City of Sacramento
Planning and Design Commission Report
915 I Street Sacramento, CA 95814
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File ID: 2025-00874 5/8/2025 **Item 4.**

Climate Action & Adaptation Plan Annual Progress Report (LR25-001)

File ID: 2025-00874

Location: Citywide

Recommendation: Review and comment.

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Attachments:
1-Description/Analysis
2-Background
3-Climate Action & Adaptation Plan Annual Progress Report
4-Presentation

Description/Analysis
Issue Detail: The City of Sacramento's Climate Action & Adaptation Plan (CAAP) was adopted by City Council on February 27, 2024 (Resolution 2024-0067). The CAAP establishes Sacramento's greenhouse gas (GHG) reduction targets for 2030 and 2045, and positions Sacramento to reduce GHG emissions while adapting to projected climate change impacts. The CAAP meets the requirements for a "qualified" GHG reduction plan as defined by the California Environmental Quality Act (CEQA) Guidelines §15183.5(b) and can therefore act as a tool for streamlining the CEQA process for new development that aligns with the CAAP.

This annual progress report provides an update on early implementation of key CAAP initiatives, including efforts to decarbonize Sacramento's built environment, transportation sector, energy systems, and municipal operations. The report also highlights recent adaptation efforts to improve community resilience to the impacts of climate change. The report highlights recent progress made, identifies challenges, and outlines steps in process to implement CAAP policy.

Policy Considerations: The City of Sacramento City Council unanimously adopted the CAAP on February 27, 2024 (Resolution 2024-0067), directing staff to proceed with implementing priority policies and actions to achieve carbon neutrality by 2045. Staff have compiled a one-year narrative progress report of implementation actions undertaken thus far. The CAAP includes a City commitment to develop a qualitative and quantitative report on progress in 2027.

Economic Impacts: Not applicable.

Environmental Considerations: Review and comment on the Climate Action & Adaptation Plan Annual Report is exempt from review under the California Environmental Quality Act as it consists of an organizational activity that will not result in direct or indirect physical changes in the environment (CEQA Guidelines Section 15378(b)(5). Any actions that could result in a physical change in the environment would be identified as projects and would be subject to CEQA review. This report simply provides the status of implementation of the previously approved Climate Action & Adaptation Plan**.**

Sustainability: The Climate Action & Adaptation Plan (CAAP) Annual Progress Report highlights the City's efforts to enhance sustainability by reducing greenhouse gas emissions and strengthening the community’s resilience to climate change. The report details key achievements and ongoing initiatives aimed at decarbonizing Sacramento’s economy while mitigating climate impacts.

Commission/Committee Action: Not applicable.

Rationale for Recommendation: The CAAP was adopted by City Council on February 27, 2024 and it includes a commitment to prepare a report on implementation progress. In assessing this progress, staff can highlight recent progress made, identify challenges, and outline active implementation steps.

Financial Considerations: Not applicable.

Public/Neighborhood Outreach and Comments: Not applicable.

Background: The Climate Action & Adaptation Plan (CAAP) Annual Progress Report provides an overview of the City's CAAP implementation efforts, including completed initiatives and ongoing projects. While this report offers a snapshot of progress, a comprehensive qualitative and quantitative assessment, as outlined in the CAAP, will be published in 2027. Implementation of CAAP actions has been carried out by multiple City departments, including the Community Development Department, the Department of Public Works, Department of Youth, Parks, & Community Enrichment, and the Department of Utilities, along with key regional partners such as the Sacramento Municipal Utility District and the Sacramento Area Sewer District. Sacramento remains committed to achieving its targets of reducing per capita emissions by 63% below 1990 levels by 2030 and reaching carbon neutrality by 2045.

Key Implementation Efforts:

Built Environment:

The City of Sacramento continues to be a leader in supporting infill development and electrification. In September 2024, the City adopted the Missing Middle Housing Interim Ordinance, implementing 2040 General Plan policies which allow a greater array of housing types in previously single-unit neighborhoods. Despite legal challenges affecting the enforcement of the City's New Building Electrification Ordinance, 92% of all residential units and 98% of new single-unit homes in 2024 were built all-electric. The City completed a comprehensive Existing Building Electrification Strategy in May 2024, charting the course to decarbonize Sacramento's existing building stock by 2045.

SMUD has made significant strides in clean energy deployment, including adding 100 MW of solar, expanding wind power, and increasing battery storage, and is on track to achieve its 2030 Clean Energy Vision.

Transportation & Mobility:

Efforts to expand electric vehicle (EV) adoption, increase active transportation infrastructure, and support transit improvements continue to shape a more sustainable mobility landscape. The City installed 13 Level 2 EV chargers at City facilities, expanding access to critical infrastructure in underserved areas. 2024 brought expansions to the Our Community Carshare program as well as the launch of an e-bike lending program facilitated through Sacramento Public Library. The transportation planning team completed the Central City Mobility project, made significant progress on two multi-use paths, and completed phase one of the Streets for People Active Transportation Plan.

Waste

SB 1383, adopted in 2016, requires local jurisdictions in California to divert the majority of organic waste from landfills and expand edible food recovery. The City is in full compliance with the law, with organics recycling provided to all residents and commercial properties. In addition, the Recycling and Solid Waste Division has provided 40,000 free countertop compost pails and education on the benefits of household composting and partnered with community organizations to improve edible food recovery.

Water and Wastewater

The City of Sacramento Department of Utilities (DOU) and Sacramento Area Sewer District (SacSewer) are key partners in ensuring the efficient use of Sacramento's water resources. DOU made strides in stormwater management and implementation of low impact design requirements for large development projects. In addition, SacSewer expanded their use of renewable energy and is in the process of implementing Harvest Water, California's largest agricultural water recycling project.

Carbon Sequestration

Sacramento's urban forest absorbs greenhouse gases while also cooling neighborhoods, improving air quality, enhancing public health, and supporting neighborhood identity and livability. The City is nearing completion of the Sacramento Urban Forest Plan, which will guide the growth and maintenance of the urban forest, prioritizing equitable access to tree canopy. In addition, the City has initiated work on two grant funded projects that focus on tree canopy expansion in Sacramento's under-canopied areas. On March 21, 2025, the City received a termination notice from the federal government regarding one of the grant-funded projects. The grant was cancelled because the EPA determined that the program is a DEI initiative and, therefore, conflicts with the "Agency's policy of prioritizing merit, fairness, and excellence in performing" its statutory functions. The second grant-funded project has been notified of on-going federal administrative review of "alignment with the new administration's policies". City staff are currently determining the next steps. Ongoing implementation of these grant funded efforts is contingent on the continued availability of awarded federal funds.

Adaptation:

In 2024, the City of Sacramento made significant progress toward enhancing community resilience to climate change impacts. Adaptation efforts are focused on protecting vulnerable residents, ensuring that future development is climate ready, strengthening infrastructure, and increasing the City's capacity to respond to extreme weather events like flooding, heat, and water quality changes. The Department of Utilities completed several top-priority flood reduction projects and expanded drainage

master planning, with five new basin plans scheduled for completion by the end of 2025. Design is underway for three large trash capture systems in District 2, with two slated for installation by 2027. Additional projects are in planning in coordination with regional partners. In 2024, new aerial drones equipped with LiDAR and thermal imaging were deployed to enhance levee inspection and monitoring. The City also invested in equipment to support levee maintenance and emergency response. The City advanced planning for treatment plant improvements, with a Draft Environmental Impact Report for the Water+ Treatment Plant Improvements project expected in May 2025. Groundwater assessments and facility upgrades are also underway. Development of the SacAdapt Transportation Infrastructure Adaptation Plan is in progress, with completion anticipated in spring 2026. This plan will guide climate-resilient transportation investments and support active transportation and public transit goals.

Municipal Operations

The City of Sacramento is reducing emissions from municipal operations through fleet electrification and energy efficiency upgrades. In 2024, the City advanced its ZEV Fleet Infrastructure Project, funded by $6.4 million in state and federal grants. The project will install 164 charging ports to support up to 328 new electric vehicles—85% of the infrastructure needed to electrify the City's light-duty fleet by 2035. The City also deployed its first electric refuse truck and is partnering with SMUD to plan compliance with California's Advanced Clean Fleets regulation for medium- and heavy-duty vehicles. The Department of Utilities completed LED retrofits at three facilities in 2024. LED retrofits at two additional water treatment plants are in the planning phase.

Challenges & Opportunities

Climate Resilience: Sacramento is experiencing more extreme heat waves, drought conditions, and severe storms. These trends highlight the need for expanded adaptation efforts, including green infrastructure, urban cooling strategies, and strengthened disaster preparedness measures. Maintaining and expanding Sacramento's Urban Forest is a key priority that will require significant investment.

Equity & Community Engagement: Ensuring that climate benefits reach under-resourced communities remains a priority. The City is committed to advancing climate justice initiatives through targeted programs and community partnerships and will continue to seek funding to support these efforts.

Funding Challenges: Implementing climate action initiatives at the scale and pace needed to meet our 2030 and 2045 climate goals requires sustained financial resources. The Sacramento City Council allocated approximately $4.4 million in one-time funding to seed near-term CAAP activities in the 2020-2021 budget. The priority actions undertaken with this funding are identified in the 2021 Climate Implementation

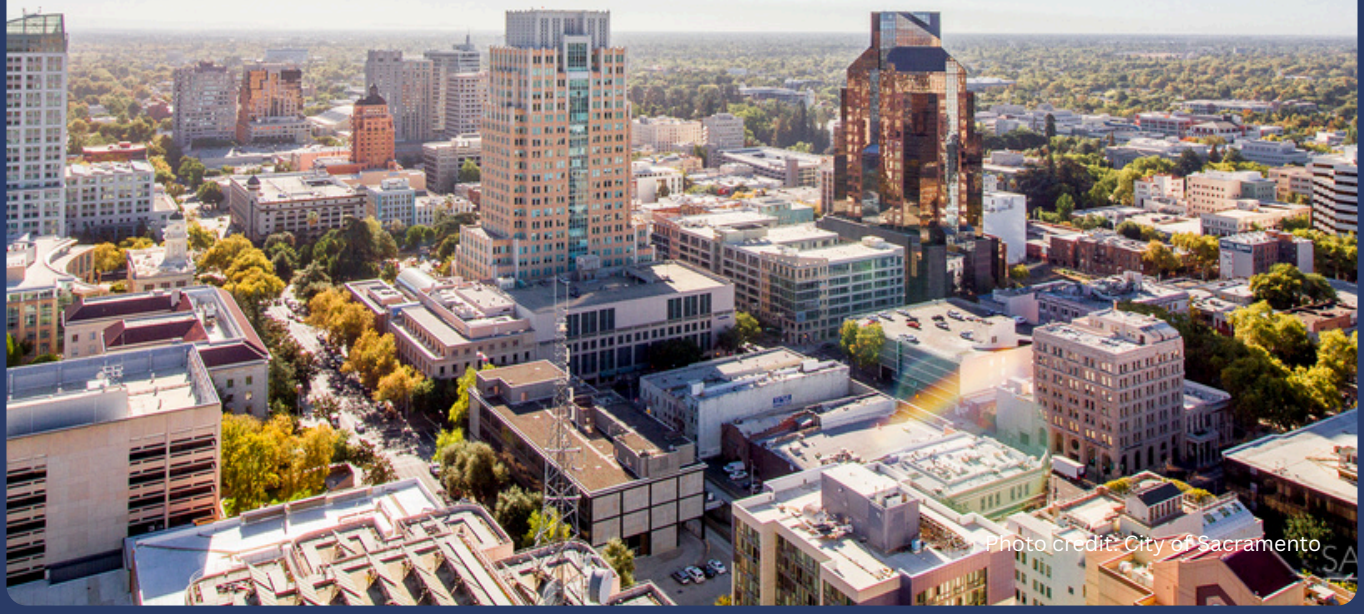
Work Plan. In addition to this one-time funding, staff have primarily relied on competitive grants to support CAAP implementation. Recent shifts in federal priorities have led to significant disruptions and terminations of awarded federal grants which has significantly reduced available funding streams for local climate projects. Thus far this has included the termination of one awarded grant and the indefinite freeze of a conditional award, totaling nearly $11 million in eliminated climate funding to the City of Sacramento. Many key federal programs that previously supported decarbonization, resilience, and environmental justice initiatives have been scaled back or eliminated. This poses a significant challenge and lends urgency to efforts to identify other funding mechanisms to meet our CAAP targets. Implementation of primary CAAP actions will cost an estimated $616 million; complete implementation of the CAAP is estimated at a minimum of $3.2 billion in direct investments, as well as substantial commitment of staff time. The City will need to consider a wide range of new revenue and funding sources to accommodate these funding needs.

Next Steps

The City remains committed to regional collaboration and ensuring all residents benefit from a sustainable, climate-resilient future. Achieving these goals requires continued investment in climate action. Significant CAAP implementing projects are underway or planned for 2025 and beyond, including the Department of Utilities' Sustainability Action Plan, extreme heat mitigation efforts led by the Community Development Department, and an update to Transportation Demand Management requirements led by the Department of Public Works.

City of
SACRAMENTO

CLIMATE ACTION & ADAPTATION PLAN



ANNUAL PROGRESS REPORT

CITY OF SACRAMENTO
COMMUNITY DEVELOPMENT DEPARTMENT
AND OFFICE OF CLIMATE ACTION AND SUSTAINABILITY
MAY 2025

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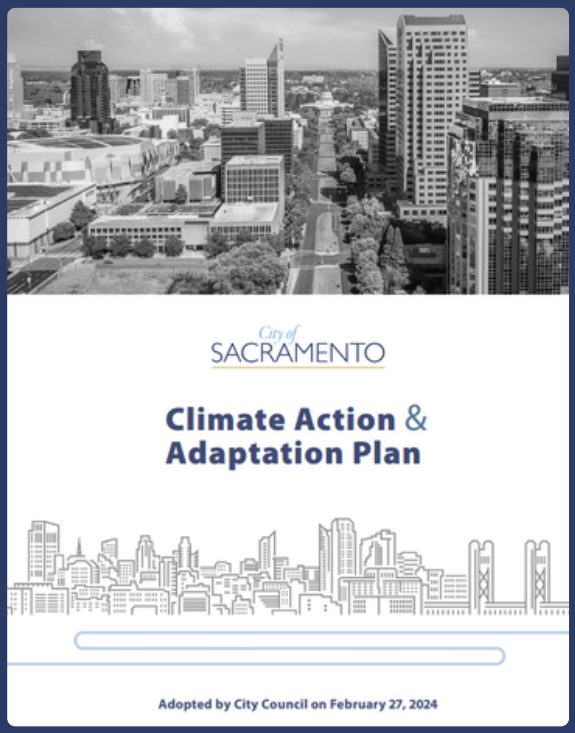


The **Climate Action & Adaptation Plan** (CAAP) is the City's **roadmap** to **mitigate climate change** and **enhance our resilience** to the climate impacts we have already begun experiencing in Sacramento.

The Climate Action & Adaptation Plan (CAAP) encompasses a multifaceted approach to reduce climate pollution, addressing critical areas such as sustainable transportation, energy efficiency and electrifying building energy systems, renewable energy adoption and storage, and waste reduction. The CAAP also analyzes projected climate change impacts in Sacramento and sets City policy direction to guide adaptation efforts to mitigate those impacts and ensure that Sacramento's built environment, transportation sector, and other key systems are resilient to climate impacts and support continuing economic and public health in Sacramento. By implementing targeted actions and fostering collaborative partnerships, we have endeavored to reduce greenhouse gas emissions and cultivate a healthier environment for all Sacramentans, now and in the future.

This Annual Progress Report provides an overview of the City's recent achievements and work in progress. It underscores our commitment to transparency and accountability, offering community members a clear picture of our progress, challenges, and areas requiring further attention. As we celebrate the milestones achieved, we also recognize the journey ahead and the continuous effort needed to meet our ambitious climate goals.

INTRODUCTION

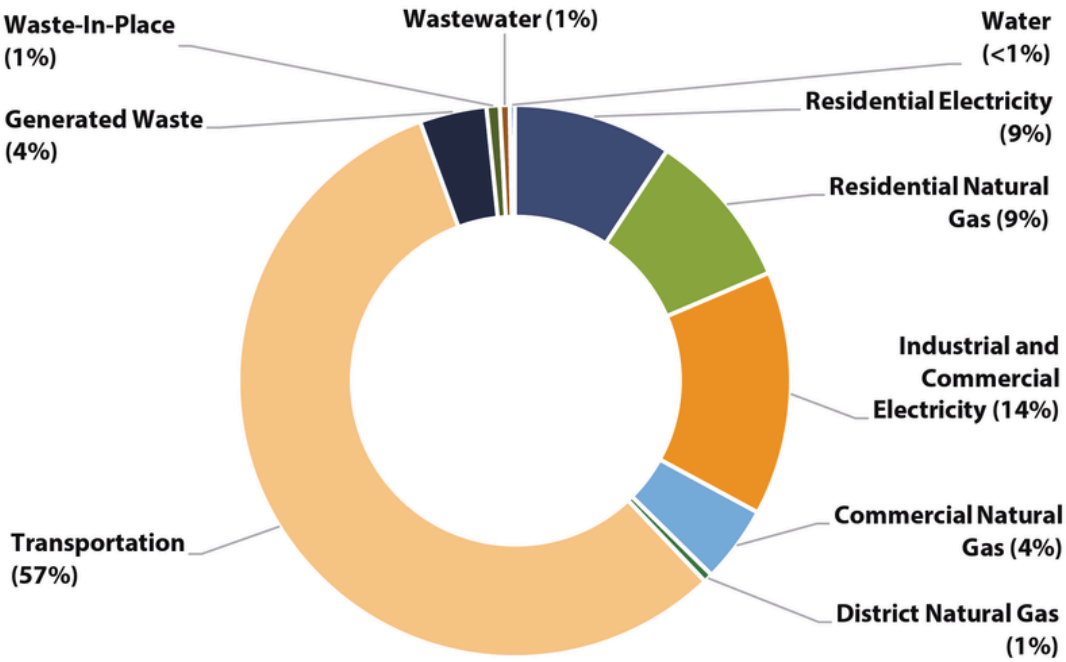
The CAAP includes **twelve greenhouse gas (GHG) reduction measures** supported by 7**4 distinct actions**, some of which will require a substantial effort and investment by the City. The CAAP also includes **six adaptation goals** that are supported by **80 distinct actions**. This Annual Progress Report provides an **overview of our achievements, lessons learned, and plans for the coming year**.

The Annual Progress Report underscores our commitment to transparency and accountability, offering the community a clear picture of the City's recent accomplishments and where the City is committing resources to implement CAAP priorities. As we celebrate the milestones achieved, we also recognize the journey ahead and the continuous effort needed from City staff, elected and appointed leadership, agency partners, and the Sacramento community to meet our ambitious climate goals.

The CAAP was formulated with broad community input, reflecting the exceptional leadership that exists at many levels in Sacramento. We invite you to remain engaged and continue your contributions and leadership as we continue our collaborative mission to create a sustainable future. Together, we can drive meaningful change and build a legacy of climate action and resilience for generations to come.

CAAP BACKGROUND

GHG EMISSIONS SOURCES



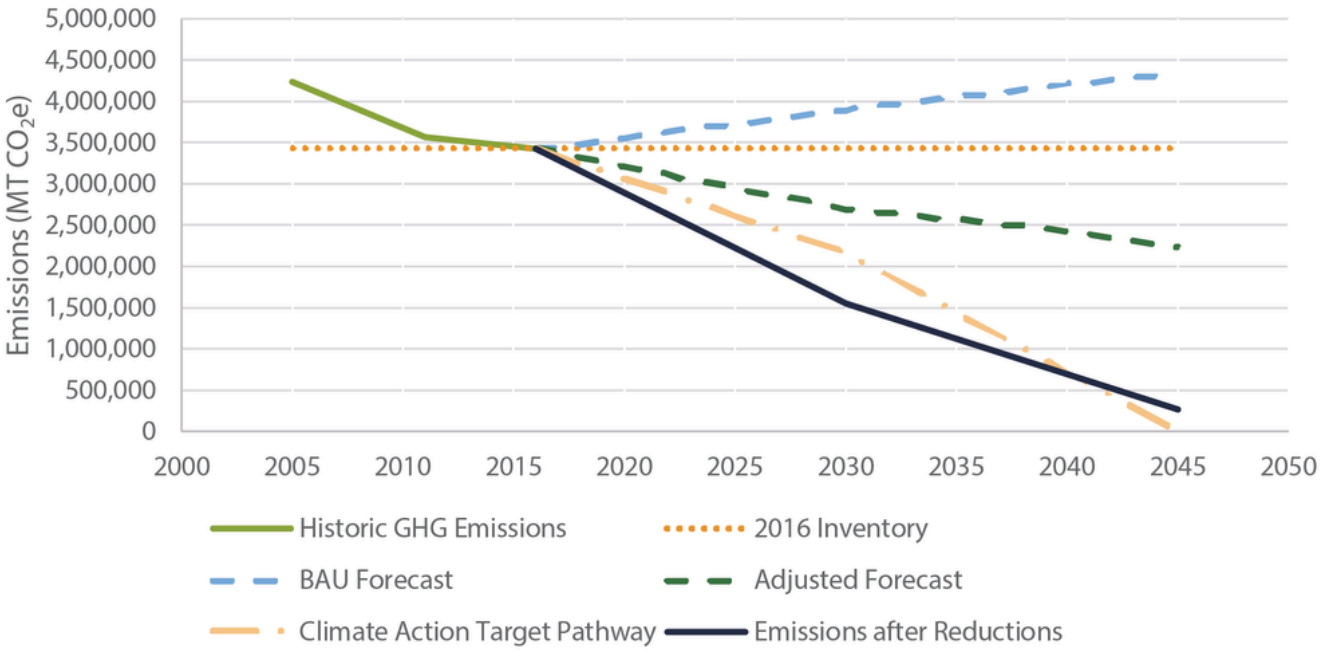
TRANSPORTATION

BUILT ENVIRONMENT

Our greenhouse gas (GHG) emissions primarily stem from two key sectors: transportation and energy consumption within buildings. The transportation sector, with its continued reliance on fossil fuels, remains a significant source of emissions despite the significant increase in the market share for zero emission vehicles (ZEVs) in Sacramento over the past few years. Similarly, the energy consumed in residential and commercial buildings, including both gas and electricity usage, contributes substantially to our overall GHG footprint.

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

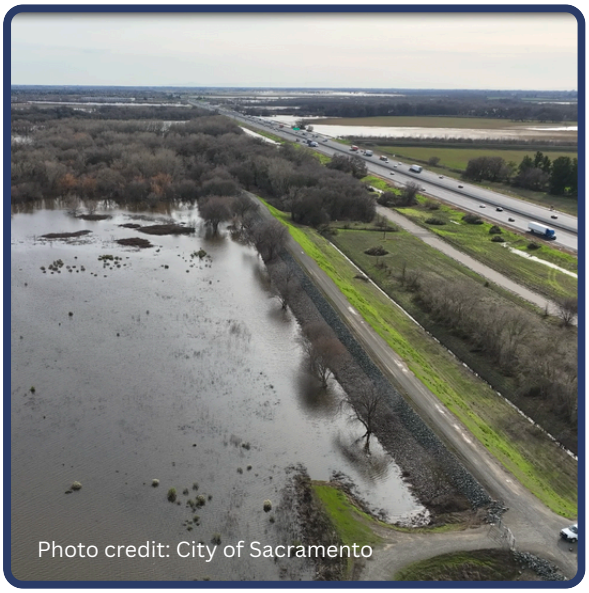


Photo credit: City of Sacramento


Photo credit: Washington Post

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. **Drought conditions** have become more prolonged, threatening water supplies and increasing wildfire risk in surrounding areas. At the same time, extreme weather events, including **heavy storms and flooding**, are becoming more common, particularly as atmospheric rivers bring intense rainfall. These storms have taken a toll on Sacramento's urban forest, 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 policies that reduce GHG emissions while protecting communities from future climate-related disruptions.

KEY HIGHLIGHTS BY GREENHOUSE GAS REDUCTION MEASURE

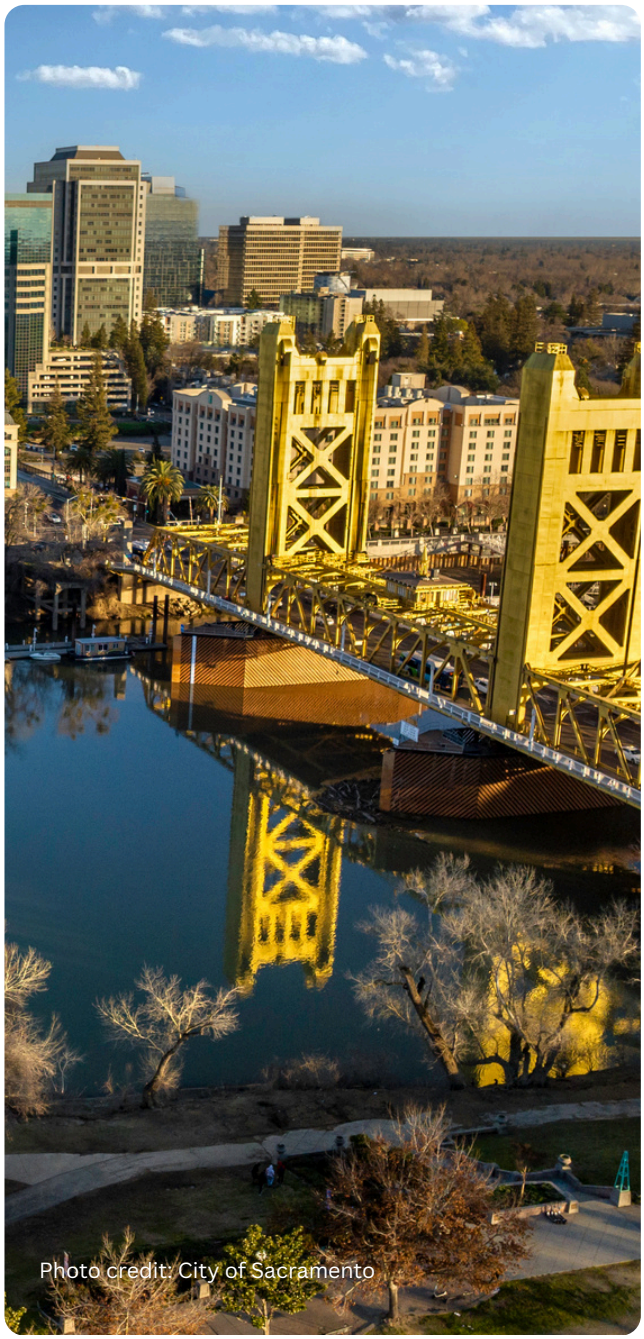


Photo credit: City of Sacramento

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 aim to reduce our environmental impact and enhance our resilience to climate change.

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

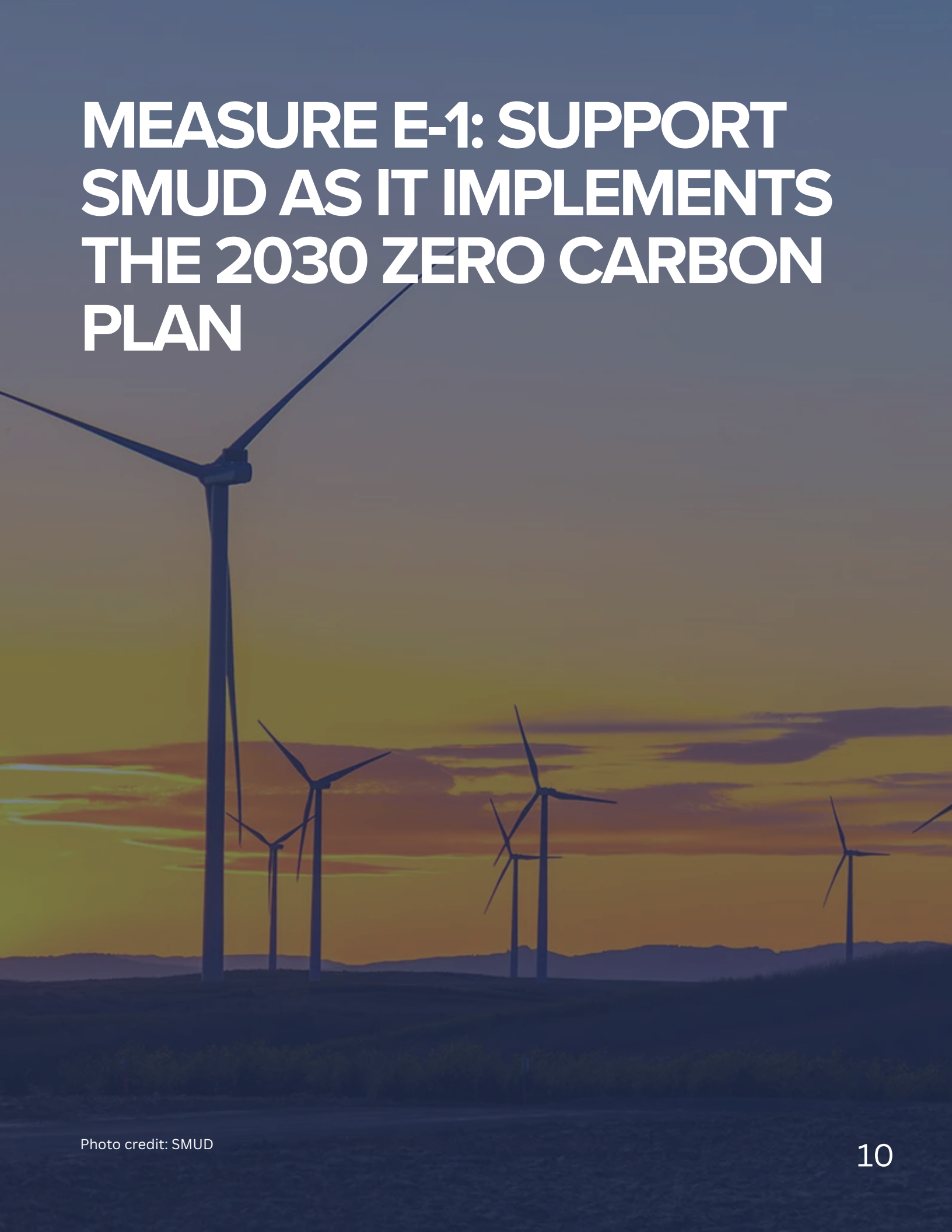


Photo credit: SMUD

2030 ZERO CARBON PLAN PROGRESS (E-1.1)


Photo credit: SMUD

Since launching its Zero Carbon Plan in 2021, SMUD has made significant progress, including:

- Added 100 MW of utility-scale solar.
- Added 4 MW lithium-ion battery storage.
- Added 100 MW of geothermal.
- Entered a collaboration with ESS, Inc. for up to 4 MW of iron-flow, long-duration energy storage, receiving $10 million from the California Energy Commission.
- Expanded SMUD's Solano wind farm by 70.5 MW and began planning to upgrade another wind project to harvest 80% more energy.
- Signed agreements for 344 MW solar and 172 MW energy storage locally, and for 70 MW of California-located solar.
- Created a regional Zero Emission Vehicle strategy with local agencies.
- Partnered with Calpine Corporation on a carbon capture project for a 500 MW natural gas plant, receiving up to $270 million from the Department of Energy, expected online in 2028.

SMUD is advancing its building and vehicle electrification goals, aiming to reduce 1.365 million metric tons of emissions by 2030. By the end of 2023, SMUD has supported the electrification of over 16,000 homes and 46,000 light-duty vehicles, cutting nearly 250,000 metric tons of GHG emissions.

MEASURE E-2: ELIMINATE NATURAL GAS IN NEW CONSTRUCTION

NEW BUILDING ELECTRIFICATION

Development Trends

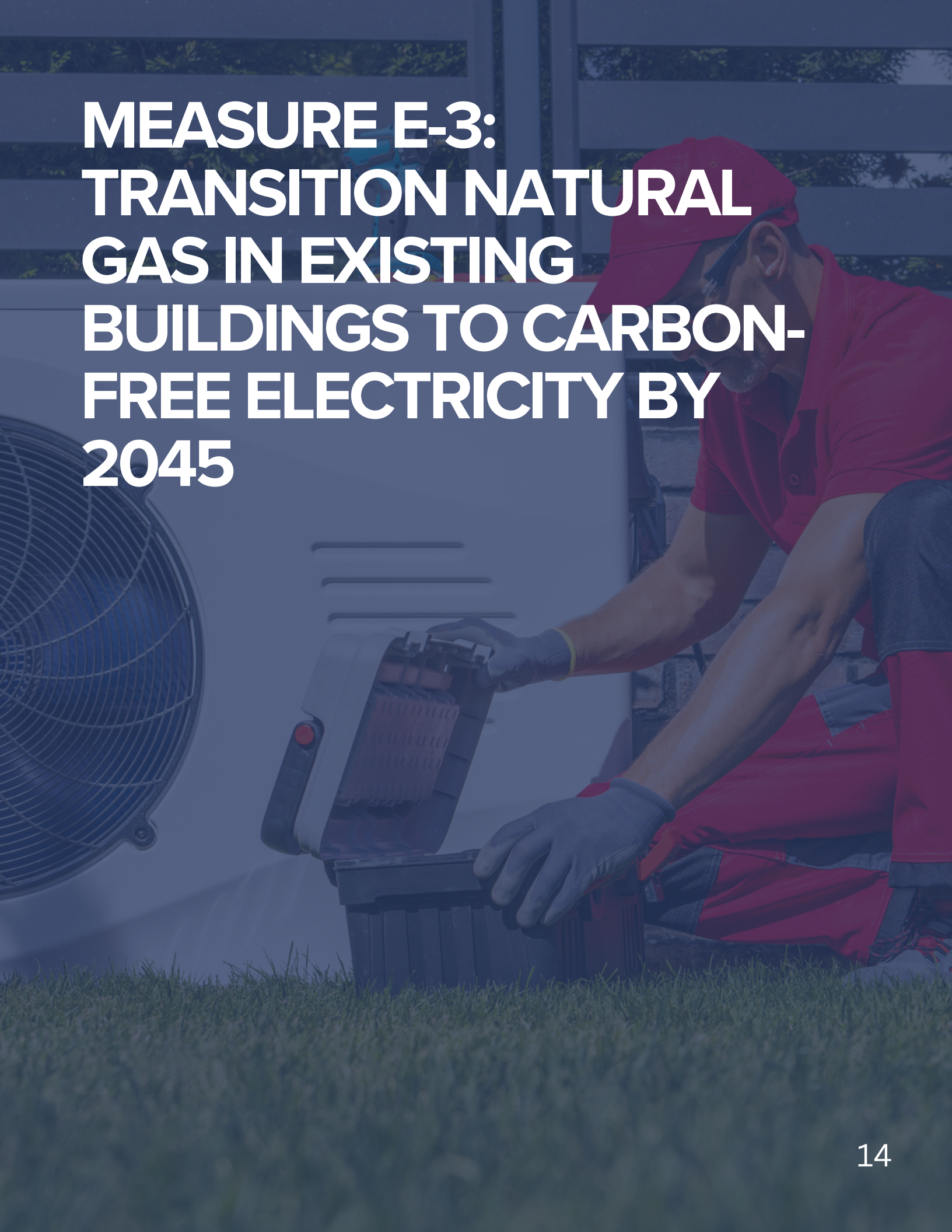
The City of Sacramento adopted a New Building Electrification Ordinance in 2021, which took effect on January 1, 2023. However, the City stopped enforcing this ordinance in 2023 after the City of Berkeley's similar ordinance was found to be preempted by the Federal Energy Policy and Conservation Act.

Despite this, Sacramento continues to see strong momentum toward all-electric new construction, particularly in single-unit housing. In 2024, **98% of new single-unit homes were built all-electric**. However, progress varies across other building types. **74% of duplex and 40% of multi-unit dwelling** (3+ units) permits were for all-electric buildings, while **58% of commercial non-residential building** permits were for **all-electric buildings**.
Larger projects, however, were more likely to use mixed fuel. In 2024, **51% of total permitted square footage was for all-electric buildings, while 46% was for mixed-fuel buildings. The remaining 3% was for buildings that reported having no utilities**.

In 2024, 98% of new single-unit homes built in Sacramento were all-electric

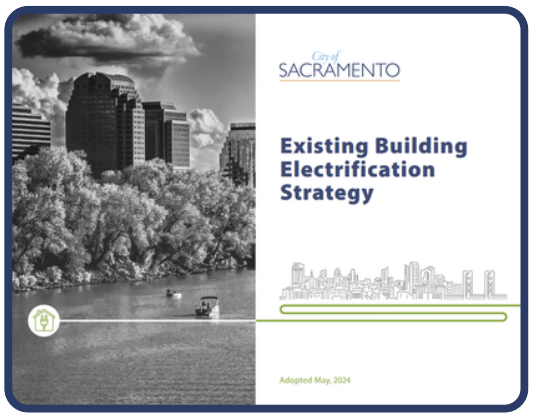

Photo credit: Indie Capital

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



EXISTING BUILDING ELECTRIFICATION STRATEGY (E-3.1)

The **Sacramento Existing Building Electrification Strategy** was adopted by the Sacramento City Council in May 2024 and is a comprehensive plan aimed at reducing GHG emissions by transitioning appliances in existing buildings from gas to electricity.



Policies in the strategy are guided by a set of **effectiveness and equity criteria**, which focus on minimizing the cost burden and displacement risk to frontline communities, and ensuring access to health, safety, and economic benefits for those most in need. The strategy development process included extensive community engagement, energy modeling and cost-benefit analysis.

Key policy recommendations include:

- A phased Building Performance Standards (BPS) program for commercial and large multi-unit residential buildings to set targets for GHG emissions per square footage and allow building owners to customize solutions.
- A reach code through the energy code requiring significant residential additions and remodels to exceed the state building energy efficiency standards.
- A reach code adopting prescriptive requirements for residential central air conditioning units to be replaced with heat pumps at the end of their useful life.

In addition to core policies, the strategy outlines a range of **supportive actions** which center on the equity criteria, including technical support, community engagement, workforce development, and advocacy and regulatory changes.

IMPLEMENTATION UPDATES

Permit Tracking Updates

One of the early actions in the Existing Building Electrification Strategy was a comprehensive review of the City's permitting procedures for HVAC and water heaters. Staff implemented process improvements to better track electrification efforts and updated the permitting system to ensure that heat pump conversions are accurately recorded. Moving forward, we will continue to evaluate and refine these permitting procedures to further enhance the process for our customers.

In 2024, 35% of permitted water heater installations were for gas to electric conversions

SMUD's Advanced Home Solutions

In 2024, SMUD saw significant growth in its heat pump retrofit projects, supported by local, state, and federal incentives. SMUD delivered **283 heat pump water heate**r and **783 heat pump HVAC** incentives in the City of Sacramento, resulting in an additional 469 all electric equivalent homes in Sacramento in 2024.

IMPLEMENTATION UPDATES


Photo credit: City of Sacramento

Building Performance Standards

In September 2024, the City, in collaboration with SMUD, submitted a grant proposal to the Department of Energy to support the implementation of a Building Performance Standards (BPS) Program, a key policy in the Existing Building Electrification Strategy. In December 2024, the project was **awarded $10 million** for a six-year project period, which included developing the BPS program, supporting small businesses, and workforce development initiatives. However, due to the federal funding freeze in early 2025, the **implementation of this project is currently on hold**. City staff recognize this funding may be terminated, but remain engaged in the BPS development process by participating in a learning cohort of California cities convened by Noresco and serving on the technical advisory committee for the California Energy Commission's Building Performance Strategy. For the foreseeable future, local implementation of a BPS program is expected to remain dependent on acquiring grant funding.

PROGRAM SPOTLIGHT

Sacramento Home Energy Equity Pilot

The Sacramento Home Energy Equity Pilot implemented a neighborhood-level approach to address the barriers to residential electrification, build trust in heat pump technology, and advance the City of Sacramento's climate action goals. The project leveraged a total of $410,000 from two funding sources to create a holistic, scalable model for home electrification and repairs that maximizes household benefits from improving the residential building stock, while mitigating risks such as the displacement of low-income residents. The project also aimed to provide home repair assistance through leveraged funding from the City and University of California, Davis, to address code violations and ensure the health, safety, and habitability of homes.

The final installations served 22 homes and delivered **22 heat pump HVAC systems** and **11 heat pump water heaters**. Additionally, the project provided complementary improvements, including **three rooftop solar photovoltaic systems**, **two back-up battery systems**, **three electric stoves**, **five refrigerators**, and ten homes received **weatherization improvements**.

SMUD'S SUSTAINABLE COMMUNITIES UPDATE

SMUD continues to advance its commitment to equitable electrification through targeted programs that bring the benefits of clean energy to under-resourced communities.

Through the **Neighborhood Electrification** program, SMUD helps residential customers transition to energy efficient all-electric appliances by providing comprehensive upgrade bundles, including lighting, HVAC systems, and kitchen appliances. With 100% incentive coverage, this program helps ensure that the benefits of SMUD's Zero Carbon Plan reach our most vulnerable and high priority neighborhoods. In 2024, SMUD installed more than **1,600 electrification measures** in under-resourced communities, improving energy efficiency and enhancing home comfort and health.

The **Business District Electrification** program works to empower small businesses in under resourced commercial corridors to embrace clean energy solutions. By offering fully funded electrification and energy efficiency upgrades—such as lighting, HVAC systems, and kitchen improvements—SMUD is helping business owners transition to more sustainable operations. In 2024, SMUD completed over **80 electrification projects**, strengthening local businesses and supporting economic vitality in priority communities.

A partnership between SMUD and the City of Sacramento supported energy efficiency and electrification of Sammy's Restaurant on Del Paso Boulevard

MEASURE E-5: SUPPORT INFILL GROWTH

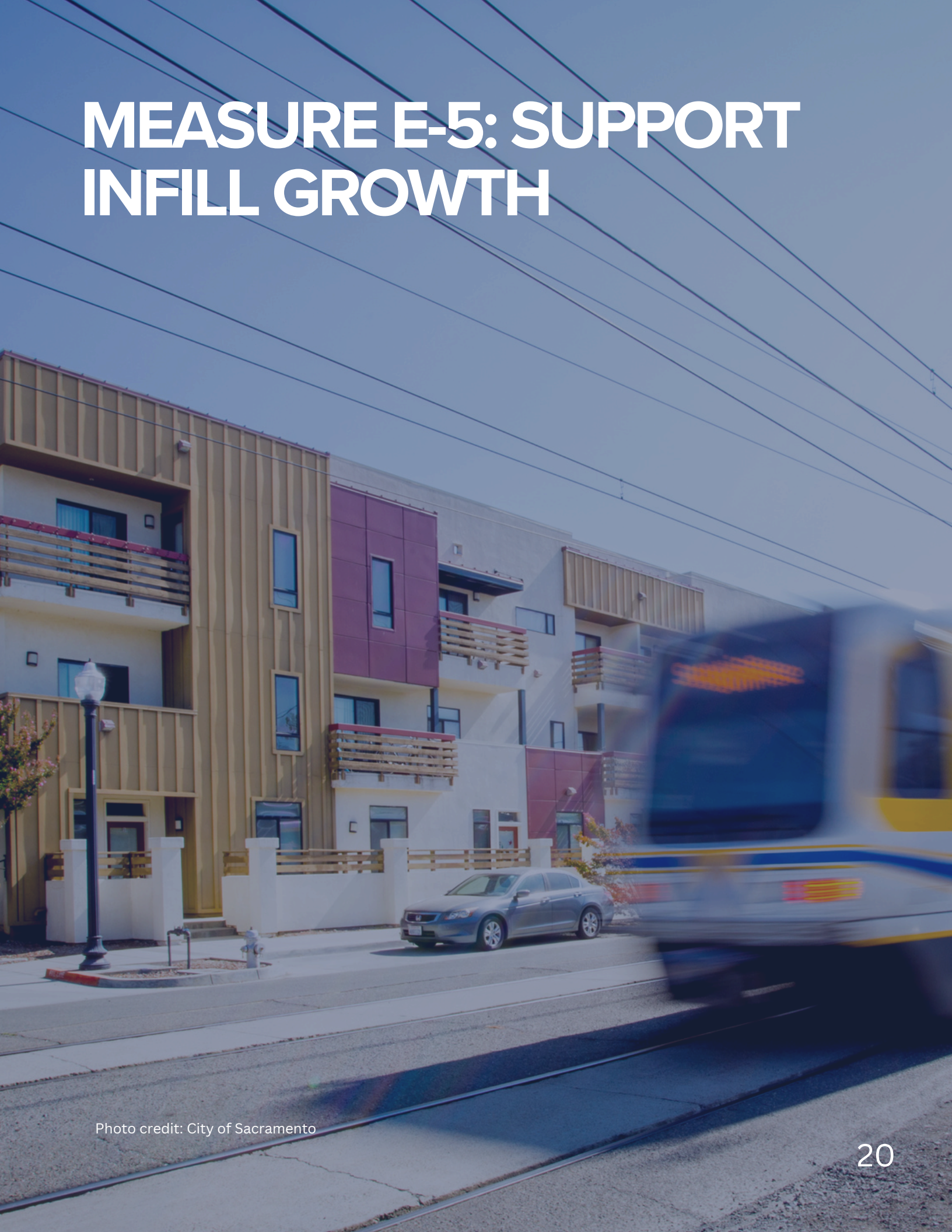
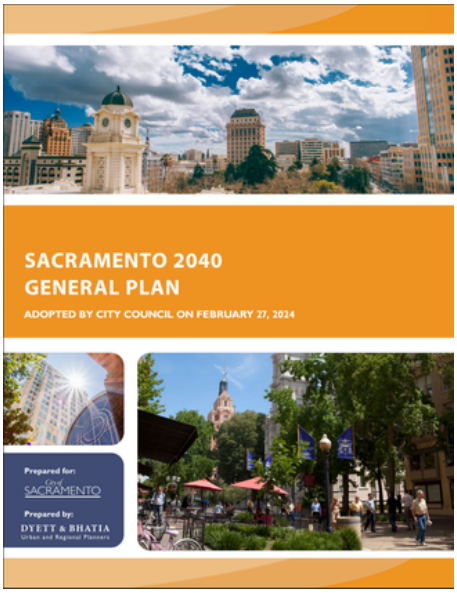


Photo credit: City of Sacramento

FRAMEWORK FOR INFILL GROWTH (E-5.1)



The City adopted its award winning **2040 General Plan** in 2024, opening up substantial opportunities for new housing and increased density throughout the city. Sacramento is anticipated to grow by 69,000 new homes and 77,000 new jobs by 2040, focused in the Central City and along key transit corridors, but also distributed through Sacramento's existing extensive single unit housing stock. Sacramento, which was the first city in California to be recognized with a **Prohousing designation**, continues work to prepare for this housing, through **Housing Element** implementation, development of a **Missing Middle Housing Interim Ordinance**, a **Small Developer Incubator Program**, updates of the **River District Specific Plan** and **Central City Specific Plan**, planning and development projects at **Sacramento Valley Station** and the **Railyards**, and a range of other efforts. These efforts prepare the City to accommodate 30% of the region's jobs and 30% of the region's new housing units by 2040, and to focus 90% of the city's infill growth in center/corridor communities.

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.

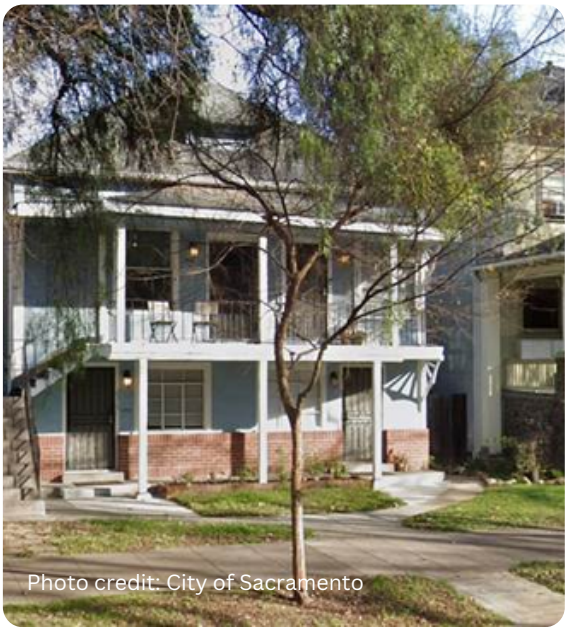


Photo credit: City of Sacramento

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.

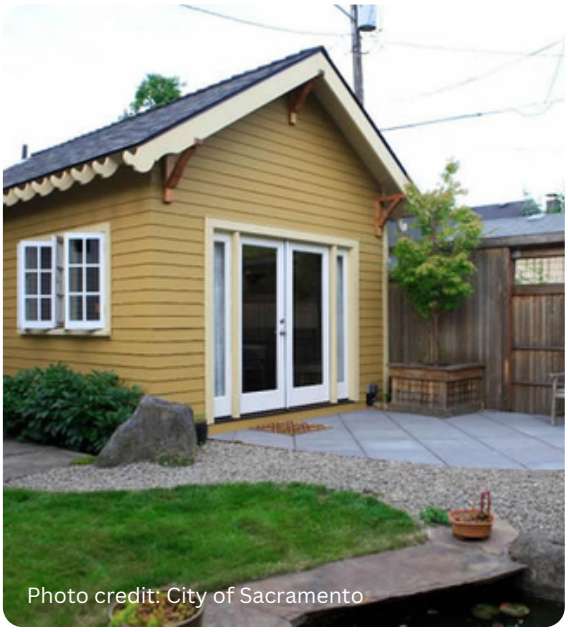


Photo credit: City of Sacramento

TRANSPORTATION

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

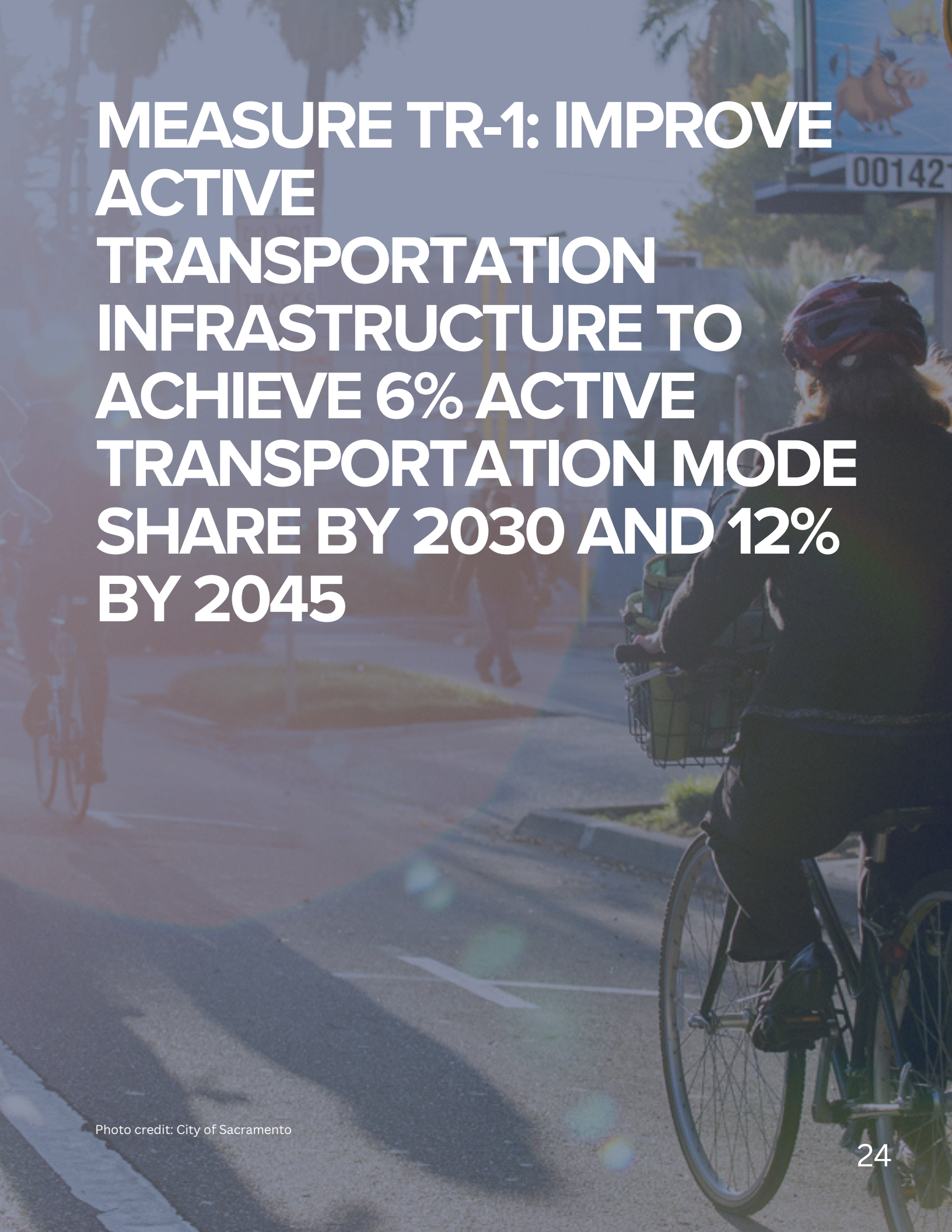
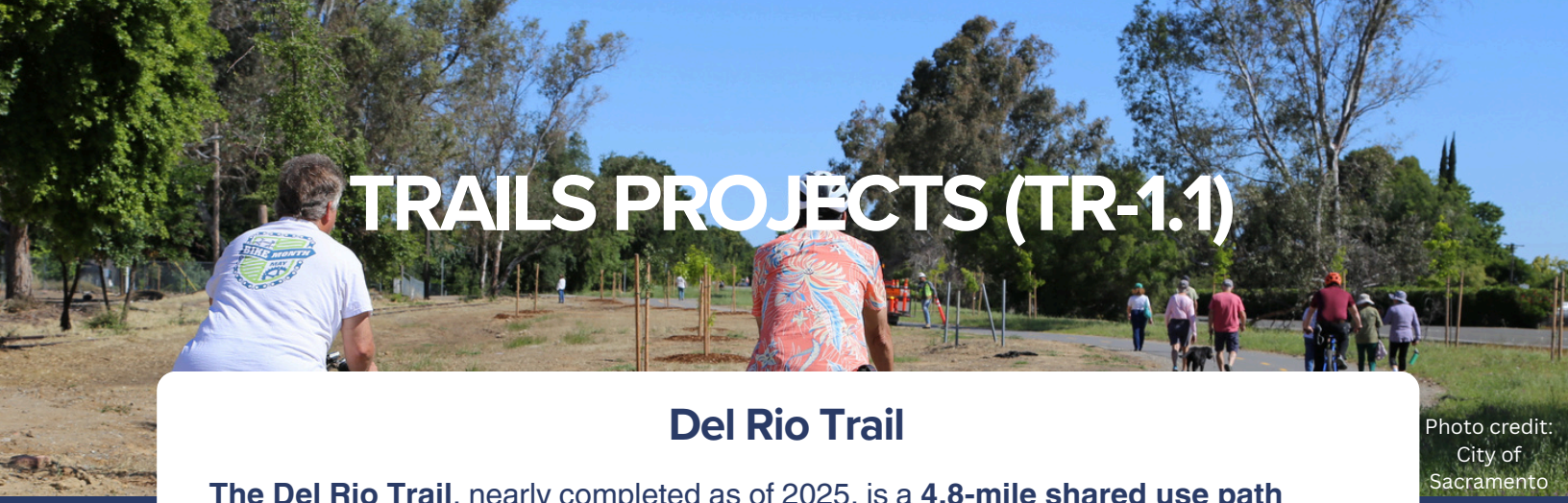


Photo credit: City of Sacramento



TRAILS PROJECTS (TR-1.1)

Photo credit: City of Sacramento

Del Rio Trail

The Del Rio Trail, nearly completed as of 2025, is a **4.8-mile shared use path** running south through the Land Park, South Land Park, Freeport Manor, Z'Berg, Pocket, and Meadowview neighborhoods between Interstate 5 and Freeport Boulevard.

This path allows people walking, running, bicycling and more to access schools, parks, retail centers, and jobs. It offers numerous recreation amenities and serves as an **active mobility commute route**, enabling people to bike to work and school instead of driving on freeways and boulevards. This project helps the City make progress towards achieving the CAAP goal of **127 miles of shared-used paths by 2045**.

South Sacramento Parkway Ribbon Cutting, 2023

Del Rio Trail, 2024

TRAILS PROJECTS (TR-1.1)

Photo credit: City of Sacramento

Two Rivers Trail

The **Two Rivers Trail project**, when complete, will connect the system of shared-use paths along both sides of the Sacramento and American Rivers, increasing waterfront recreation access and providing functional mobility routes along two of Sacramento's coolest corridors, the Sacramento and American River parkways. The City is currently working toward the completion of a continuous network of paved, accessible, multi-use paths that connect the existing Sacramento River and American River parkways, leveraging the value of investments in Sutter's Landing Regional Park as a key trailhead and bicycling node, previously completed Two Rivers Trail segments, the trail system north of the American River, and the bikeway system south of the American River. **The anticipated completion of Phase II in 2025 will add an additional 2.4 miles of shared-use paths, connecting to the existing County trail at the H Street Bridge and ending at the Union Pacific Railroad (UPRR) eastern right-of-way line**.

Progress continues for the Two Rivers Trail Phase III Project, getting closer to providing the final link in the Two Rivers Trail system within Sutter's Landing Park. The draft feasibility study for Two Rivers Trail Phase III was completed in late 2024, and preferred alternatives have been developed following a comprehensive review and public engagement process. **The preferred alternatives will be presented to Sacramento City Council in early summer 2025.**

Two Rivers Trail Phase III Components include:

- Connecting the Two Rivers Trail Phase II (currently under construction) with the eastern limits of the existing Sutter's Landing Trail
- Create a new path segment from 28th Street to the "landfill loop" (east of UPRR)
- Connect the Sacramento Northern Trail to Two Rivers Phase I
- Provide conceptual designs and early feasibility assessments for a crossing of the westerly UPRR tracks

CENTRAL CITY MOBILITY PROJECT (TR-1.2)

Photo credit: City of Sacramento

The Central City Mobility Project is an implementing action of the 2016 Grid 3.0, the **Central City Specific Plan**, and of the CAAP (TR-1.2). The project expanded the separated bikeway network on the grid and implemented traffic circulation changes to enhance travel options for all modes, with an emphasis on improving connections in the Central City for biking, walking, and transit.

The project **converted 5th Street from a one-way to a two-way street** between Broadway and H Street, adding bike lanes in both directions. It **extended the protected bikeway network** on several streets: from Q Street to L Street on 9th Street, from Broadway to Q Street on 10th Street, from H Street to Broadway on 19th Street, from I Street to Broadway on 21st Street, from 15th Street to 21st Street on P Street, and from 14th Street to 21st Street on Q Street. The improvements on I Street included a reallocation of space to **reduce driving lanes** from three to two and to provide space for bicycling, improving safety for all users.

The City received a $5 million grant through the Local Partnership Program (SB1) for construction of improvements on 9th Street, 10th Street, P Street, Q Street, 5th Street, and I Street. An agreement for $3 million in TIRCP funds was made with the San Joaquin Regional Rail Commission and San Joaquin Joint Powers Authority to design and construct separated bikeways on 19th Street and 21st Street for the proposed Midtown station. Additional funding of $2.5 million was awarded through the Affordable Housing & Sustainable Community Program for construction of bikeways on 19th Street, 21st Street, P Street, and Q Street. The project design and grant match were funded through Downtown Impact Fees and Transportation Development Impact Fees, with supplemental pavement rehabilitation funding from RMRA (SB1). **The total construction cost of the project was approximately $12.6 million.**

STREETS FOR PEOPLE (TR-1.3)

The Streets for People Plan will identify an all ages and abilities network for people walking, biking, and rolling citywide.

Streets for People, Sacramento's Active Transportation Plan, will be a new plan for improving active transportation citywide and will guide future City and private development investment. The plan's recommendations emphasize equitable access to safe, low-stress routes for walking and biking, prioritizing improvements in disadvantaged communities. Strategies include implementing traffic calming measures like raised crosswalks, speed humps, and pedestrian refuges, enhancing crossings with signals and signage, and connecting neighborhoods with a comprehensive bike and pedestrian network.

The Plan will be completed in two parts: Neighborhood Connections and Active Transportation Network. Neighborhood Connections focuses on residential streets and minor collectors; Active Transportation Network focuses on major collectors and arterial streets. Neighborhood Connections was adopted in February 2025. Part two will be completed and the public review Draft Plan (incorporating both phases) released in March 2025, with **Plan adoption anticipated in summer 2025.**

PUBLIC WORKS TRANSPORTATION DEMAND MANAGEMENT (TR-2.1)

The City is actively updating its Transportation Demand Management (TDM) requirements, also referred to as the Transportation Systems Management Plan, with the update slated to be completed in 2026. Staff have been working on updating the Transportation Systems Management Program, originally established in 1989, to better reflect the city's modern transportation goals and climate objectives. TDM policies and programs encourage and enable people to switch from driving alone to more sustainable transportation options including walking, biking, scooting, carpooling, and taking transit by providing education, incentives, and other supportive services to connect people with other transportation options. TDM programs help decrease reliance on single occupancy vehicles (SOV) and associated traffic congestion by supporting transit, ridesharing, active transportation, and alternate work schedules.

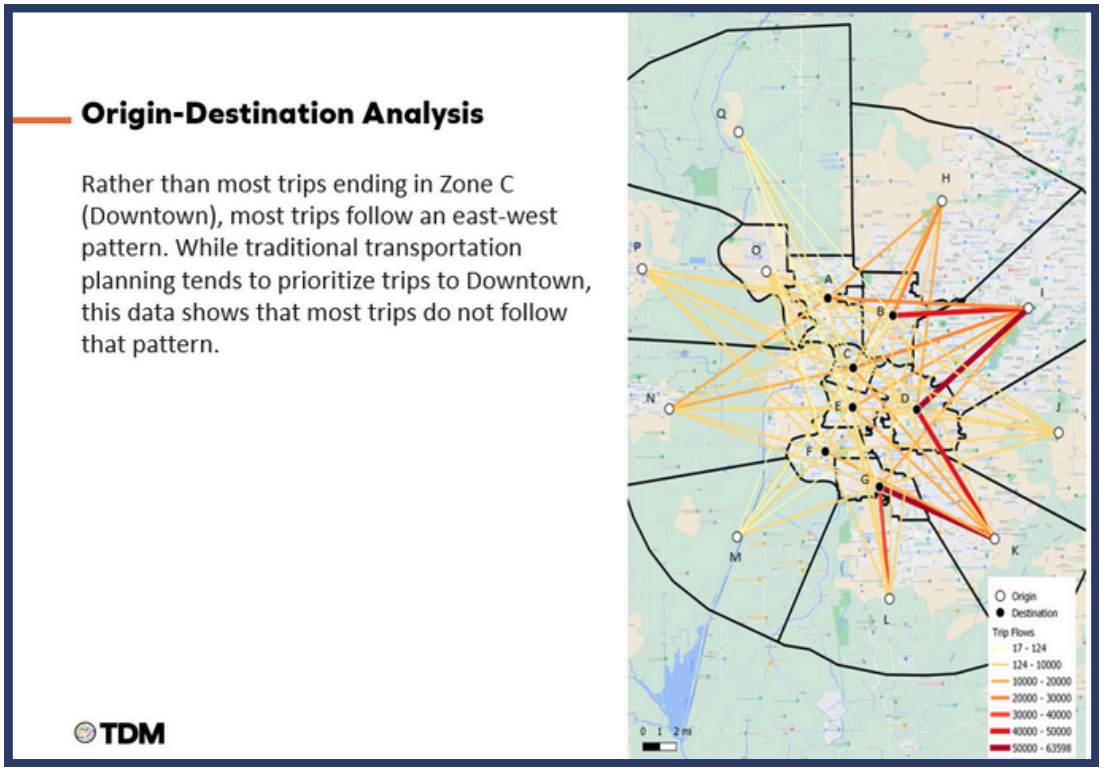
TRANSPORTATION DEMAND MANAGEMENT (TR-2.1)

Thus far, the City has completed a comprehensive analysis of the current TDM services in Sacramento and an in-depth examination of local travel patterns. Engagement with community partners has provided valuable insights and feedback, helping to shape the direction of the updated TDM requirements.

As the project moves forward, the focus will be on developing a new strategy that encourages and supports developments in offering TDM programs, services, and amenities. This strategy will be formulated to:

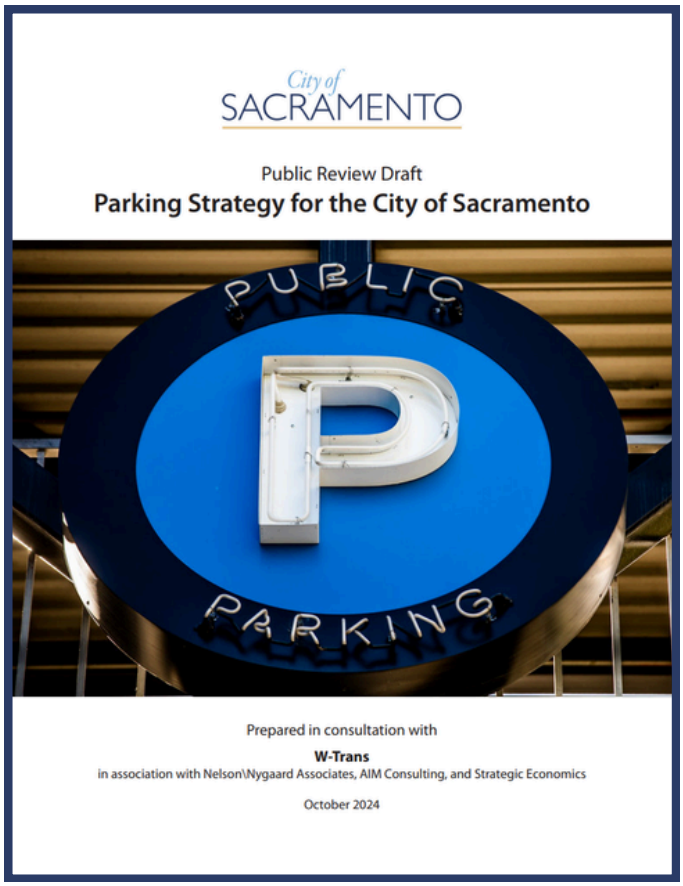
- Respond to the evolving transportation landscape and emerging technologies
- Make more efficient use of the existing transportation network
- Improve public health
- Advance equity
- Support transit and transit-oriented development

The ultimate goal is to align these updated TDM requirements with Sacramento's climate and mobility objectives, ensuring that by 2030, 17 percent of all trips in the city are made by transit, active transportation, and pooled shared modes, increasing to 23 percent by 2045.



PARKING STRATEGY (TR-2.2)

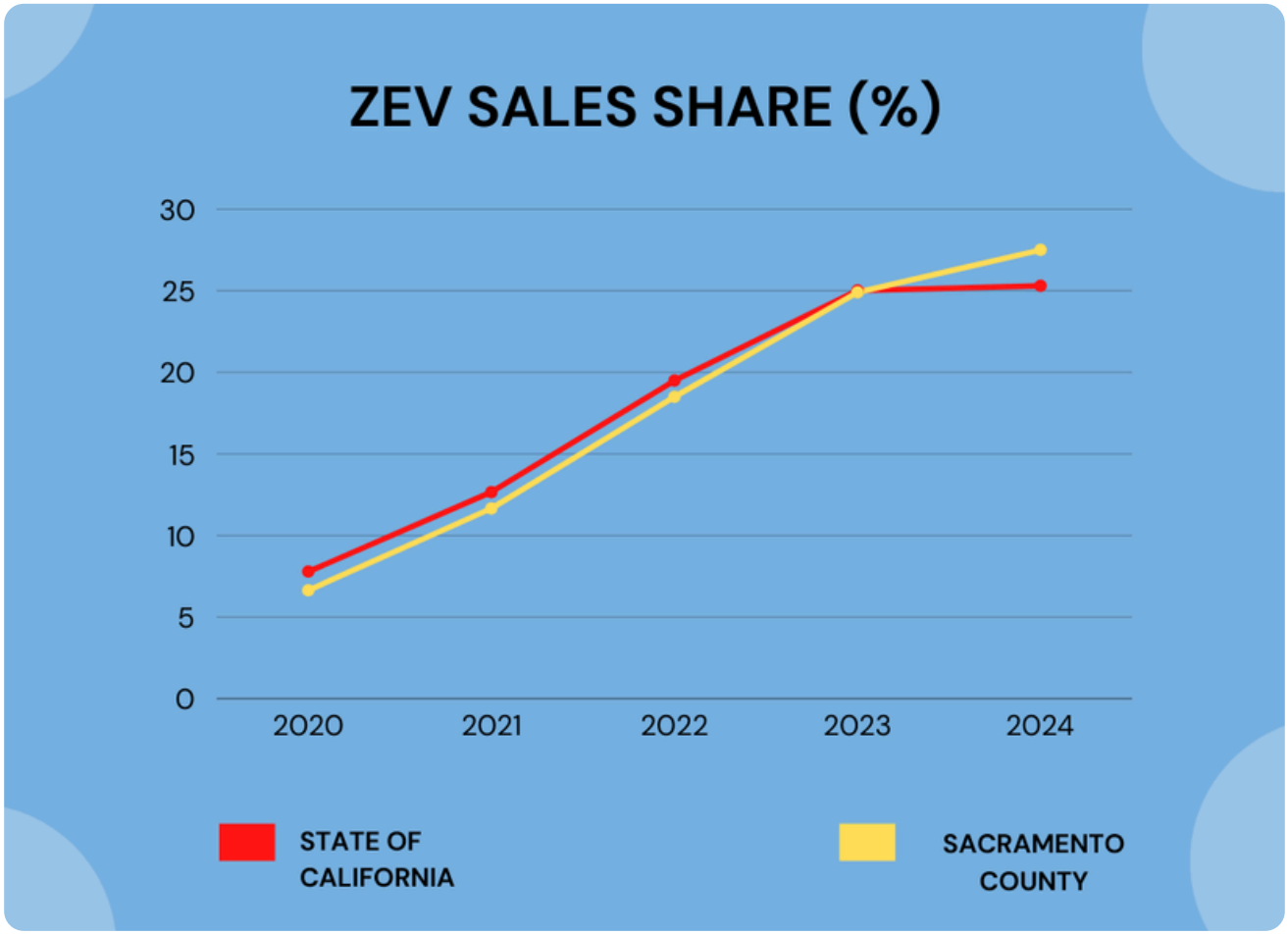
The City is preparing a Parking Strategy that advances the City's housing and climate goals by updating parking requirements and optimizing parking management. The Strategy includes recommendations to revise the City's Parking Districts, expand parking maximums, and increase bicycle parking requirements for new development. The Parking Strategy recommends updating design guidelines to accommodate larger and newer styles of bikes including e-bikes, cargo bicycles or accessible bicycles to provide adequate, secure and weatherproof parking. The Parking Strategy also creates a Parking Management Toolkit to provide the City's Parking Services Division more tools to effectively and efficiently manage parking in Sacramento. Recommendations include updating the residential parking permit program, expanding permit offerings and programs, and more.



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

Between 2020 and 2024, the zero-emission vehicle (ZEV) market share in Sacramento County grew steadily, following broader statewide trends. In 2024, the percentage of electric vehicles (EVs) in the county slightly outpaced the statewide average, with **Sacramento reaching 28% ZEV market share of all cars purchased by Sacramentans in 2024.**

EV BLUEPRINT IMPLEMENTATION (TR 3.2-3.3)

Photo credit: City of Sacramento

The **EV Blueprint project** is expanding equitable access to low-carbon mobility options and accelerating electric vehicle (EV) adoption in low-income and historically disadvantaged communities in Sacramento. The multi-faceted initiative includes **installation of EV chargers at city facilities, expanding electric car-share, and launching an e-bike lending program.**

TR-3.2-3.3: Public charging infrastructure supports EV adoption, removing barriers to access and supporting a more diverse array of EV drivers. Through the EV Blueprint, the City is providing Level 2 chargers in areas with limited charging options, particularly for residents without garages, dedicated off-street parking, or ability to install private chargers—issues that disproportionately impact disadvantaged communities and renters.

Through this project:

- In 2024, **13 Level 2 electric vehicle chargers** were installed at parks, community centers, and libraries.
- In 2025, an additional **21 Level 2 chargers** are planned to be installed and activated by the City.

EV BLUEPRINT IMPLEMENTATION (TR-3.2-3.3)

Photo credit: City of Sacramento

Providing charging infrastructure at **community centers, libraries, and parks** allows for easy access by the public since the sites are existing community amenities that draw diverse patrons for services and programs. Once the EV Blueprint project is fully implemented, **EV chargers will be available for public use at 13 facilities**:

Community Centers

- Hagginwood
- South Natomas
- Oak Park
- George Sim
- Sam & Bonnie Pannell
- North Natomas Aquatics Center

Libraries

- Del Paso
- Colonial Heights
- Belle Cooledge
- Martin Luther King Jr.
- Valley Hi/North Laguna

Parks

- Garcia Bend
- Tahoe Park

PROGRAM SPOTLIGHT

Our Community Car Share

TR-3.4: In partnership with the Sacramento Metropolitan Air Quality Management District, the EV Blueprint also launched expansions of the **Our Community Car Share** Program at Mangan Park, Belle Collage Library, and the Pannell Community Center. Income-qualified residents nearby can reserve an electric vehicle from the carshare program for personal errands at an affordable rate. The goal is to enhance mobility for households with limited transportation options as well as to introduce residents to the benefits and ease of driving electric. Additional carshare locations will be added in 2025.


Photo credit: City of Sacramento

E-Bike Lending Program

TR-2.7: Through a collaboration with the Sacramento Public Library, an **electric bicycle lending program** was launched at several libraries across the city. Library patrons at least 18 years old with a valid library card can check-out an electric tricycle or bicycle for personal use at no charge for 1 week. The goal is to introduce the community to electric-assisted cycling as an alternative for short local trips.

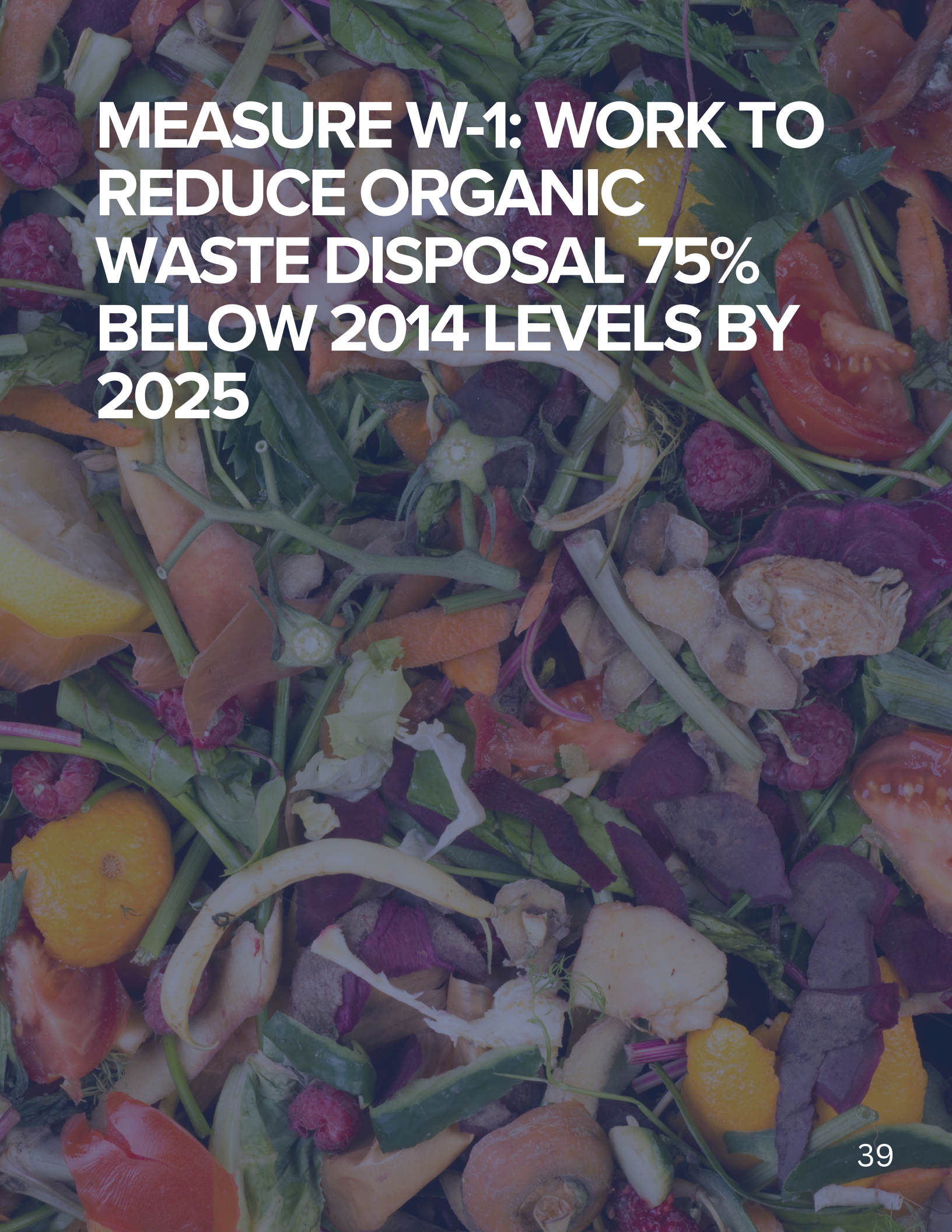

Photo credit: City of Sacramento

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 **649** permits for residential EV chargers and permits for **195** commercial EV chargers in 2024. These installations complement the City's efforts, ensuring that both residents and businesses have the infrastructure needed to transition to electric vehicles. According to data provided by the California Energy Commission, there were **2,368 public** and **1,533 shared private** EV chargers in Sacramento County as of March 2025.

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, expand waste diversion programs



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

STATE LEGISLATION (SB 1383)

SB 1383, adopted in 2016, is a California law aimed at reducing methane emissions by requiring jurisdictions to divert the majority of organic waste from landfills and to increase recovery of edible food for donation. The law mandates **organic waste recycling** for residents and businesses, with enforcement measures to ensure compliance and reduce greenhouse gas emissions. The City of Sacramento is fully implementing SB 1383 requirements by **providing organic waste collection to all residents and businesses, enforcing compliance, and supporting food recovery efforts**. Through outreach, education, and partnerships, the City continues to expand its programs to meet and exceed state goals.

ORGANIC WASTE RECYCLING (W-1.1-1.5)

Organic waste recycling collection is provided to all residents and commercial properties in the City. The City works closely with businesses, apartment complexes, and commercial waste haulers to ensure all required waste services are in place and provide support and education for management, tenants, and staff to implement or expand their diversion programs to be in compliance with SB 1383 and related City Code.

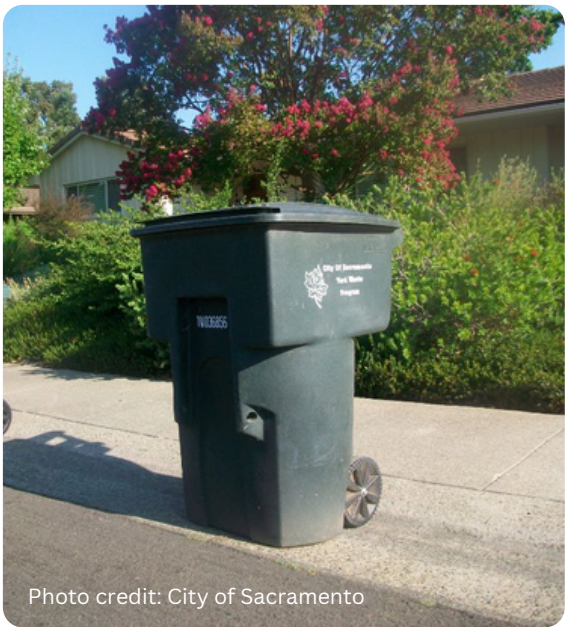


Photo credit: City of Sacramento

Free kitchen countertop food waste pails are offered to all residents to encourage and support food waste recycling, with **40,000 pails distributed since June 2022**. Residents may also receive free compost through the City's giveaway program, which launched in the spring of 2024. The compost, which is produced from the organic waste collected weekly through the curbside program, is also applied at City parks, providing the soil with nutrients and improving water retention.

Photo credit: City of Sacramento

FOOD WASTE DIVERSION (W-1.6)

To address food insecurity and food waste within the City and the greater Sacramento region, the City is part of a regional collaboration, Capital Food Access Alliance, which provides grant funding to local organizations, non-profits, and food banks to expand their capacity to accept and distribute food donations. During the first grant cycle, over **$219,000 in grant funding has been distributed to 12 organizations** within the City to assist in purchasing needed supplies and equipment as well as provide food safety training to staff and volunteers.

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 CO2 E PER MILLION GALLON DELIVERED) BY 100% BY 2030 AND MAINTAIN THAT THROUGH 2045

Photo credit: City of Sacramento

LOW IMPACT DESIGN (WW-1.4)


Photo credit: City of Sacramento

Per the City's current storm water quality National Pollutant Discharge Elimination System (NPDES) permit, the Department of Utilities (DOU) requires significant new development and redevelopment projects to implement low-impact design (LID) compliance measures. **Between 2018 and 2024, eighty (80) new development and redevelopment projects throughout the city have implemented LID features**. These measures provide storm water management to approximately **360 acres** of contributing surface land area within the city.

WATER CONSERVATION (WW-1.7 & A-6.3)

Photo credit: City of Sacramento

The Department of Utilities Water Conservation Office administers myriad residential and commercial programs that support city-wide water conservation, including **leak inspection, 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.

In 2024, the Water Conservation Office provided:

- 124 turfgrass conversion rebates, converting 167,201 square feet of turfgrass
- 927 smart controller rebates
- 50 irrigation upgrade rebates
- 19 rain barrels
- 129 high efficiency toilet rebates
- 208 high efficiency washing machine rebates
- 40 leak repair rebates

In 2024, the Water Conservation Office promoted its rebate programs and educated Sacramento residents about leak repair programs through marketing emails and webinars. The Water Wise Garden Showcase in September 2024 shared rebate programs and services with over 400 attendees.

In early 2024, the Water Conservation Office initiated an update of the Department's Water Conservation Plan. This plan will help the Department achieve water budget targets, prescribed by SB 606 and AB 1668, through program and service modifications. The plan is anticipated to be completed in summer 2025.

DEPARTMENT OF UTILITIES SUSTAINABILITY ACTION PLAN

In 2025, 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 addressing 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 anticipated completion of the SAP is late-2026.

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

Photo credit: SacSewer

BIOGENERATION FACILITY (WW-2.1)


Photo credit: SacSewer

The **BioGeneration Facility Project** is a renewable energy project at the Sacramento Area Sewer District's (SacSewer) EchoWater Facility. It will use biogas (methane), a byproduct of the solids treatment process, to produce renewable electricity and heat for the EchoWater Facility. The BioGeneration Facility will have significant connections to existing EchoWater Facility systems, including biogas management, digester heating, electrical power distribution, and facility controls. Site improvements began in October 2024 and are anticipated to be operational in summer 2026. Benefits of the facility include the following:

- Once operational, the EchoWater Facility will **meet approximately half its energy needs with renewable resources**, significantly reducing our reliance on other sources.
- Expands SacSewer's green energy portfolio and moves the EchoWater Facility closer to energy neutrality.
- Allows SacSewer to expand its **gas generation capacity through organic waste digestion**.

RENEWABLE ENERGY AT SAC SEWER (WW-2.3)


Photo credit: SacSewer

SacSewer's **21-acre solar energy** array at the EchoWater Facility produces **8% of SacSewer's current energy needs**, enough to power approximately 690 homes annually. In addition, SacSewer participates in **SMUD's SolarShares Program**, where the electricity purchased is **100% renewable**. By participating in this program, the energy generated offsets SacSewer's energy usage – equivalent to powering approximately 3,100 homes each year.

HARVEST WATER

Harvest Water, California's largest agricultural water recycling project, will provide reliable, high-quality recycled water to agricultural lands and habitats in southern Sacramento County. Upon completion, **Harvest Water will supply roughly 16 billion gallons of drought-resistant recycled water each year** and bring other lasting benefits to the region. Construction on the Harvest Water pipelines is anticipated to be completed by the end of 2026. Recycled water delivery to landowners is expected to begin in 2027.

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

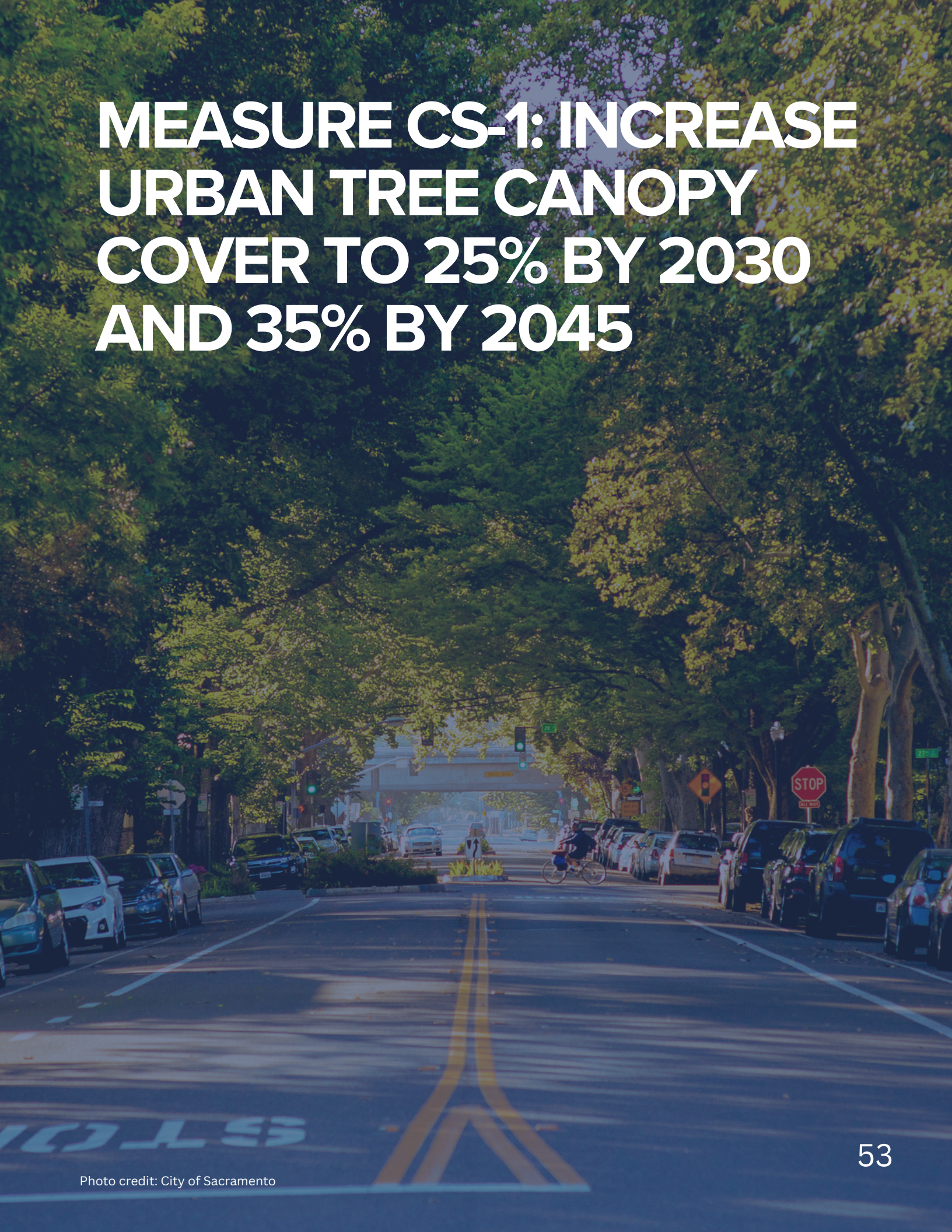


Photo credit: City of Sacramento

CITY OF TREES


Photo credit: City of Sacramento

The City of Sacramento has a long-standing reputation as the City of Trees. Our community trees are fundamental to the city's character and residents' quality of life, creating a more livable, healthy, and sustainable city. These trees cool our homes, roads, and neighborhoods; clean our air and water; create beautiful and comfortable spaces for rest and recreation; improve public health; and absorb greenhouse gases. The long-term health and success of the urban forest requires ongoing and intentional management and action. **As of 2018, there were approximately one million trees within the city accounting for a canopy cover of 19 percent**

SACRAMENTO URBAN FOREST PLAN (CS-1.1)

The Sacramento Urban Forest Plan (SUFP) will serve as the City's primary plan for the **protection**, **expansion**, **maintenance**, **sustainability**, and **enhancement** of Sacramento's urban forest

The plan will establish a framework for policies and programs that advance the City's urban forest, including an implementation strategy with clear actions and assigned responsibilities. The plan's recommendations will emphasize equitable access to urban canopy, prioritizing actions in disadvantaged communities.

Strategies include:

- increasing city maintenance and planting capacity
- amending the City code and development standards to increase considerations for tree protection and inclusion in development
- public-private partnerships to support tree planting and care on private property.

The primary goal of the Sacramento Urban Forest Plan is to support the CAAP target of increasing the canopy cover in Sacramento to 35 percent by 2045 – essentially doubling the number of trees in the city. Reaching this goal will require growing the urban tree canopy across public property, private lands, residential yards, parks, natural areas, streetscapes, schools, and commercial businesses throughout the city.

SACRAMENTO URBAN FOREST PLAN (CS-1.1)

Developing the SUFP has been a multi-year planning process that included **analysis of the current urban forest, community and partner collaboration, and staff coordination** to align urban forest goals across multiple City planning efforts

In mid-2024, a draft SUFP was released for public review. During the 2-month public review and comment period, there was significant public interest and engagement with the plan. Over **550 comments** were provided through the online workshop and staff were able to speak directly with the public and receive comment at over **20 community meetings and events**. Project staff are considering all public comment to inform potential revisions to the SUFP and will bring forward the SUFP to City Council for an adoption hearing in mid-2025.

While the planning process to develop and adopt the Sacramento Urban Forest Plan is ongoing, staff have already begun advancing priority urban forestry actions, including:

- Securing ~$2 million in grant funding to support expanded tree planting in disadvantaged communities (grants described below)
- Updating the City tree inventory
- Incorporating street tree considerations into the Streets for People Plan and Street Design Standards Update
- Designing complete streets efforts to support 50 percent shading over streets and sidewalks

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 program & parking lot greening design standards guidebook

In November 2024, the City held a kick-off event at the Sacramento Northern Parkway. 466 volunteers attended the event to plant 214 trees along a 1-mile-long stretch of the Sacramento Northern Parkway that extended north to south from North Ave to Arcade Creek.

The grant agreement extends through December 2027, unless federal action to terminate the funding is taken before then.

PROGRAM UPDATE

Sacramento Neighborhood Resilience Pilot Project (EPA Environmental Justice Government-to-Government Grant) Cancelled

The Sacramento Neighborhood Resilience Pilot Project is a collaborative initiative focused on urban cooling and resiliency strategies to counter the urban heat island effect and extreme weather events in vulnerable, low-income areas. This Project, funded by a **$981,042 grant from the U.S. EPA,** leverages existing community partnerships to target holistic investments in the Meadowview neighborhood, and areas surrounding Stockton and Del Paso Boulevards. Project activities include drought-tolerant landscaping and indoor air quality improvements in 40 homes; school greening work, including tree planting at two schools and along routes to schools; and neighborhood capacity building through disaster preparedness trainings, air quality education, and community clean-up events. The project includes a goal of planting 260 trees.

Project activities started in June 2024 and were expected to continue through May 2027, however in **March 2025 the U.S. EPA terminated the grant agreement .** City staff are currently determining next steps. This project is contingent on the availability of external funds and will not move forward unless funding is resumed or new funding is identified.

ADAPTATION

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 ensuring Sacramento is prepared for a changing climate while fostering a sustainable and equitable future.

HEAT REDUCTION IN PARKS (A-2.14)

The City of Sacramento is investing in public amenities that help reduce the impacts of extreme heat and create more comfortable outdoor spaces for residents. This includes the installation of shade structures at picnic areas and playgrounds in parks--interventions that provide immediate relief from the sun, lower surface temperatures, and encourage year-round use of public spaces.

Shade structure over Brookins Park playground

Shaded picnic area at Westshore Park

URBAN HEAT PILOT PROJECTS (A-2)

The City of Sacramento is implementing small scale pilot projects to test the use of heat-reducing materials in public spaces. One such effort involves using **lighter colors** and applying **cool surface coatings** to sports courts to lower surface temperatures and improve comfort for players during hot weather. These pilot projects help the City assess the performance, durability, and community benefits of emerging technologies, informing future investments in cooling strategies for parks and recreation areas.

Lighter colors on Camellia Park tennis courts

Cool asphalt paving for pickleball court at Westshore Park

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

In 2025, City staff are initiating work aimed at mitigating the urban heat island effect in Sacramento by updating development standards and guidelines to prioritize heat mitigation strategies. This project, which will implement CAAP adaptation actions A-2-1: Heat Reduction in the Public Relam and A-2-6: Minimum Tree Requirements, will seek opportunities to reduce ambient temperatures in public spaces through effective design and cooling measures in private development. Key strategies include varied building heights, setbacks, shading features, cooling materials for buildings and pavements, and expanding requirements for tree planting and landscaping. The project will prioritize efforts to enhance comfort and safety in areas such as active transportation networks, commercial corridors, and transit corridors, ultimately supporting increased use of transit and active transportation while fostering livable and sustainable communities.

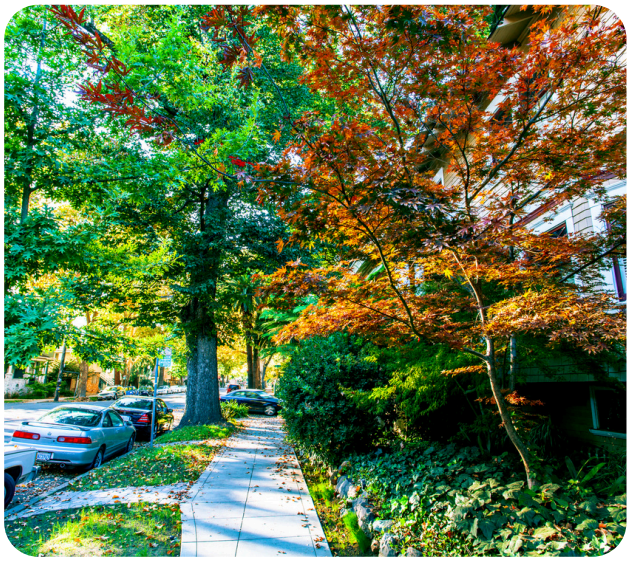


photo credit: City of Sacramento

STORMWATER (A-3.1)

Stormwater Master Planning

Facilities that mitigate 10-year event street flooding and 100-year event structural flooding are being identified in drainage master plans for each drainage basin. As part of the Department of Utilities' continual effort to create new drainage master plans, DOU is scheduled to complete plans for **5 additional drainage basins by the end of 2025**. Currently, approximately **50% of the city has corresponding drainage master plans**. 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.

photo credit: City of Sacramento

Dixieanne Neighborhood Clean & Green Alleys is a project to clean and beautify the public right-of-way in residential alleys in the community of Old North Sacramento with permeable interlocking pavers, fencing repairs, shade trees, and public art in order to enhance the neighborhood, improve stormwater management, and to encourage community gathering and active transportation.

STORMWATER (A-3.1)

Stormwater Quality

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**. Additional projects are in the planning process in collaboration with other jurisdictions and are pending further discussions related to funding and specific project locations.

As part of The Department of Utilities ongoing efforts to improve trash capture and stormwater quality, the Department has conducted site visits to other jurisdictions (San Jose, Vallejo, San Mateo, East Palo Alto, and Millbrae) to discuss lessons learned regarding both large and small trash capture devices in the drainage system. These lessons learned will help the City avoid issues during planning, design, construction, and operating the devices in the future.

photo credit: City of Sacramento

GREEN STORMWATER INFRASTRUCTURE (A-3.1)

Green stormwater infrastructure (GSI) is the use of soil, plant, and low-impact nature-based systems to manage stormwater. Examples of these systems are bioswales, rain gardens, tree trenches, and wetlands. In addition to slowing down stormwater flows, GSI can help reduce the urban heat island effect, preserve habitat, increase soil infiltration, support the urban tree canopy, and improve stormwater quality.

In fall 2024, an interdepartmental team of City staff participated in **The Center for Regenerative Solutions' Green Stormwater Infrastructure Accelerator** program. This collaborative program showcased successful GSI projects from across the country, providing the City with contacts and resources to aid the City's development of comprehensive GSI strategies. To continue progress towards implementation of GSI solutions, the City has started the development of a GSI Advisory Committee to help identify GSI candidate projects and co-benefits across city departments.

Green Stormwater Infrastructure at Marisol Village in the River District

INFRASTRUCTURE AERIAL IMAGING AND FLOOD FIGHTING EQUIPMENT (A-3.8 & A-3.18)

The Department of Utilities (DOU) has purchased **specialized aerial drones** capable of LiDAR and thermal imaging used to **detect seepage in the levee system**. DOU has implemented platforms that process data from drone flights and allow for surveying the levees, processing LiDAR, and building 3D models. In addition to expanded monitoring capabilities provided by aerial drones, DOU has purchased a **landing craft vessel** and **mid-sized excavator** to support **levee inspection, levee maintenance, emergency flood fighting and mutual aid** with other Local Maintaining Agencies that assist in protecting Sacramento.


Photo credit: City of Sacramento


Photo credit: City of Sacramento

(Above) DOU excavator and landing craft conducting erosion maintenance on the Sacramento River levee.

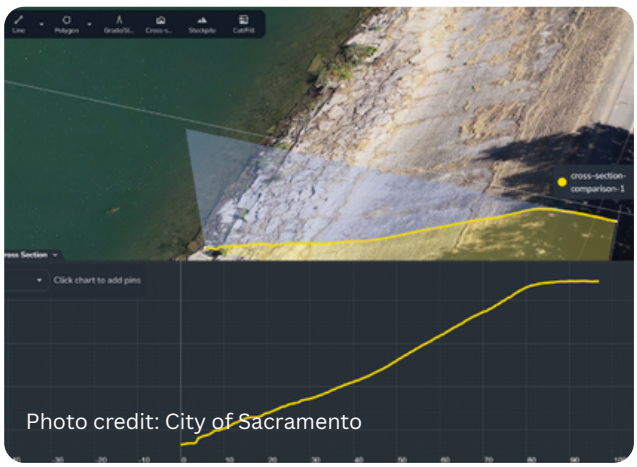


Photo credit: City of Sacramento

(Left) DOU aerial drone imagery and software providing a cross-section survey of the Sutterville Gunite on the Sacramento River.

COMBINED SEWER SYSTEM IMPROVEMENT PLAN UPDATE (A-3.16)

The Combined Sewer System Improvement Plan Update (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 discharges. These high-priority projects include storage facilities and conveyance improvements designed to manage flooding from a 10-year, 6-hour storm event.

The City is nearing completion of 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

The City is in the process of designing the 24th Street Storage Project. Real-time stage and flow monitoring of the CSS will be conducted to study the benefits of the remaining CSSIP projects and programs.

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

AIR QUALITY MONITORING PILOT (A-4)

In partnership with the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District), the City of Sacramento completed a **Portable Air Monitoring Project** to gather real-time local air quality data and share this information in communities disproportionately impacted by pollution. As part of the pilot project:

- **200 portable air quality sensors** were distributed to eligible residents through a multi-lingual outreach effort. Real-time air quality data is publicly available at https://map.purpleair.com and https://fire.airnow.gov.
- A vehicle equipped with scientific pollution measurement tools collected **mobile point-in-time air quality data** in North and South Sacramento neighborhoods.
- The Sacramento Academic and Vocational Academy created an **air quality education course**, curriculum series, and publicly available resources for high school students.

This project was funded by the Sacramento City Council as part of a one-time allocation to advance the City's near term climate action priorities, as outlined in the 2021 Climate Implementation Work Plan.

photo credit: City of Sacramento

FLOODGATE MODERNIZATION AND RESILIENCE PROJECT


photo credit: City of Sacramento


photo credit: City of Sacramento

The City of Sacramento's Floodgate Modernization and Resilience Project will repair and modernize ten critical floodgates where road, rail, and active transportation facilities cross the City's secondary levee berm. These updates are essential to ensure the gates can close effectively and protect vital transportation infrastructure and climate-vulnerable communities in the event of a levee failure along the American River.

Sacramento, located at the confluence of two major rivers, faces significant flood risks, worsened by climate change. Historically, the secondary levee system—with roads and floodgates—was designed to minimize flood damage while maintaining mobility. While recent efforts have focused on strengthening the primary levees, increasing climate risks highlight the need to modernize secondary protections.

This project will strengthen flood resilience against more frequent and intense storms. It is supported by a $7.73 million grant from the Caltrans Local Transportation Climate Adaptation Program, with a $1.93 million City cost share. The City will use a design-bid-build approach, with construction expected to finish in fiscal year 2026.

LEVEE SECURITY AND EMERGENCY PREPAREDNESS (A-5.16)

photo credit: City of Sacramento

The City of Sacramento's Office of Emergency Management is partnering with the Department of Utilities Safety and Security team to enhance emergency management planning and levee security. By using the National Incident Management System (NIMS) and the Standardized Emergency Management System (SEMS), the City is **strengthening coordination, improving response plans, and ensuring effective communication during emergencies**. This collaboration helps protect critical infrastructure, reduces flood risks, and enhances the resilience of our levee systems to keep the community safe.

WATER SUPPLY DIVERSIFICATION (A-6.5 &A-6.8)

Water+

Through the Water+ Treatment Plant 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. Currently, the project is in the middle of an environmental assessment, with an anticipated release of a Draft EIR in May 2025, and completion of a Final EIR in early 2026.

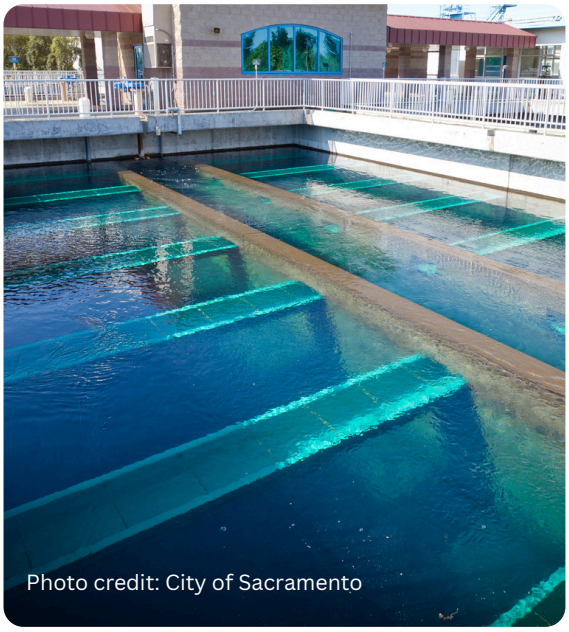


Photo credit: City of Sacramento

Groundwater Well Replacement Program

The Department of Utilities (DOU) is currently conducting groundwater assessments for two new wells within the City that would replace existing, aged wells. DOU is also working on treatment options for existing wells and also for the equipping of our newest well located at E.A. Fairbairn Water Treatment Plant. In addition, to increase resiliency, DOU is upgrading the Shasta Groundwater Treatment Facility to run both existing groundwater wells simultaneously.

Photo credit: City of Sacramento

SACRAMENTO REGIONAL WATER BANK (A-6.6)

The Sacramento Regional Water Bank (Water Bank) is a project being developed by ~20 local water agencies though the Regional Water Authority (RWA) and consists of a system of groundwater wells, pumps and pipelines that allow local water agencies to 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 2024, local water providers banked 35,231 acre-feet, nearly 11.5 billion gallons, of water in the Water Bank. It is anticipated that up to 65,000 acre-feet of water can be 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 Water Bank project is anticipated to be completed by the end of 2026.

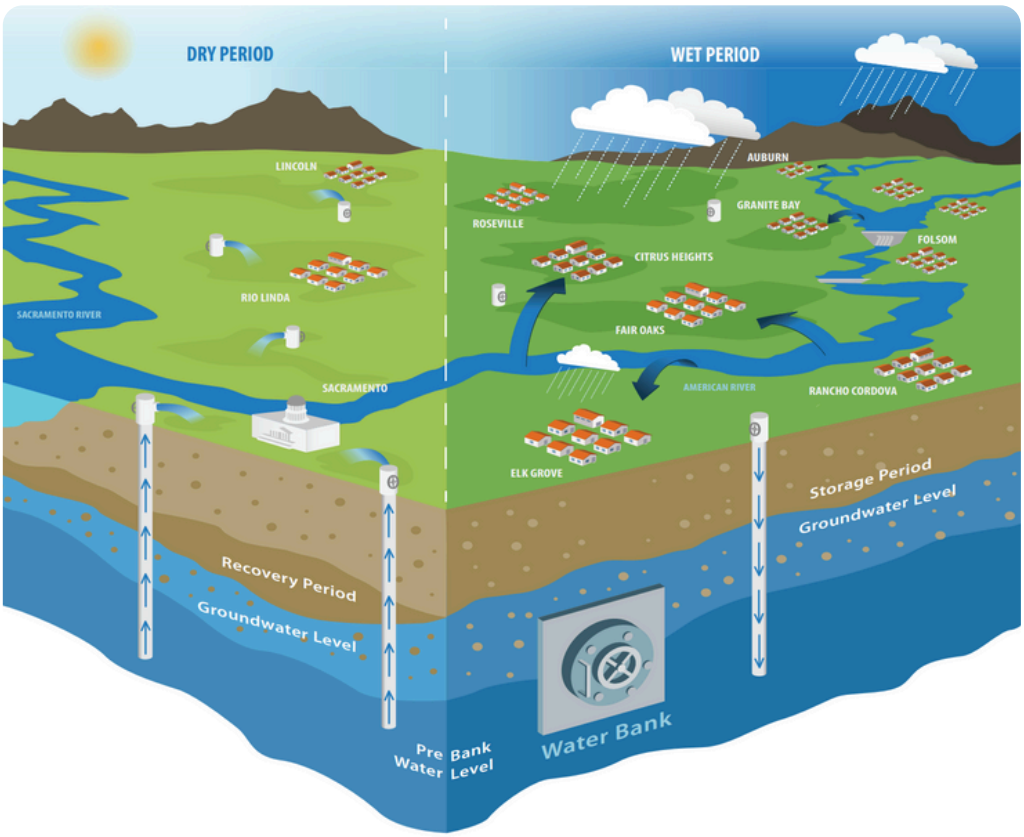


Image credit: Regional Water Authority

PROGRAM SPOTLIGHT

photo credit: City of Sacramento

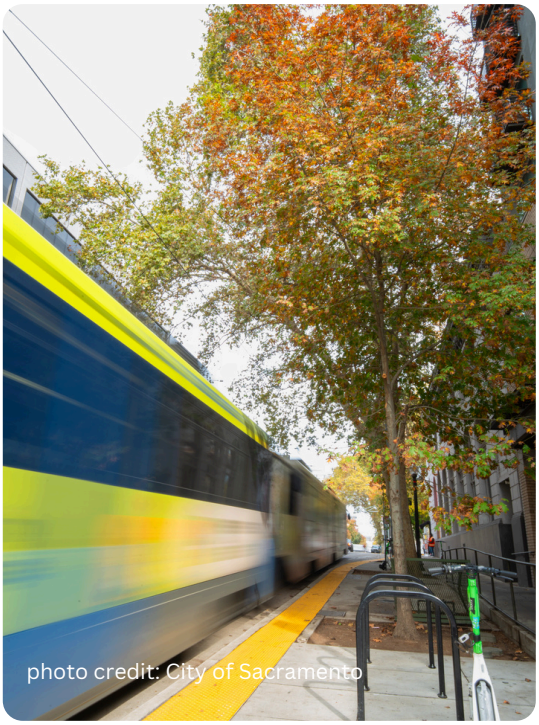


photo credit: City of Sacramento

SacAdapt Transportation Infrastructure Adaptation Plan

The SacAdapt Transportation Infrastructure Adaptation Plan will guide the City and the Sacramento Regional Transit District (SacRT) in identifying climate impacts—like extreme heat, flooding, and high winds—that are projected to impact our transportation system in the coming decades. SacAdapt will outline an **actionable roadmap to guide transportation adaptation efforts** that will improve the resilience of key transportation system infrastructure to climate change impacts, and benefit the health, safety, and mobility of Sacramentans and transportation workers. The plan will develop recommendations for prioritized projects that will enable the City and SacRT to pursue grant funding for resilient infrastructure upgrades and investments that support the CAAP's active and public transportation mode shift goals. **SacAdapt is funded by a ~$730,000 Caltrans Adaptation Planning Grant.** Planning efforts are in progress, with the plan anticipated to be completed in spring 2026.

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. This section highlights the progress made in implementing municipal measures, including fleet electrification, energy efficiency upgrades, and renewable energy adoption.

Photo credit: City of Sacramento

CLEAN FLEET IMPLEMENTATION LIGHT DUTY ZEV FLEET (MM-2)

The City of Sacramento's Zero Emission Vehicle (ZEV) Fleet Infrastructure Project will enhance the City of Sacramento's electric vehicle fleet charging infrastructure, supporting its strategy to achieve a zero-emission light-duty fleet by 2035. The project in funded by $2,400,000 in grant funds from the California Energy Commission and $4,000,000 from a federal earmark.

Project activities are in progress and will be delivered by June 2028. The project is a top priority regionally in combatting climate change and expediting emissions reductions within the city, as **28% of the municipal emissions come from the municipal fleet**. The City of Sacramento is a leader in fleet electrification within the state and has established proactive policies to achieve the goal of a fully decarbonized light-duty fleet by 2035. These policies include a "**ZEV-first**" approach, requiring procurement of a ZEV option whenever a technologically viable option is available on the market.

The City currently has a fleet of 1,282 light-duty vehicles, including **131 zero-emission vehicles (ZEVs)**, 724 emergency response vehicles that are exempt from the City's ZEV-first policy, and 427 internal combustion engine (ICE) vehicles. To support its current ZEV fleet, the City has **72 fleet chargers**, which are sufficient for existing needs.

Expanding the City's charging infrastructure through this project will catalyze the continued expansion of its light-duty fleet by providing the essential infrastructure needed to enable the City to continue to electrify its light-duty fleet. This project includes installation of **164 charging ports**, consisting of 160 Level 2 (L2) ports and 4 Direct Current Fast Charging (DCFC) ports, capable of supporting up to 328 new electric vehicles. This investment will help support the City's fleet transition over the next five years and provide 85% of the total charging infrastructure needed to fully electrify the light-duty fleet within the next decade.

CLEAN FLEET IMPLEMENTATION MEDIUM AND HEAVY DUTY ZEV FLEET (MM-2)

Photo credit: City of Sacramento

The California Air Resources Board (CARB) implemented the Advanced Clean Fleets (ACF) regulation in January 2024 to **transition the state's medium- and heavy-duty vehicle sector to zero-emission vehicles (ZEVs) by 2045**. The regulation mandates a broad spectrum of fleets – including public state and local government fleets – to systematically incorporate ZEVs into their operations.

The City will be required to comply with this state regulation and currently operates a fleet of **1,768 medium- and heavy-duty vehicles**. Navigating the ACF regulation requires a strategic approach. This includes understanding the specific requirements of the city fleet, evaluating compliance pathways, planning charging and fueling infrastructure, assessing shifting vehicle maintenance needs, evaluating the fit of new technologies, planning vehicle acquisitions, and determining budget impacts.

Following the regulation's passage, City staff immediately began assessing compliance pathways and planning next steps. This effort includes partnering with the SMUD eFuel Advisor program to assess available zero emission vehicles and determine the necessary charging and power infrastructure based on vehicle parking locations.

In addition to these strategic planning efforts, the Fleet Division and Recycling and Solid Waste Division acquired an **electric refuse truck** and installed a Direct Current Fast Charger to support the vehicle operations. This pilot project supports the City's long term sustainability goals and compliance with ACF while allowing staff to assess the fit of the technology for operational needs and determine pathways for continued fleet decarbonization. The new electric refuse truck has been deployed since September 2024 collecting residential recycling containers.

DEPARTMENT OF UTILITIES ENERGY EFFICIENCY (MM-5.2 & 5.8)


photo credit: City of Sacramento

As part of the Department of Utilities' (DOU) ongoing efforts to improve energy efficiency across operations, the Department is **retrofitting three DOU-owned facilities with LED lighting**: Florin Reservoir, Pioneer Reservoir, and Sump 2. The total energy savings for the three projects is estimated to be **~348,000 kWh annually, saving ~$52,000 in annual electricity costs**. Two additional facilities, Sacramento River Water Treatment Plant and E.A. Fairbairn Water Treatment Plant, will be undergoing LED retrofits and are currently in the project planning phase. **The retrofit of these two treatment facilities is estimated to save ~1,183 kWh annually, saving ~$162,000 in annual electricity costs**. Planning efforts are in progress, with the plan anticipated to be completed in spring 2026.

PARK IMPROVEMENTS (MM-6.2 & MM-8.9)

Drought Tolerant Landscaping

Youth, Parks, and Community enrichment continues to reduce landscape water use with low water-use plants, compost, and landscape design that emphasizes drought tolerant plants and mulch areas. Photo (right) shows recent park improvements at Airfield Park in Natomas.

Photo credit: City of Sacramento

Bike Parking

Youth, Parks, and Community enrichment continues to install bike parking at City facilities as funding becomes available. Photo (right) shows recently installed bike racks at Ray Eames Park.

Photo credit: City of Sacramento

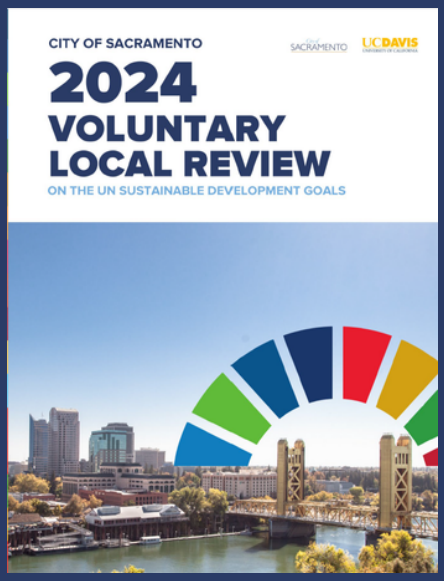
REGIONAL & COLLABORATIVE CLIMATE PLANNING

Regional planning and collaboration are key elements of successful climate action and adaptation planning. Sacramento's Climate Action & Adaptation Plan incorporates efforts led or supported by regional agency partners, and ongoing planning and implementation draws heavily on a range of collaborative efforts and partnerships. City of Sacramento staff have engaged in a wide range of regional and collaborative climate action planning efforts:

City-County Climate Working Group is convened monthly. This group includes sustainability and climate planning staff from Yolo County, Sacramento County, and city agencies in each county, including the Cities of Sacramento, Elk Grove, Folsom, Rancho Cordova, Woodland, Davis, West Sacramento

The Building Electrification MOU includes the City of Sacramento, the City of Elk Grove, Sacramento County, and SMUD. In 2024, this group collaborated on an application for Inflation Reduction Act assistance to develop advanced energy codes but was not awarded funding. Despite this, they remain committed to ongoing collaboration of building electrification and code development efforts.

REGIONAL & COLLABORATIVE CLIMATE PLANNING



Capital Region Climate Priorities Plan

The US Environmental Protection Agency's Climate Pollution Reduction Grants (CPRG) program provided funding to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. The Sac Metro Air District led the planning for the Capital Region Climate Priorities Plan, which was completed in 2024. Sac Metro Air District worked with other regional leaders and local agency partners, including the City of Sacramento, to develop this integrated strategy that will help improve air quality, benefit environmental justice communities, and address historical air quality disparities.

Voluntary Local Review of the UN's Sustainable Development Goals

The 2024 Voluntary Local Review (VLR) on the UN Sustainable Development Goals (SDGs) for the City of Sacramento maps the 17 SDGs and its underlying principles to Sacramento's 2040 General Plan and Climate Action & Adaptation Plan. The VLR was completed as a collaborative project between the City of Sacramento and UC Davis. The VLR demonstrates that long-range city planning provides a unique opportunity to connect shared local and global goals, and that university-city partnerships can play an important role in this effort.

CONTACT US

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City of SACRAMENTO
Community Development

Climate Action & Adaptation Plan Annual Progress Report

Planning and Design Commission, May 8, 2025

Overview

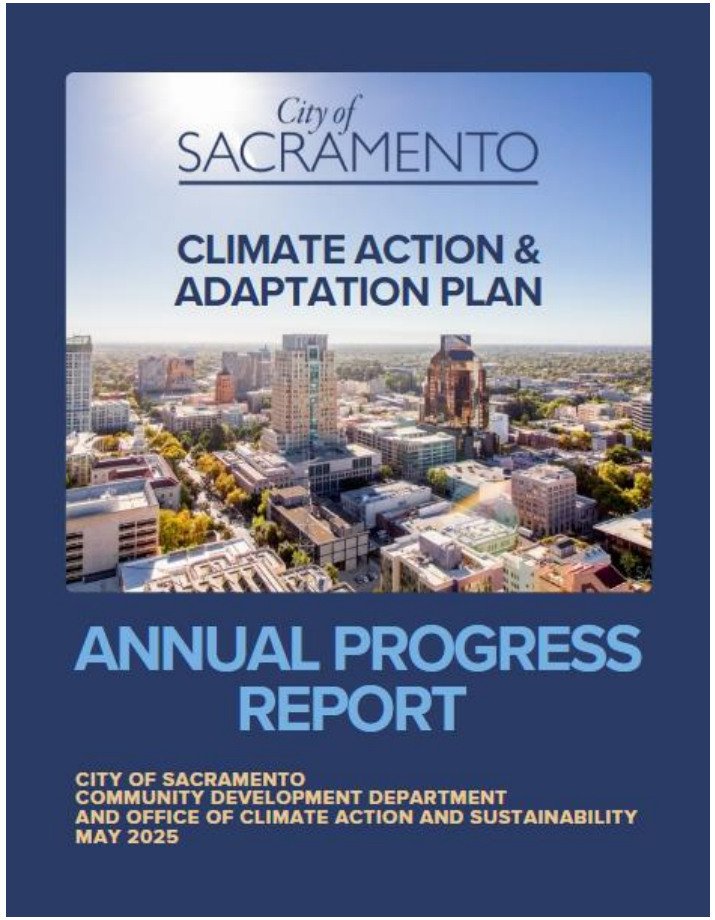
City of SACRAMENTO
Community Development

- Progress report structure
- Big picture progress
- Opportunities and Challenges
- Questions

Progress report structure

City of SACRAMENTO
Community Development

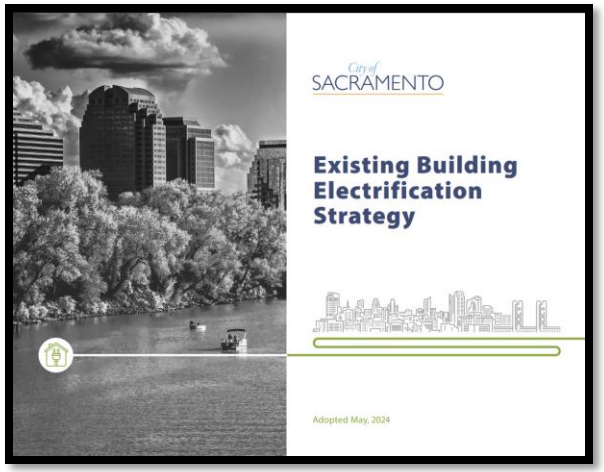
- Snapshot of progress
- Organized by measure
- CAAP commits staff to quantitative and qualitative update in 2027

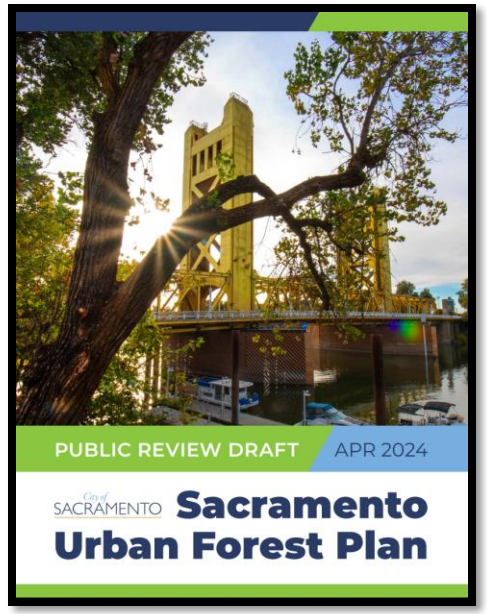


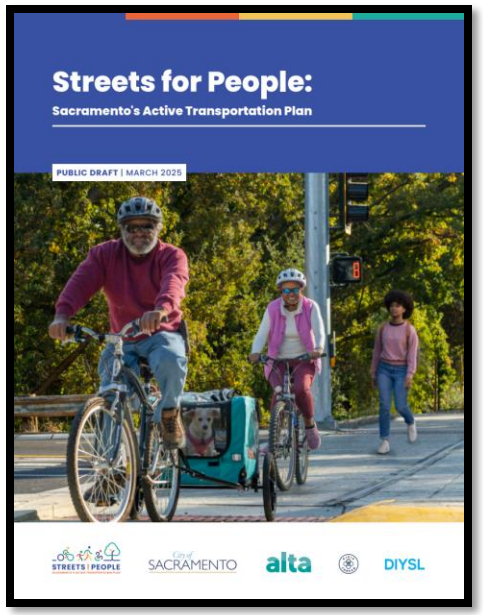
City of SACRAMENTO
Community Development

Planning Efforts

- Existing Building Electrification Strategy
- Streets for People Active Transportation Plan
- Sacramento Urban Forest Plan
- Parks Plan 2040
- SacAdapt







Built Environment

City of SACRAMENTO
Community Development

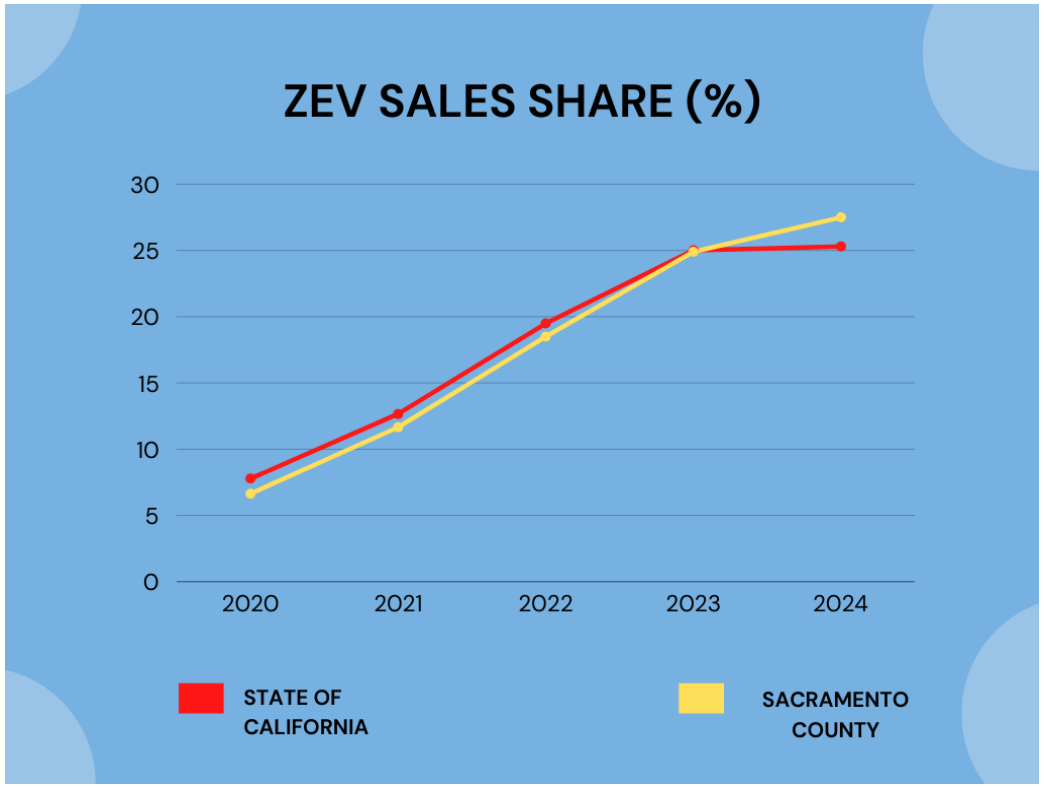
SMUD's 2030 Zero Carbon Plan

Sacramento Energy Equity Pilot

New Building Electrification

Transportation

City of SACRAMENTO
Community Development



28% ZEV Sales Share

EV Blueprint / Our Community Car Share

Transportation

City of SACRAMENTO
Community Development

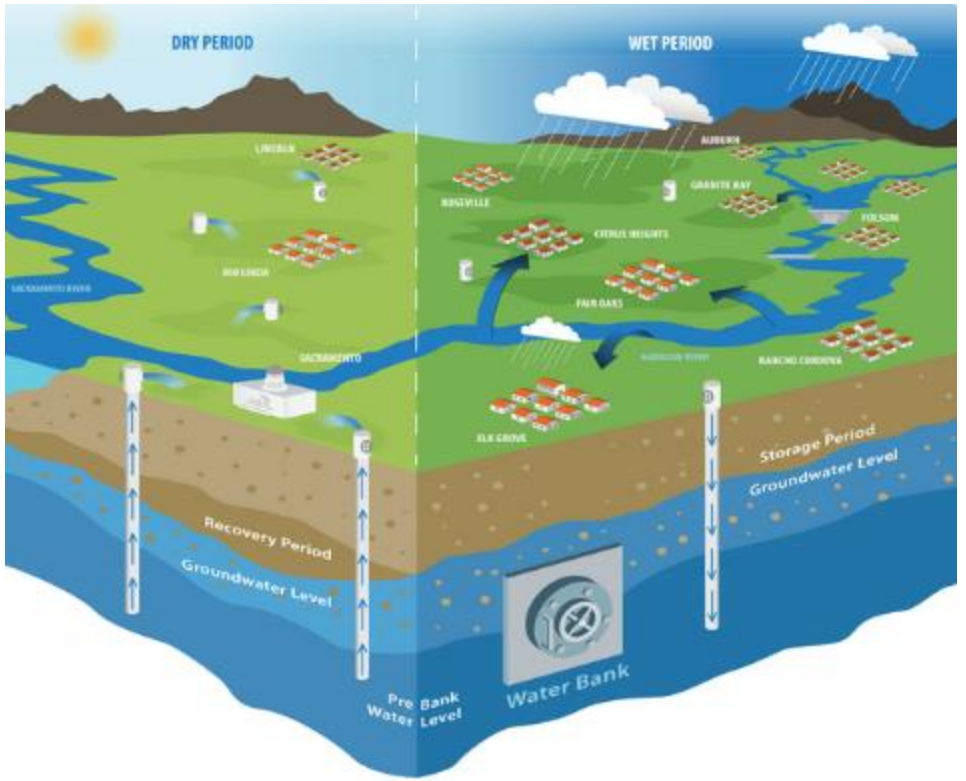
Central City Mobility Project

Shared Use Paths

Adaptation

City of SACRAMENTO
Community Development

Water+ Treatment Plant Resiliency Improvements

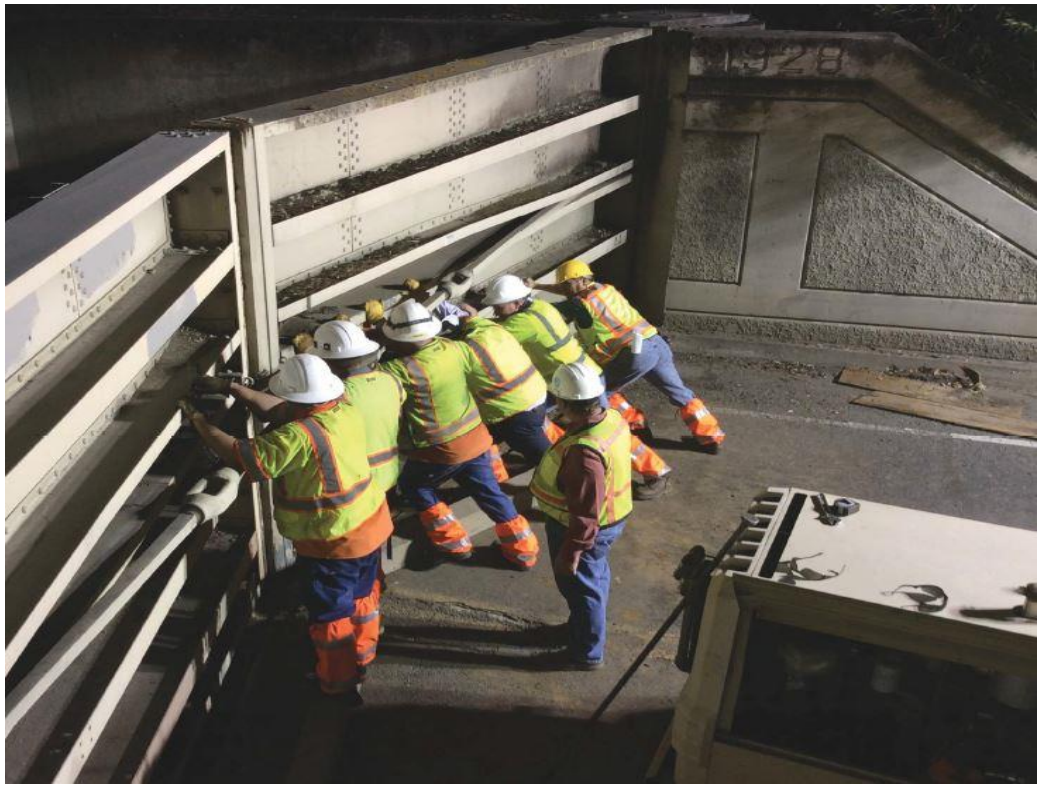


Regional Water Bank

Adaptation

City of SACRAMENTO
Community Development

Air Quality Monitoring Pilot



Floodgate Modernization and Resiliency Project

Opportunities and Challenges

City of SACRAMENTO
Community Development

- Interdepartmental Collaboration
- Regional Collaboration
- Funding

PROGRAM UPDATE

Sacramento Neighborhood Resilience Pilot Project (EPA Environmental Justice Government-to-Government Grant) Cancelled

City of SACRAMENTO
Community Development

Thank you!

caap@cityofsacramento.org

cityofsacramento.gov/caap