strengthen the transit system's capacity, accessibility, and reliability—key factors in reducing greenhouse gas emissions by shifting trips from private vehicles to public transit. Funding will support the purchase of new low-floor light rail vehicles that lower emissions while significantly improving accessibility for riders of all abilities. In addition, proposed station upgrades and the implementation of transit signal priority (TSP) will improve service efficiency and on-time performance, making transit a more competitive and attractive alternative to driving.

SACRT PROJECTS SPOTLIGHT (TR-2.10)

Mobility Hub Implementation Plan

SacRT initiated a **Mobility Hub Implementation Plan** to identify and advance potential mobility hubs at key light rail stations. These hubs are envisioned as integrated access points that bring together multiple transportation options, including electric vehicle (EV) charging, micromobility and e-bike share, carshare, microtransit services, and seamless connections between transit modes. By expanding first- and last-mile options and improving multimodal connectivity, this effort is intended to reduce reliance on single-occupancy vehicles and encourage more sustainable travel behavior across the region.

Safe Routes to Transit Plan

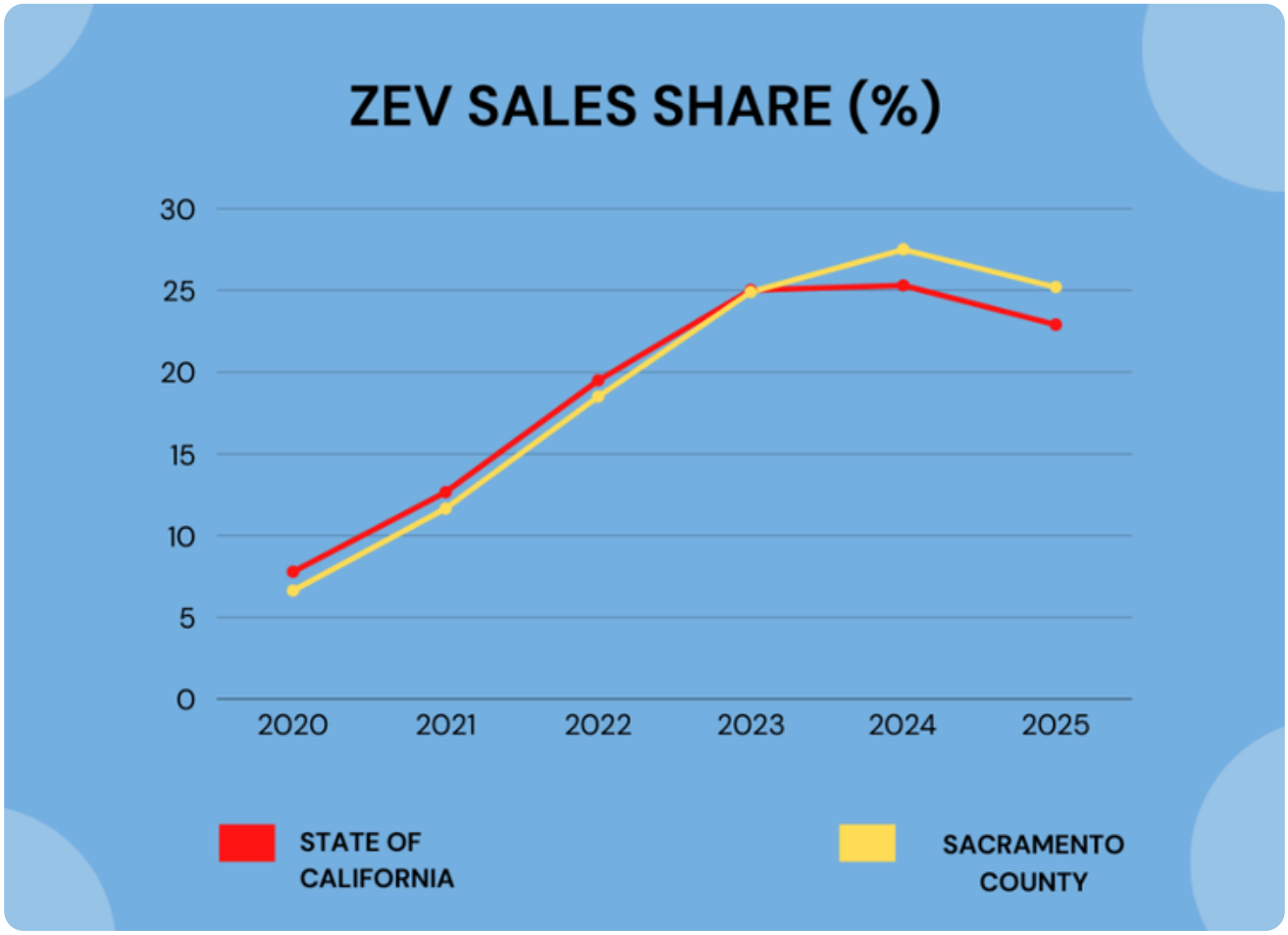
Image credit: SacRT

This countywide planning effort builds on SacRT's Bus Stop Improvement Plan and identifies corridors and infrastructure improvements to make walking, biking, and rolling to transit safer and more attractive. This effort also supports transit mode shift and active transportation, aligning with climate targets for reduced VMT and emissions.

MEASURE TR-3: ACHIEVE ZERO-EMISSION VEHICLE ADOPTION RATES OF 28% FOR PASSENGER VEHICLES AND 22% FOR COMMERCIAL VEHICLES BY 2030 AND 100% FOR ALL VEHICLES BY 2045

Photo credit: City of Sacramento

ZEV MARKET SHARE UPDATE



Sacramento County vs. Statewide ZEV Market Share

Sacramento County continues to slightly outpace the state in zero emission vehicle sales, with Zero Emission Vehicles (ZEV) comprising 25.2% of new light duty vehicle sales in Sacramento in 2025. This reflects significant growth over the past several years, from 6.9% ZEV share in Sacramento in 2020. However, ZEV sales shares declined for both California and Sacramento County between 2024 and 2025, reflecting a national decline in new ZEV sales following the end of the $7,500 federal rebate for new EVs in October, 2025.

EV BLUEPRINT IMPLEMENTATION (TR-3.2-3.3)

Photo credit: City of Sacramento

The City advanced equitable, zero-emission transportation through the EV Blueprint Implementation Project, which concluded its grant-funded activities in 2025. The project focused on expanding access to clean mobility in underserved neighborhoods through three complementary strategies: public EV charging, electric carshare, and a time-limited e-bike lending pilot.

The EV Blueprint Implementation Project was made possible through partnerships with the California Energy Commission, Sacramento Metropolitan Air Quality Management District, SMUD, Sacramento Public Library, Zipcar, and SacBreathe. These efforts strengthened Sacramento's clean transportation infrastructure, expanded access to zero-emission mobility options, and provided insights to inform future, more scalable programs.

EV BLUEPRINT IMPLEMENTATION (TR-3.2-3.3)

Our Community Car Share

TR-3.4: The Sacramento Metropolitan Air Quality Management District manages the **Our Community CarShare (OCCS)** program, which provides income-qualified residents access to OCCS EV carshare locations at $4 per hour. Through the EV Blueprint Implementation Project, the City expanded the OCCS program to five additional locations and launched a limited-time incentive program providing $100 in Zipcar driving credits to income-qualified residents. The initiative focused on underserved neighborhoods and helps residents access zero-emission vehicles for daily needs while advancing the City's climate and equity goals.

Photo credit: City of Sacramento

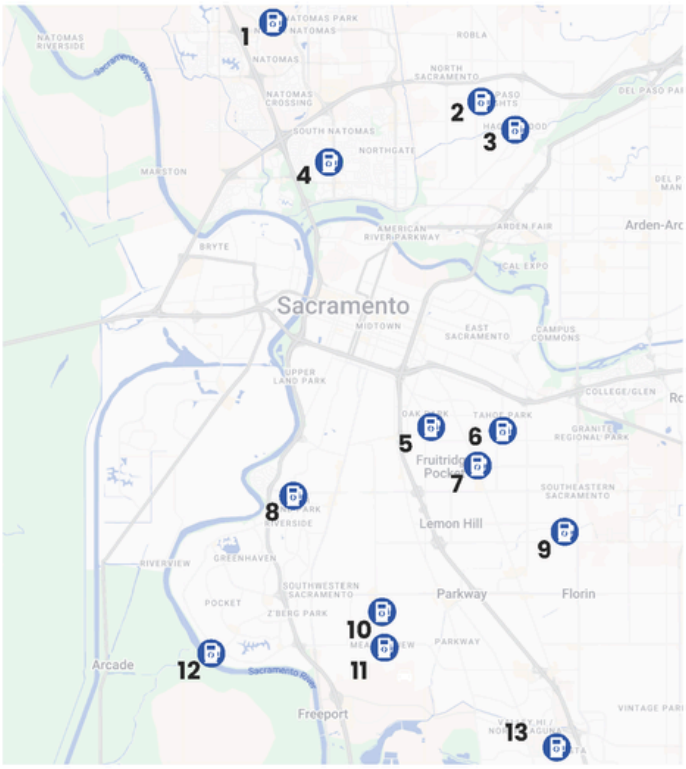
E-Bike Lending Pilot

TR-2.7: Launched in 2023 with the Sacramento Public Library, the pilot allowed library cardholders to borrow e-bikes at no cost at four library branches. The program concluded as planned in December 2025 after two years, providing valuable data on usage patterns, demand, and operational lessons to guide future electric mobility efforts.

Photo credit: City of Sacramento

EV BLUEPRINT IMPLEMENTATION (TR-3.2-3.3)

Public EV Charging



EV Charging Stations Installed through the EV Blueprint Project:

1. **North Natomas Aquatic Center** (2601 New Market Dr.)
2. **Del Paso Heights Library** (920 Grand Ave.)
3. **Joe Mims Jr. Hagginwood Community Center** (3271 Marysville Blvd.)
4. **South Natomas Community Center** (2921 Truxel Rd.)
5. **Oak Park Community Center** (3425 Martin Luther King Jr Blvd.)
6. **Tahoe Park** (3501 59th St.)
7. **Colonial Heights Library** (4799 Stockton Blvd.)
8. **Belle Cooledge Library** (5600 S. Land Park Dr.)
9. **George Sim Community Center** (6207 Logan St.)
10. **Martin Luther King Jr. Library** (7340 24th St. Bypass)
11. **Sam & Bonnie Pannell Community Center** (2450 Meadowview Rd.)
12. **Garcia Bend Park** (7654 Pocket Rd.)
13. **Valley Hi-North Laguna Library** (7400 Imagination Pkwy.)

The City installed 67 Level 2 chargers at 13 libraries, community centers, and parks, improving access for residents who may not be able to charge at home or work and closing gaps in the local charging network.

SACRT ZERO EMISSION INITIATIVES

Low or No Emission Grant Program Implementation (Lo-No)

SacRT received a LoNo grant to begin a major zero-emission transition planning effort; this was and continues to be a major climate action investment and includes plans to purchase ZEVs and the modernization of existing maintenance facilities to support ZEV infrastructure.

Photo credit: SacRT

PRIVATE EVSE INSTALLATIONS (TR-3.6)

In addition to expanding public EV infrastructure, the City continues to maintain a highly streamlined EV infrastructure permit process. The City issued 388 permits for residential EV chargers and permits for 233 commercial EV chargers in 2025, while additional charging infrastructure has also been installed through building code requirements for new development. These installations complement the City's efforts, ensuring that both residents and businesses have the infrastructure needed to transition to electric vehicles. According to the California Energy Commission, as of September 2025 Sacramento County had 2,675 public electric vehicle (EV) chargers, including 593 DC fast chargers. In addition, the county had 1,216 shared private EV chargers, of which two were DC fast chargers.

WASTE

Reducing waste is essential to lowering greenhouse gas emissions and supporting a more sustainable economy. Sacramento is working to minimize landfill waste, increase composting and recycling, and reduce emissions from organic waste decomposition. This section highlights progress on key waste reduction measures, including efforts to comply with state organic waste regulations and expand waste diversion programs

MEASURE W-1: WORK TO REDUCE ORGANIC WASTE DISPOSAL 75% BELOW 2014 LEVELS BY 2025

ORGANIC WASTE RECYCLING (W-1.1-1.5)

Photo credit: City of Sacramento

The City continues to expand organic waste recycling efforts by supporting residents and property managers with free kitchen pails, with more than 41,000 pails distributed to date. These pails help increase participation in organics collection and reduce the amount of food waste sent to landfill. In 2025, the City distributed 981 cubic yards of recycled compost to residents through its compost giveaway program. This compost, produced from the City's residential organic waste stream, was also applied in City parks and utilized in community and school gardens, closing the loop by returning organic material to local landscapes while supporting soil health and emissions reduction goals.

FOOD WASTE DIVERSION (W-1.6)

photo credit: Capital Food Access Alliance

In 2025, the Capital Food Access Alliance distributed $1,629,902 in grant funding to 17 food recovery organizations across the City to support nonprofit food recovery and redistribution efforts. Through three complementary grant programs, these investments increased the recovery and distribution of edible food, expanded cold and dry storage capacity to reduce food waste, and improved operational efficiency, safety practices, and the overall client experience. The grants also fostered community building and collaboration, enabling partnerships that leveraged shared resources and launched innovative service models, including home-delivery programs for homebound residents and a shared vehicle transportation initiative.

WATER AND WASTEWATER

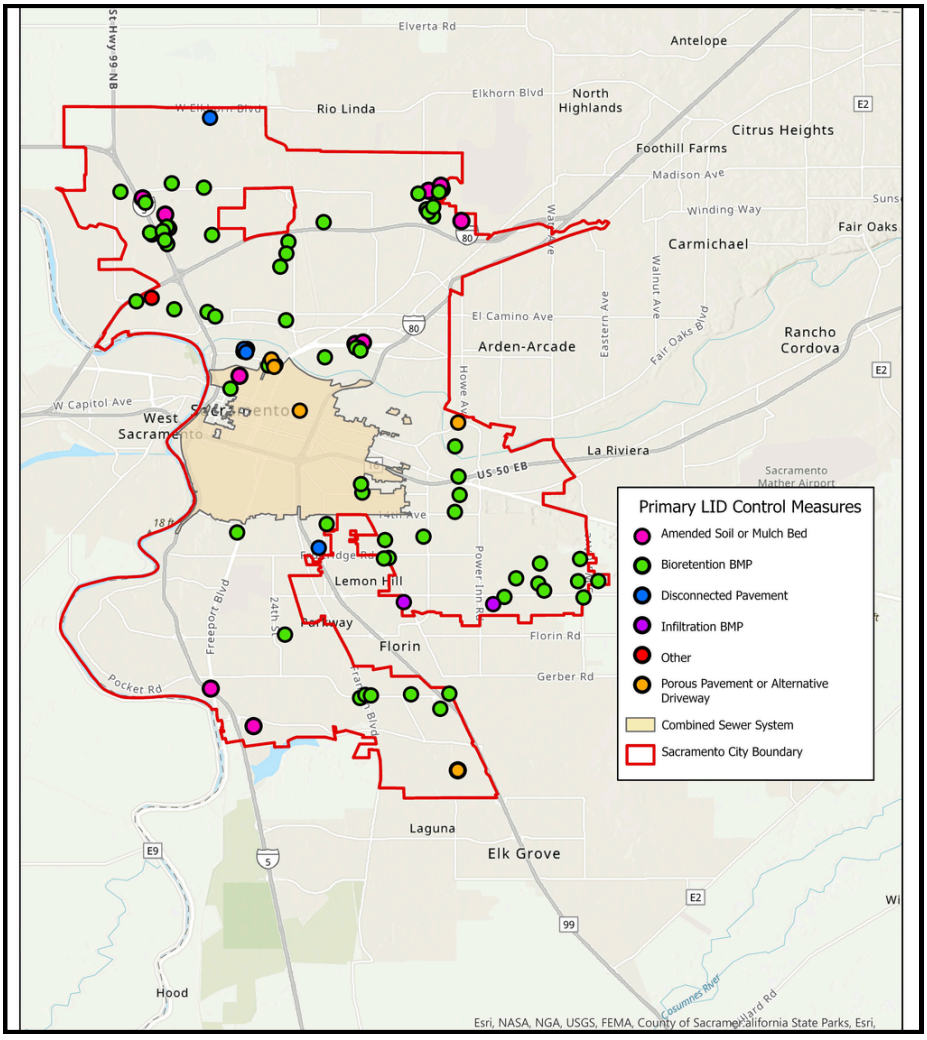

Photo credit: City of Sacramento

Efficient water and wastewater management are critical to Sacramento's climate resilience and sustainability goals. By reducing water consumption, enhancing wastewater treatment processes, and protecting local water resources, the City, Sacramento Area Sewer District, and other partner agencies are addressing both climate change and efficient water use. This section outlines progress on water conservation and resource recovery efforts, the adoption of water-efficient technologies, and initiatives to reduce emissions from the wastewater sector, all of which contribute to a more sustainable and resilient urban water system.

MEASURE WW-1: REDUCE WATER UTILITY EMISSIONS (IN MT CO_2 E PER MILLION GALLON DELIVERED) BY 100% BY 2030 AND MAINTAIN THAT THROUGH 2045

Photo credit: City of Sacramento

LOW IMPACT DEVELOPMENT (WW-1.4)



Per the City's current stormwater quality National Pollution Discharge Elimination System (NPDES) permit, the Department of Utilities (DOU) requires significant new development and redevelopment projects to implement low-impact development (LID) compliance measures. LID measures were effectively required on July 1st, 2018, and up to June 30, 2025, ninety-five (95) new development and redevelopment projects throughout the City have implemented LID features. These measures provide LID mitigation to approximately 393 acres of contributing surface land area within the City and utilize LID techniques such as bioretention BMPs, infiltration BMPs, amended soil, mulch beds, porous pavement, and disconnected pavement.

WATER CONSERVATION (WW-1.7 & A-6.3)

The Department of Utilities Water Conservation Office (Water Conservation) administers a myriad of residential and commercial programs that support city-wide water conservation, including leak inspections, water-wise house and business calls, upgrades to high-efficiency toilets and clothes washers, landscape irrigation efficiency upgrades, greywater landscape watering, rain barrel rebates, and conversion of turfgrass to water-wise landscaping. The Water Conservation Office also offers no-cost, direct installation leak repair assistance to income-eligible single-unit homes through its Leak Free Sacramento program.

In 2025, the Water Conservation Office provided:

- 94 turfgrass conversion rebates, converting 100,857 square feet of turfgrass
- 572 smart controller rebates
- 44 irrigation upgrade rebates
- 9 rain barrels
- 93 high efficiency toilet rebates
- 202 high efficiency washing machine rebates
- 54 leak repair rebates
- 38 Leak Free Sacramento repairs
- 2,962 leak investigations

Photo credit: City of Sacramento

In December 2025, Water Conservation notified customers of changes to its residential toilet rebate program, which took effect Jan. 1, 2026. The rebate increased to up to $175 and now requires customers to choose from an approved list of ultra-high-efficiency toilets using 1.1 gallons per flush or less, replacing the previous $125 rebate for 1.28 gallons per flush models. Rebates apply to replacements of toilets manufactured before 1992.

To promote more water-efficient landscapes across Sacramento, Water Conservation updated its **Preferred Plant List** in May 2025. The list, designed to help customers find appropriate plants for grass conversion projects, was refined to include only plants and trees with very-low to low water needs, as defined by UC Davis' **Water Use Classification of Landscape Species** criteria.

WATER CONSERVATION (WW-1.7 & A-6.3)

Water Efficiency & Conservation Plan Update

In spring 2024, Water Conservation initiated an update of the Department's Water Efficiency & Conservation Plan. This plan will help the Department meet future water demands and achieve city-wide targets, prescribed by SB 606 and AB 1668, through the expansion and refinement of programs and services. The final draft is under review, and it is expected to be finalized and shared on the DOU website in spring 2026.

Outreach

In 2025, Water Conservation conducted three marketing campaigns to educate residents about the City's seasonal watering schedule and available water-saving rebates. Staff also hosted two webinars on outdoor rebates and how to find and fix common household leaks. Outreach continued at several community events, including the California Native Plant Society's Gardens Gone Native Tour in May, when the department opened its drought-tolerant garden to about 200 attendees, and the Smart Irrigation for Trees workshop in June, held in partnership with the Sacramento Tree Foundation. In September, Water Conservation held its annual Water Wise Garden Showcase, reaching about 300 attendees through hands-on activities and program information.

photo credit: City of Sacramento

DEPARTMENT OF UTILITIES SUSTAINABILITY ACTION PLAN

The Department of Utilities (DOU) started development of a Sustainability Action Plan (SAP) that will provide an actionable strategy and roadmap to achieve City and Department goals in reducing greenhouse gas (GHG) emissions, developing climate resiliency through various mitigation and adaptation strategies, increasing energy efficiency, supporting water conservation, encouraging sustainable infrastructure, fostering collaboration on regional climate resilience projects, incorporating equity, and promoting environmental justice. The SAP will support the objectives outlined in the City's Climate Action & Adaptation Plan while also closely analyzing DOU operations, services, and infrastructure. The Department of Utilities initiated a contract with a consultant in January 2026 and anticipate completion of the SAP in spring of 2027.

photo credit: City of Sacramento

MEASURE WW-2: REDUCE WASTEWATER EMISSIONS 22% BY 2030 AND 40% BY 2045

Photo credit: SacSewer

SACSEWER UPDATES (WW-2.1)

SacSewer's Hovnanian pump station features a pilot pollinator project, a curated green space located in a neighborhood adjacent to a school, park, and community garden. The existing landscape was underutilized, making it an ideal spot for transformation into an area that benefits both pollinators and our community. The pollination station offers several key benefits:

- The pollination station supports biodiversity by incorporating California native plants, minimizing the need for fertilizer and pesticides, and providing multi-seasonal vegetation through perennials.
- The pollination station features "Bee Buffets," which are clusters of plants that offer a variety of resources essential for native bees. These swaths encompass a habitat hedgerow, an oil and resin resource, a grassland buffer, and a nectar bank.
- Complying with the model Water Efficient Landscape Ordinance, the pollination station reduces water runoff from landscaped areas and encourages onsite infiltration. Additionally, it eliminates the need for a traditional lawn.
- By design, the pollination station minimizes maintenance costs, reduces energy inputs associated with mechanical maintenance requirements, and decreases green waste generation.

Photo credit: SacSewer

SACSEWER UPDATES (WW-2.1)

SacSewer is expanding its organics program, including physical enhancements to the current Organics Receiving Station. Construction is expected to be completed by July 2026. The facility will process fats, oils, and grease, food waste slurry, soda waste, brewery waste, dairy processing waste, and other organic slurries. The development aims to achieve the following goals:

- SacSewer will generate more electricity by increasing the organic waste to boost gas production. SacSewer aims to reach 55,000 gallons per day of organic waste, which will generate approximately 1,600 standard cubic feet per minute of gas.
- SacSewer will incentivize organic waste haulers by updating tipping fees and ensuring competitive rates with local market levels. Additionally, SacSewer staff continues to engage in conversations with local waste haulers.

CARBON SEQUESTRATION

Photo credit: City of Sacramento

Carbon sequestration is a key strategy in the CAAP, helping to offset emissions and enhance climate resilience. The City's primary focus is on maintaining and expanding the urban forest, which plays a critical role in capturing carbon, reducing urban heat, and improving air quality. This section highlights progress on efforts to increase tree canopy coverage, prioritize plantings in underserved areas, and strengthen the long-term health of Sacramento's urban forest.

MEASURE CS-1: INCREASE URBAN TREE CANOPY COVER TO 25% BY 2030 AND 35% BY 2045

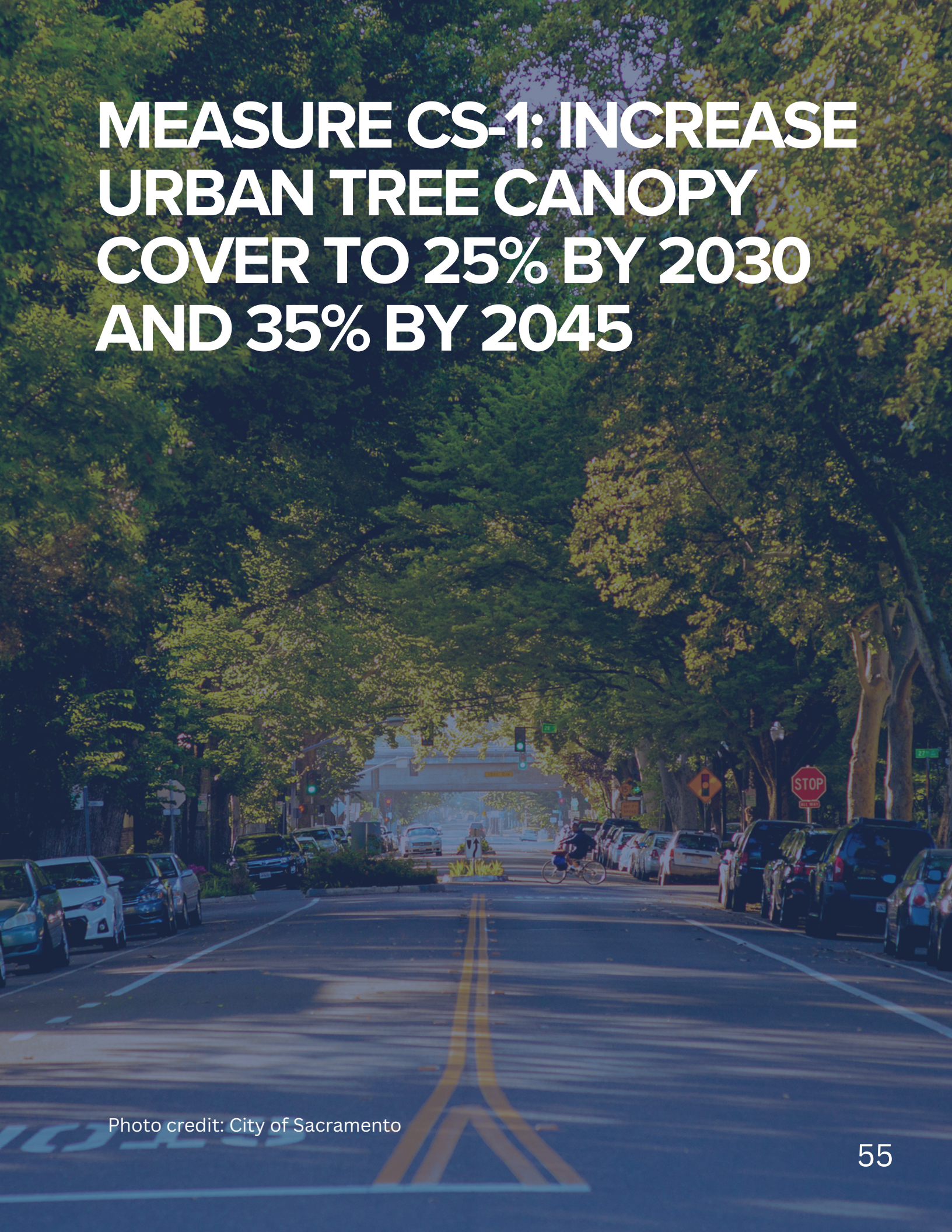


Photo credit: City of Sacramento

SACRAMENTO URBAN FOREST PLAN (CS-1.1)

On June 24, 2025, the City Council unanimously adopted the Sacramento Urban Forest Plan, the City's 20-year roadmap for stewarding and expanding Sacramento's tree canopy. The Plan was developed through extensive public engagement, including guidance from a partner advisory committee and input from thousands of Sacramentans.

To support implementation, the City will launch an Urban Forest Plan Implementation Working Group in Spring 2026. This group will include City staff and key tree care-holders. Community groups and individuals interested in participating or learning more are encouraged to email urbanforestplan@cityofsacramento.org.

PROGRAM SPOTLIGHT

Sacramento Equitable and Resilient Urban Forest Project (US Forest Service Community and Urban Forestry Grant)

The Sacramento Equitable and Resilient Urban Forest Program is a collaborative, community-based campaign for accelerated equitable expansion of urban tree canopy and associated benefits in low-canopy, disadvantaged communities in the city. The project in funded by a $1,000,000 competitively-awarded grant from the United States Forest Service. The project consists of three major elements: 1) urban forest expansion and maintenance, 2) community engagement and stewardship, and 3) parking lot greening. Project activities and key outcomes include:

- 470 trees planted at public facilities
- Systemic tree maintenance at 90-acre site of Sacramento Marina & Miller Regional Park
- 6 community engagement events
- Parking lot greening pilot project & parking lot greening design standards guidebook

From November 2024 to March 2026, the City has planted 380 trees across 12 parks and shared-use paths with the support of nearly 900 volunteers. The final planting event for the grant will be held in April 2026 along the Meadowview Trail South where volunteers will plant 85 trees to celebrate Arbor Day and the project's success. Additionally, systemic maintenance at the Sacramento Marina has been completed to support tree health and public safety. The grant extends through December 2027, and the remaining parking lot greening activities will be the primary focus of these future efforts.

ADAPTATION

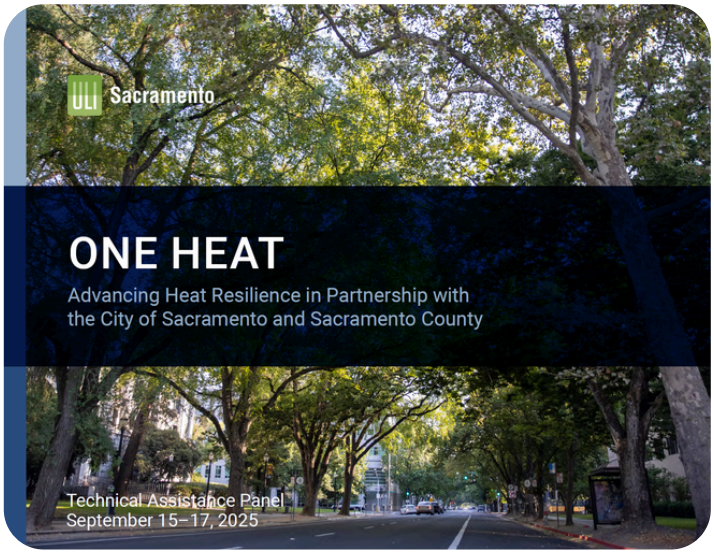

photo credit: City of Sacramento

As climate impacts intensify, the City of Sacramento is taking action to enhance community resilience. From extreme heat to flooding and drought, our adaptation efforts focus on protecting vulnerable residents, strengthening infrastructure, and increasing Sacramento's adaptive capacity. This section highlights key progress to ensure that Sacramento is prepared for a changing climate while fostering a sustainable and equitable future.

EXTREME HEAT MITIGATION (A-2.1 & A-2.6)

In 2025, the City of Sacramento and Sacramento County partnered with the Urban Land Institute (ULI) to convene a Technical Assistance Panel (TAP) focused on advancing equitable heat mitigation and heat resilience strategies across the region. The TAP process brought together a multidisciplinary panel of national and local experts in urban design, land use planning, climate resilience, municipal finance, equity, and real estate development. The panel engaged with City and County staff, reviewed existing plans and policies, interviewed a wide range of local careholders and evaluated local conditions related to extreme heat, development patterns, and historic inequities.

Through a structured, collaborative process, the TAP addressed key questions related to climate-responsive design and development, regulatory pathways for implementing heat mitigation into our planning and development process, incentives and funding mechanisms, equity and underserved communities, and the role of the private sector.



The TAP produced a set of actionable near- and long-term recommendations. Near-term strategies include prioritizing depaving and shade investments in high-heat areas, piloting innovative green infrastructure solutions in the public realm, and expanding shade at transit stops and play areas. Longer-term recommendations focus on updating design guidelines and development standards to center climate performance, aligning housing and urban forestry policies, establishing neighborhood-scale canopy goals, and strengthening enforcement and maintenance frameworks. The panel also highlighted equity-focused actions, including support for community-based organizations, workforce development pathways in green careers, and expanded access to cooling, energy efficiency, and clean energy programs in vulnerable communities.

Several key recommendations have been incorporated into the 2026 Planning and Zoning work program, ensuring timely consideration of TAP recommendations in City planning and policy implementation.

NEW HEAT RESILIENT BUS SHELTERS (A-2.2)

In 2025 SacRT received funding from the Governor's Office of Land Use and Climate Innovation (LCI) Extreme Heat and Community Resilience Program to study heat-resilient shelter designs, engage with the community to select a new standard shelter, and procure/deploy up to 20 heat-resilient shelters at shelter-ready bus stop locations. Potential new shelters are designed with materials to enhance shade, ventilation, and sun protection to improve thermal comfort and the overall passenger experience while taking public transit. Learn more about the project HERE

Image credit: SacRT

HEAT REDUCTION IN PARKS (A-2.14)

As funding becomes available, the City continues to advance heat island reduction strategies within its park system by increasing shade and reducing heat-absorbing surfaces. Recent efforts include improvements at Renfree Field, where paved parking areas were reduced and new trees were planted to increase canopy coverage. At Thelma Park, the City developed a new neighborhood park featuring a shaded playground, shaded picnic area with a drinking fountain, and fully drought-tolerant landscaping with no turf. Between July and December 2025, a total of 157 trees were planted citywide. In addition, new shade canopies were installed over playgrounds at Fong Ranch Park and Shorebird Park, enhancing thermal comfort and usability during warmer months.

Thelma Park picnic area and drought tolerant plantings

Thelma Park Playgound

SACRAMENTO TRANSPORTATION INFRASTRUCTURE ADAPTATION PLAN (SACADAPT)

The City of Sacramento is preparing for the impacts of climate change through SacAdapt, Sacramento's Transportation Infrastructure Adaptation Plan. Funded by a Caltrans Adaptation Planning Grant and implemented in partnership with the Sacramento Regional Transit District (SacRT), SacAdapt is guiding efforts to address climate-related risks—such as extreme heat and storms—to Sacramento's transportation system. While this plan focuses on all modes of transportation, active and public transportation was emphasized as increasing these mode shares will become increasingly challenging as the region faces greater extreme weather impacts.

The SacAdapt planning effort involved extensive technical analysis and agency engagement to evaluate existing and future extreme weather risks to transportation infrastructure. The resulting Literature Review and Existing Conditions Report, Vulnerability Assessment, and Risk Assessment are all available to review on the **project website**. From this technical analysis, the Project Team prioritized adaptation strategies and implementation actions that support transportation continuity, reduce risk, and advance equity.

The Project Team conducted community engagement throughout the project, through pop-up events at SacRT light rail stations, farmers markets, festivals and other community events; project materials on SacRT transit vehicles and City community centers; promotion through City and SacRT social media and newsletters; targeted emails to over 100 community-based organizations; and presentations to advisory bodies, including the SacRT Mobility Advisory Council and the City's Active Transportation and Disabilities Advisory Commissions. These activities helped gather input from transit riders, residents, and community-based organizations, with a focus on reaching frontline and underserved communities.

The final plan will be completed in spring 2026.

STORMWATER (A-3.1)

Stormwater Quality & Trash Capture

2030 is the City's regulatory deadline for compliance with the State Water Resources Control Board's Trash Implementation Program, which requires municipal separate storm sewer systems to prevent the discharge of trash from the system into waterways. There are currently three large trash capture projects in design in District 2, with two scheduled for installation by 2027. The City has a partnership with California Department of Transportations (Caltrans) to collaborate on construction trash capture projects that jointly benefit the City and Caltrans. Additional projects are in the planning process.

photo credit: City of Sacramento

DRAINAGE SYSTEM IMPROVEMENTS

Drainage Master Planning (A-3.1, A-3.15, A-3.23)

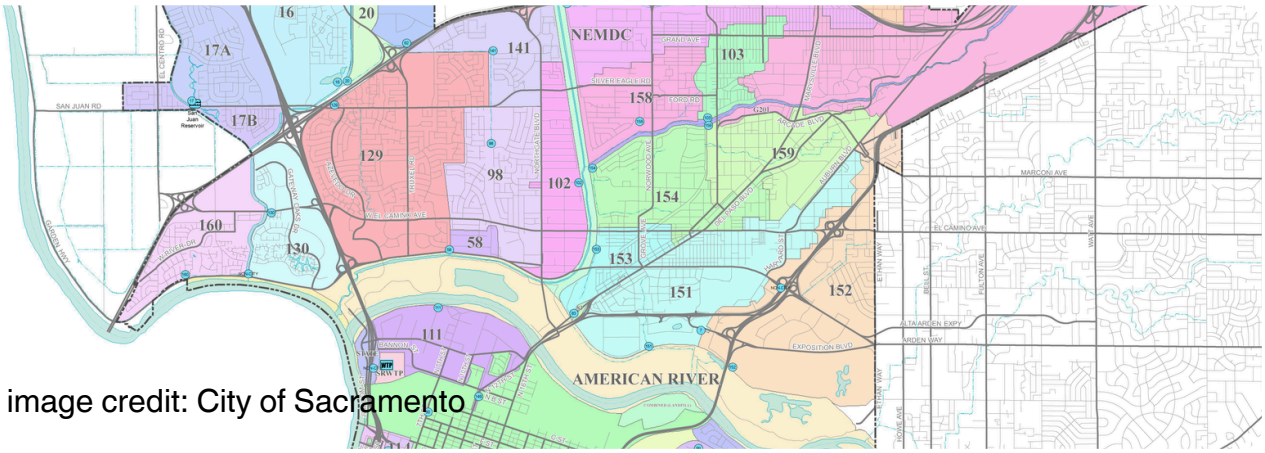


image credit: City of Sacramento

The City is comprised of drainage basins that divert stormwater within a basin's area. Each drainage basin has a unique blend of characteristics that impact how stormwater behaves – such as development, topography, and soil type – which requires planning to account for these unique features. Drainage Master Planning is the process that considers these factors and develops a Drainage Master Plan for infrastructure to best serve that basin area.

As part of DOU's continual effort to update or develop drainage master plans, DOU is on schedule to complete master plans of four drainage basins (141, 151, 153, and 158) located in the north area by the end of calendar year 2026. Currently, approximately 30% of the city has corresponding drainage master plans. Within each drainage master plan, infrastructure that mitigates 10-year storm event street flooding and 100-year storm event structure flooding are being identified.

DOU maintains a Basin Master Planning Priority List, which sets the priority of drainage master plan development, and an Improvement Projects Priority List which sets the priority of improvement projects identified in the drainage master planning process. The lists were updated in 2025 and once the 2026 master plans are complete, the findings will recommend additional improvement projects to be included in the priority lists.

For development projects, the public improvement and building permit plan review process ensures compliance with drainage master plans. Development projects are also required to ensure that adequate land area and any other elements are provided for facilities subject to incremental sizing through the entitlement and plan review process.

LEVEE IMPROVEMENTS (A-3.14)

In 2007, Senate Bill 5 enacted the creation of the Central Valley Flood Protection Act (2008) which created legislative requirements to strengthen the link between regional flood protection and local land use decisions. In response to this legislation, the state created the **Urban Level of Flood Protection Criteria** (ULOP). The ULOP required cities and counties to amend their general plans and zoning ordinances to reflect a 200-year "design storm" level of flood protection, using criteria consistent with, or developed by, the California Department of Water Resources. The City of Sacramento accomplished the general plan amendment in 2015-2016.

In order to provide a 200-year design storm level flood protection within the City, improvements on the Sacramento and American River levees were required by ULOP to be completed by December 31, 2025, unless an extension to the deadline was granted. To date, all levee systems within the City, except for the Natomas Basin and Beach Lake North Levee, have acheived a 200-year ULOP and supported by Engineers Reports as substantial evidence.

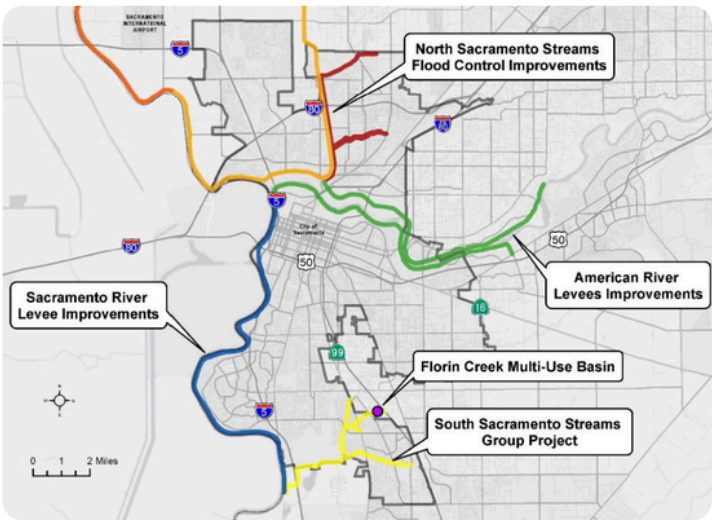


photo credit: City of Sacramento

In fall of 2025, Senate Bill 639 passed, granting an extensionfor the Natomas Basin and the Beach Lake North Levee systems to meet ULOP by December 31, 2030. During this extension period, an adequate progress report to demonstrate the progress of construction to meet ULOP will continue to be prepared by SAFCA on an annual basis, allowing development within those areas of the City to continue.

COMBINED SEWER SYSTEM IMPROVEMENT PLAN UPDATE (A-3.16)

The Combined Sewer System Improvement Plan (CSSIP) evaluated 28 flood reduction projects and programs within the combined sewer system (CSS), prioritizing the top 20% based on factors such as outflows, cost-effectiveness, cost-sharing opportunities, and reduction of untreated combined sewer system overflows. These high-priority projects include storage facilities and conveyance improvements designed to manage flooding from a 10-year, 6-hour storm event.

The City has completed the Top 20% of Projects including:

- Tahoe Park/Broadway Parallel Sewer Project
- East End Relief Sewer Tie-in Project
- Freeport Sewer Improvement – Bidwell and Freeport
- 9th Street Sewer Replacement from G to L Street Inline Storage Project
- McKinley Park Water Vault

Real-time stage and flow monitoring is underway in the CSS to study the benefits of the remaining CSSIP projects and programs.

A draft update to the Long-Term Control Plan (LTCP), which demonstrates regulatory compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit, was submitted to the State in 2024 to meet NPDES requirements for the combined sewer system. The review of the LTCP update was conducted by the Regional Water Resource Control Board in 2025. Once a new NPDES permit is adopted, the City will study how new goals impact CSSIP project selection and implementation.

McKinley Water Vault, part of the City's Combined Sewer System

DRAINAGE SYSTEM IMPROVEMENTS

Florin Creek Pump Station at Pomegranate Avenue (A-3.20)

The Basin Master Planning and Improvement Projects Priority List contains a project that mitigates flooding in the Pomegranate neighborhood through construction of a relief pipeline and pump station; however, the initial approach needed to be changed due to real estate issues. Instead, the City has purchased a 1.25-acre lot adjacent the St Luke's Lutheran Church for construction of a detention basin. The basin should be effective in removing the Special Flood Hazard designation from the Pomegranate neighborhood. Design of the basin is nearing completion and construction bidding will be initiated in March 2026. Construction is expected to be completed by the end of December 2026.

DOU EMERGENCY MANAGEMENT & FLOOD PREPAREDNESS

Levee Security (A-5.16)

To prevent unauthorized vehicle access to levees and DOU assets along the Sacramento River Bike Trail, DOU has installed bollards at the Broadway, Jiboom Street, and Sacramento Marina bike trial access points. These bollards improve levee security and provide added safety to public of the bikeway.

photo credit: City of Sacramento

DOU EMERGENCY MANAGEMENT & FLOOD PREPAREDNESS

Flood Fighting Equipment (A-3.18)

Before and during storm events, DOU must keep thousands of sandbags ready for deployment to protect critical infrastructure. Previously, staff would conduct sandbag filling manually; however, in 2025, DOU purchased an automated sandbag machine which helps increase sandbag production efficiency and allows staff to focus on other critical flood-fighting tasks. The unit can fill approximately 400 sandbags per hour using 3 staff and is deployable into the field for onsite sandbag filling.

photo credit: City of Sacramento

Emergency Management Planning (A-5.16)

In 2025, the Department of Utilities (DOU) continued to strengthen departmental readiness to protect public health and employee safety by updating emergency plans, conducting training, and using the Department Operations Center (DOC) to test response procedures and staff coordination.

Emergency Action and Evacuation Plans for both water treatment plants were revised to improve clarity and usability, with updated site maps, emergency contact information, and Building Manager training to support effective on-site response.

October 2025, DOU conducted a flood and power outage exercise to test DOC activation, reinforce Incident Command System (ICS) principles, and evaluate operational documentation and situational reporting. Exercise objectives were achieved, and an After-Action Report was completed to document strengths and guide future improvements.

WATER SUPPLY DIVERSIFICATION

Water+ Treatment Plants Resiliency and Improvements Project (A-6.5)


photo credit: City of Sacramento

Through the **Water+ Treatment Plants Resiliency and Improvements Project**, the Department of Utilities is looking to add treatment resiliency for changing water quality in both the American and Sacramento Rivers. This project will address the reliability of facilities and meet projected potable water demand. Improvements are planned at both the Sacramento River Water Treatment Plant and E.A. Fairbairn Water Treatment Plant facilities, including the integration of ozone into the treatment process. The project's **Draft Environmental Impact Report (EIR)** was published June 2025, with a 45-day public review period that concluded August 2025. Certification of the EIR is anticipated for spring 2026.

SACRAMENTO REGIONAL WATER BANK (A-6.6)

The **Sacramento Regional Water Bank (Water Bank)** is a project being developed by approximately 20 local water agencies through the **Regional Water Authority (RWA)**. The Water Bank consists of a tracking and governance system to account for operating a system of groundwater wells, pumps, and pipelines managed by local water agencies. These agencies fill and then pump out water reserves stored underground to primarily serve local water needs. This ability to "bank" water provides a critical component to expand the region's resilience to climate change impacts, including increased frequency and duration of droughts.

In Water Year 2024/2025, local water providers banked 68,800 acre-feet, nearly 23 billion gallons, of water in the Water Bank. It is anticipated that up to 65,000 acre-feet of water can be regularly recharged (or stored) by local water agencies during periods of excess surface water flow and up to 55,000 acre-feet of water then can be extracted by the same agencies during dry periods. The environmental analysis of the Water Bank project is anticipated to be completed in phases as a function of federal or local participation. CEQA analysis is anticipated to be complete in the first quarter of 2027, with NEPA analysis following.

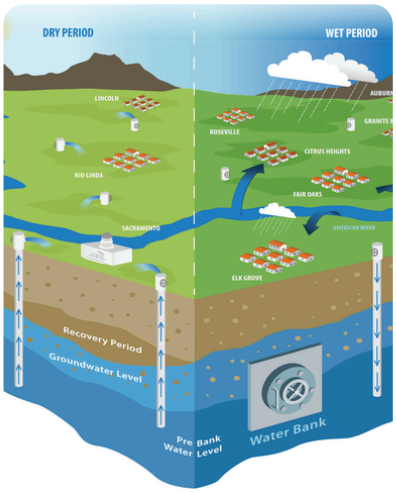


Image credit: Regional Water Authority

The Sacramento region experienced a high precipitation year in 2025, allowing partnering water agencies to rely more heavily on surface water and support an increase in groundwater levels within the Water Bank aquifer over the course of the year. 'Banking' when surface water is available is particularly important considering long-range climate forecasts, which predict high probability of reduced snowpack in the future, emphasizing the need to prepare the groundwater basin as an available resource for those periods.

Starting in 2025, water that is deposited, withdrawn, or intentionally left in the basin for sustainability purposes, is now trackable using a new RWA framework, the **Water Accounting System (WAS)**. The WAS provides structured and transparent basin-wide coordination for Water Bank agencies under the Sustainable Groundwater Management Act (SGMA).

RIVER ARC PROJECT (A-6.6-6.7)

The **RiverArc Project** provides a foundational, regional approach to water supply security for aquatic and terrestrial habitat, ecosystem improvement, and climate-change resiliency in the American River watershed. Three agencies have partnered together for this project: Placer County Water Agency, City of Roseville, and the City of Sacramento. For the City of Sacramento, the RiverArc project will provide a third surface water diversion point for the City and provide a 30-million gallon per day treatment production to support the City's drinking water demands.
In May 2025, the City of Sacramento concluded a 30-day public comment period on the Notice of Preparation for an Environment Impact Report (EIR) for the project. The Draft EIR for the project is actively being drafted and is anticipated to be released to the public for comments in late 2026.

Photo credit: City of Sacramento

Pictured above is the project's existing intake facility on the Sacramento River, located approximately 3-miles north of the northern City boundary. This intake facility, currently owned and managed by the Natomas Mutual Water Company, is known as the Pritchard Lake Diversion. From this intake, raw water would be pumped to a new regional water treatment plant which would distribute the treated surface water east and south through new and existing pipelines to service areas of the RiverArc Project partners.

GROUNDWATER SUPPLY, TREATMENT & MONITORING

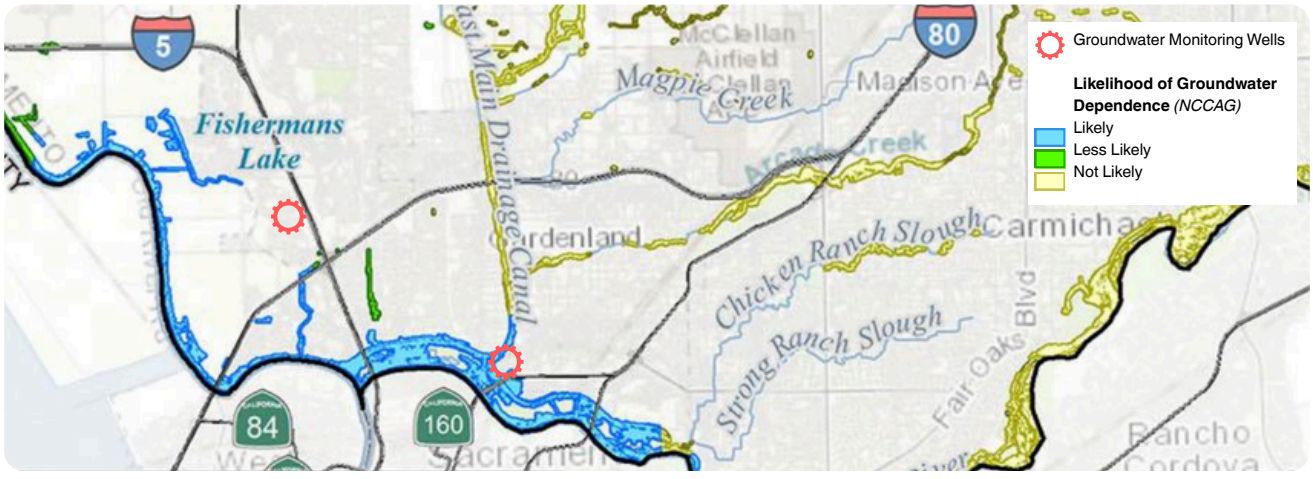
Groundwater Well Replacement Program (A-6.4 & A-6.8)

As part of the city's Groundwater Master Plan and continual effort to **replace aging potable groundwater wells**, in 2025, DOU tested three new well locations for potential well construction. If identified as feasible locations, the extraction wells would provide increased resilience to the city's water resources.

Groundwater Monitoring Wells (A-6.7)

To better understand Sacramento's groundwater ecosystems and their relationship with rivers and regional water projects, two groundwater monitoring wells are under construction within the city's northern area. These monitoring wells will provide reliable data and improve our stewardship of the Sacramento region's North American Subbasin groundwater resources. A collaborative effort between DOU and YPCE enabled one of the wells to be located within a city park, with the other located at a DOU property.

Funding was provided through the Sacramento Groundwater Authority which received a grant from the CA Department of Water Resources Sustainable Groundwater Management (SGM) Grant Program.



Two new groundwater monitoring wells and proximity to potential groundwater dependent ecosystems. Source: North American Subbasin Groundwater Sustainability Plan (2021), NCCAG (2021)

GROUNDWATER SUPPLY, TREATMENT & MONITORING

Shasta Groundwater Treatment Facility Improvements (A-6.8)

Photo credit: City of Sacramento

In 2025, the Department of Utilities started the design process for the Shasta Groundwater Treatment Facility's Wells Build-Out Project. Two groundwater wells were installed with the original project, but the treatment processes were not designed to support both groundwater wells running simultaneously. This build-out effort, anticipated to be completed in 2029, will allow both wells at the facility to run simultaneously, increasing the site's groundwater treatment capacity from 4-million gallons per day to a new maximum of 7-million gallons per day.

MUNICIPAL MEASURES

Photo credit: City of Sacramento

The City of Sacramento is committed to reducing greenhouse gas emissions and enhancing climate resilience through municipal operations and capital investments. This section highlights the progress made in implementing municipal measures, including fleet electrification, energy efficiency upgrades, and water conservation investments in parks.

CLEAN FLEET IMPLEMENTATION (MM-2)

The City of Sacramento's Zero Emission Vehicle (ZEV) Fleet Infrastructure Project continues to enhance the City's electric vehicle charging infrastructure in support of its strategy to achieve a zero-emission light-duty fleet by 2035. The project is funded by $2,399,524 in grant funds from the California Energy Commission and $3,269,260 from a federal earmark. Project activities are currently in progress and are scheduled to be delivered by June 2028. The project remains a top regional priority for combatting climate change and expediting emissions reductions, as approximately 28% of municipal greenhouse gas emissions are attributable to the City's fleet.

The City of Sacramento continues to be a statewide leader in fleet electrification and has established proactive policies to advance fleet decarbonization. These policies include a "ZEV-first" procurement approach, which requires the purchase of a zero-emission vehicle whenever a technologically viable option is available.

The City currently operates a total fleet of 2,190 vehicles. This includes 1,190 light-duty vehicles, of which 140 are zero-emission vehicles (ZEVs). The remaining fleet consists of 1,000 medium- and heavy-duty vehicles, including 1 ZEV. Under the most up-to-date ZEV regulatory requirements, 683 of the City's medium- and heavy-duty vehicles will be required to transition to ZEVs over time.

City of Sacramento's electric refuse truck

DEPARTMENT OF UTILITIES ENERGY EFFICIENCY (MM-5.8)

LED Lighting Retrofits

As part of the Department of Utilities' (DOU) ongoing efforts to improve energy efficiency across operations, in 2025, DOU completed the retrofit of five DOU-owned facilities to LED lighting: Sacramento River Water Treatment Plant, E.A. Fairbairn Water Treatment Plant, Florin Reservoir, Pioneer Reservoir, and Sump 2.
The total energy savings for the five projects are estimated to be ~1,128,818 kWh annually, saving ~$154,083 in annual electricity costs.

Florin Reservoir after LED lighting retrofit

Gas-to-Electric Appliance Conversion

Sacramento Water Treatment Plant and E.A. Fairbairn Water Treatment Plant have conventional gas-fired domestic water heaters which will be replaced with all-electric heat pump water heaters, thereby eliminating gas-fired hot water apparatus. These gas appliance conversion projects are paired with the LED lighting retrofit incentives as they are both partially supported by Sacramento Municipal Utility District's Complete Energy Solutions program. DOU's goal is to eventually have zero gas-fired apparatus at DOU facilities.

PARK IMPROVEMENTS (MM-5.3, MM-5.5-5.6 & MM-6.2)

Drought Tolerant Landscaping

The Youth, Parks, and Community Enrichment Department (YPCE) continues to implement and track low water use landscapes. Several volunteer tree planting events have been coordinated to plant native and drought tolerant trees. Thelma Park was recently constructed and opened which includes no turf and small planter areas with drought tolerant trees and shrubs. When financially feasible, YPCE continues to seek opportunities to convert underutilized areas of high water use to low water use landscapes.

Photo credit: City of Sacramento

Irrigation

YPCE, Park operations and Parks Planning and Development Services teams continue to upgrade irrigation controllers as funding is available or new parks are constructed. Ongoing training is provided to staff responsible for irrigation watering scheduling. YPCE and Park Operations continue to evaluate irrigation reduction strategies during peak summer months, while keeping our sports fields safe.

Photo credit: City of Sacramento

REGIONAL & COLLABORATIVE CLIMATE PLANNING

Regional planning and collaboration remain central to effective climate action and adaptation. Sacramento's Climate Action & Adaptation Plan continues to align with and build upon efforts led by regional agency partners, with ongoing planning and implementation supported by a broad network of collaborative initiatives. Over the past year, City of Sacramento staff have actively participated in a wide range of regional climate action and adaptation planning efforts, including:

The City–County Climate Working Group continues to meet monthly, convening sustainability and climate planning staff from Yolo and Sacramento Counties and city agencies within each county, including the Cities of Sacramento, Elk Grove, Folsom, Rancho Cordova, Citrus Heights, Woodland, Davis, and West Sacramento. Through this forum, staff share best practices, exchange feedback on common challenges, and identify opportunities for collaboration.

In 2025, City of Sacramento, City of Elk Grove, Sacramento County and SMUD renewed their **Building Electrification Memorandum of Understanding**. This MOU was first adopted in 2021 and established a partnership to coordinate policies, programs, and investments that advance equitable building electrification across the region. The agreement focuses on accelerating decarbonization of existing buildings through shared planning, funding coordination, data sharing, and community-centered implementation, with an emphasis on benefiting under-resourced and energy-burdened households.

The City participated in the development of the Sacramento region's Comprehensive Climate Action Plan, funded through the U.S. EPA's Climate Pollution Reduction Grants (CPRG) program. Led by the Sacramento Metropolitan Air Quality Management District, the planning effort advances strategies to reduce greenhouse gas emissions and improve air quality. Finalized in December 2025, the **Comprehensive Capital Region Climate Priorities Plan** identifies 26 climate measures across the built environment, energy, transportation, and natural and working lands, and includes funding and financing strategies to support implementation.

CONTACT US

City of SACRAMENTO

Website

www.cityofsacramento.gov/caap

https://www.cityofsacramento.gov/public-works/mobility-and-sustainability/climate

Email

caap@cityofsacramento.org

climate@cityofsacramento.org